

## Fall 2022 Engagement Summary

### Executive summary

Sound Transit is collaborating with the City of Tacoma to build a better-connected network so more people can walk, roll, bike and take transit to South Tacoma Station and other neighborhood destinations. After gathering ideas and gauging interest in a variety of improvements in 2021, we hosted an online open house with additional information about the proposed changes and gathered community input in the fall of 2022. The online open house was live from Nov. 9 through Dec. 5, 2022, and drew over 475 visitors, including over 10 visitors to our sites in Vietnamese and Spanish.

We received more than 140 survey responses across five surveys in the online open house. Excluding the S. Adams Street connections, feedback was largely positive, with an average of 57% of respondents expressing excitement about the proposed changes and an average of 25% of respondents expressing concern. We received the most responses and the greatest amount of concern about the S. Adams Street connections, including from many people who work nearby and shared concerns about impacts to street parking.

The online open house was publicized by mailers sent out to area homes and businesses, posters and handouts provided to local businesses and organizations, emails to a project listserv, and briefings with community groups and business owners. We also hosted a bicycle tour and a walking tour and tabled at community events.

We'll take the feedback captured in this summary into consideration as we continue working with the City of Tacoma. We'll follow up with project updates later this year to let you know how the design and environmental review process is progressing. By then, we will have a better idea about estimated costs of the improvements and seek your feedback for which improvements to prioritize. In



Over **475 users** visited the online open house from Nov. 9 – Dec. 5



More than **50 people** completed at least one survey, resulting in more than **140 surveys** (5 surveys in the site)



Engaged with over **100 people** at **3 in-person events** in South Tacoma, including walk and bike tours



Sent over **8,500 trilingual mailers** to project area and distributed flyers to local businesses



**2 project email updates** sent to more than **1,200 recipients** and **1 press release**



Briefings with **5 community groups**



Over **35,000 impressions** and **175 clicks** on a social media ad

*Engagement by the numbers*

# South Tacoma Station Access Improvements

2024 the Sound Transit Board will select a set of improvements to move to final design and construction. All improvements are targeted to be completed by 2030.

Jump to [summary of feedback](#).

## Resumen ejecutivo

Sound Transit está colaborando con la ciudad de Tacoma para construir una red mejor conectada para que más personas puedan caminar, circular, andar en bicicleta y tomar el transporte público a la estación de South Tacoma y otros destinos en el vecindario. Después de reunir ideas y evaluar el interés en una variedad de mejoras en 2021, organizamos una jornada de puertas abiertas en línea con información adicional sobre los cambios propuestos y reunimos aportes de la comunidad en el otoño de 2022. La jornada de puertas abiertas en línea se transmitió en vivo desde el 9 de noviembre hasta el 5 de diciembre de 2022 y atrajo a más de 475 visitantes, incluidos más de 10 visitantes a nuestros sitios web en vietnamita y español.

Recibimos más de 140 respuestas a encuestas de cinco encuestas que se realizaron en la jornada de puertas abiertas en línea. Excluyendo las conexiones de S. Adams Street, los comentarios fueron en gran medida positivos, donde un promedio del 57% de los encuestados mostraron entusiasmo por los cambios propuestos y un promedio del 25% de los encuestados expresaron preocupación. Recibimos la mayor cantidad de respuestas y la mayor cantidad de inquietud sobre las conexiones de S. Adams Street, incluso de muchas personas que trabajan cerca quienes compartieron inquietudes sobre los impactos al estacionamiento en la calle.

La jornada de puertas abiertas en línea se publicitó mediante correos que se enviaron a hogares y negocios del área, carteles y folletos que se proporcionaron a negocios y organizaciones locales, correos electrónicos a un servidor de listas de proyectos y reuniones informativas con grupos comunitarios y dueños de negocios.

También organizamos un recorrido en bicicleta, un recorrido a pie y formamos parte de eventos comunitarios. Tomaremos en cuenta los comentarios que se recopilaron en este resumen a medida que continuamos trabajando con la ciudad de Tacoma. Haremos un seguimiento de las actualizaciones del proyecto a finales de este año para informarle cómo está progresando el proceso de diseño y revisión ambiental. Para entonces, tendremos una mejor idea de los costos estimados de las mejoras y solicitaremos su opinión sobre las mejoras que deberíamos priorizar. En 2024, la Junta de Sound Transit seleccionará un conjunto de mejoras para que avancen a la etapa de diseño final y a la construcción. Se espera que todas las mejoras se completen para 2030.

 Más de **475 usuarios** visitaron la jornada de puertas abiertas en línea del 9 de noviembre al 5 de diciembre

 Más de **50 personas** completaron al menos una encuesta, lo que resultó en más de **140 encuestas** (5 encuestas en el sitio)

 Interactuamos con más de **100 personas** durante **3 eventos en persona** en South Tacoma, incluidos recorridos a pie y en bicicleta

 Se enviaron más de **8,500 correos trilingües** al área del proyecto y se distribuyeron volantes a negocios locales

 Se enviaron **2 actualizaciones por correo electrónico** del proyecto a más de **1,200 destinatarios** y **1 comunicado de prensa**.

 Se llevaron a cabo reuniones informativas con **5 grupos comunitarios**

 Se obtuvieron más de **35,000 impresiones** y **177 clics** en un anuncio de redes sociales

*Participación y compromiso en cifras*

## Tóm Tắt Chung

Sound Transit đang phối hợp với Thành Phố Tacoma nhằm xây dựng một mạng lưới kết nối tốt hơn để giúp nhiều người hơn có thể đi bộ, chạy xe, đạp xe và sử dụng phương tiện công cộng đến Trạm South Tacoma cũng như các điểm đến khác trong khu phố. Sau khi thu thập ý kiến và đánh giá mức độ quan tâm đối với nhiều dự án cải tạo vào năm 2021, chúng tôi đã tổ chức một sự kiện giới thiệu trực tuyến cung cấp thông tin bổ sung về các thay đổi đề xuất và thu thập ý kiến đóng góp của cộng đồng vào mùa thu năm 2022. Sự kiện giới thiệu trực tuyến này được phát trực tiếp từ ngày 9 tháng 11 đến hết ngày 5 tháng 12 năm 2022 và đã thu hút hơn 475 khách truy cập, trong đó có hơn 10 khách truy cập vào các trang web của chúng tôi bằng tiếng Việt và tiếng Tây Ban Nha.

Chúng tôi đã nhận được hơn 140 câu trả lời khảo sát trong 5 cuộc khảo sát tại sự kiện giới thiệu trực tuyến này. Ngoại trừ các mạng lưới kết nối S. Adams Street, phản hồi phần lớn là tích cực, với trung bình 57% số người được hỏi bày tỏ sự phấn khích về những thay đổi được đề xuất và trung bình 25% số người được hỏi bày tỏ sự quan ngại. Chúng tôi đã nhận được nhiều phản hồi nhất và mức độ quan tâm lớn nhất về các mạng lưới kết nối S. Adams Street, bao gồm cả phản hồi từ nhiều người làm việc gần đó và chia sẻ những quan ngại về các tác động đối với bãi đậu xe trên đường.

Sự kiện giới thiệu trực tuyến này đã được giới thiệu rộng rãi thông qua các bưu phẩm được gửi đến các hộ gia đình và doanh nghiệp trong khu vực, áp phích và tài liệu phát cho các doanh nghiệp và các tổ chức tại địa phương, email đến nhóm người nhận của dự án cũng như các buổi thông báo vắn tắt với các nhóm cộng đồng và chủ doanh nghiệp. Chúng tôi cũng tổ chức một chuyến tham quan bằng xe đạp, một chuyến đi bộ và đưa ra thảo luận tại các sự kiện cộng đồng.

Chúng tôi sẽ xem xét phản hồi được thu thập trong bản tóm tắt này khi chúng tôi tiếp tục làm việc với Thành Phố Tacoma. Chúng tôi sẽ cập nhật các thông tin dự án vào cuối năm nay để cho quý vị biết quá trình xét duyệt thiết kế và môi trường đang tiến triển như thế nào. Đến lúc đó, chúng tôi sẽ hình dung rõ hơn về chi phí ước tính của các dự án cải tạo và mời quý vị đóng góp ý kiến phản hồi về những dự án cải tạo nào cần ưu tiên. Năm 2024, Ban Quản Trị Sound Transit sẽ chọn một nhóm các dự án cải tạo để chuyển sang giai đoạn thiết kế và xây dựng cuối cùng. Tất cả các dự án cải tạo được dự định hoàn thành vào năm 2030.

-  Hơn 475 người dùng đã truy cập sự kiện giới thiệu trực tuyến từ ngày 9 tháng 11 đến ngày 5 tháng 12
-  Hơn 50 người đã hoàn thành ít nhất một cuộc khảo sát, trong số hơn 140 cuộc khảo sát (5 cuộc khảo sát trên trang web)
-  Đã tương tác với hơn 100 người tại 3 sự kiện trực tiếp ở South Tacoma, bao gồm các chuyến tham quan đi bộ và đi xe đạp
-  Đã gửi hơn 8.500 bưu phẩm song ngữ đến khu vực dự án và phát tờ rơi cho các doanh nghiệp địa phương
-  2 email cập nhật dự án đã được gửi tới hơn 1.200 người nhận và có 1 thông cáo báo chí
-  Có các buổi thông báo vắn tắt với 5 nhóm cộng đồng
-  Hơn 35.000 lượt hiển thị và 177 lượt nhấp vào quảng cáo trên mạng xã hội

*Số liệu tham gia*

## Summary of feedback

The online open house included five surveys for people to provide feedback about the proposed walking, rolling, biking and transit improvements near South Tacoma Station. In total we heard from over 50 respondents with more than 140 total responses across the five surveys. We've summarized feedback from these surveys in the sections below. See [Appendix A](#) for more information about the other engagement activities during this period.

The online open house included overview maps of "Priority 1" and "Priority 2" improvements in the project area:

- Priority 1 improvements were deemed higher priority by Sound Transit, city officials and the community during our first round of engagement in 2021. They better met our three primary criteria: would benefit underserved communities; address a major barrier to access, and are close to the station.
- Priority 2 improvements would build out the network even more, but did not score as high on our three criteria, such as being located farther from the station. There may not be enough funding for all Priority 2 improvements, however based on available funding, some or all may be constructed.

## Overall themes

Here are some key takeaways from the public feedback:

- People generally liked the proposed changes. Excluding the S. Adams Street connections, on average, more than half of respondents expressed excitement about the proposed changes while a quarter expressed concern.
- Most respondents for the S. Adams Street connections opposed the proposed changes, citing a loss of parking for local workers and security issues. A quarter of respondents expressed excitement.
- There was support and opposition to bicycle infrastructure; many respondents wanted stronger protection for bicyclists, while others felt the bike facilities would not be used.

## Spotlight improvements

The online open house highlighted four "spotlight" improvements that would have the most significant impact on the look and feel of the area's streets. Detailed information and graphics were provided for each improvement, along with survey questions. The four spotlight improvements are:

- Walking, rolling and biking path north of SERA Campus
- S. Adams Street connections
- S. 58th and 60th streets station area connections
- S. 58th and 60th streets Edison neighborhood connections

See [Appendix B](#) for more information about the project website, including a link to archived content.

Each spotlight improvement was accompanied by a survey with the following questions:

Question 1: How do you feel about the changes proposed in the [spotlight improvement]?

# South Tacoma Station Access Improvements

- Question 2: Which aspects of the changes do you like?
- Question 3: Does anything about the changes concern you?
- Question 4: Do you have any comments or questions about the [spotlight improvement]?
- Question 5: Would the proposed changes help you get to any of the following destinations?
- Question 6: How do you use this area (within a quarter of a mile) today?

## SPOTLIGHT CORRIDORS



Most of the spotlight improvements are Priority 1, but the S. 58th and 60th streets Edison neighborhood connections include Priority 2 improvements on S. 60th Street.

Below is an overview of what we heard from respondents for each of the four spotlight improvements. See [Appendix C](#) for more of the survey results. .

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

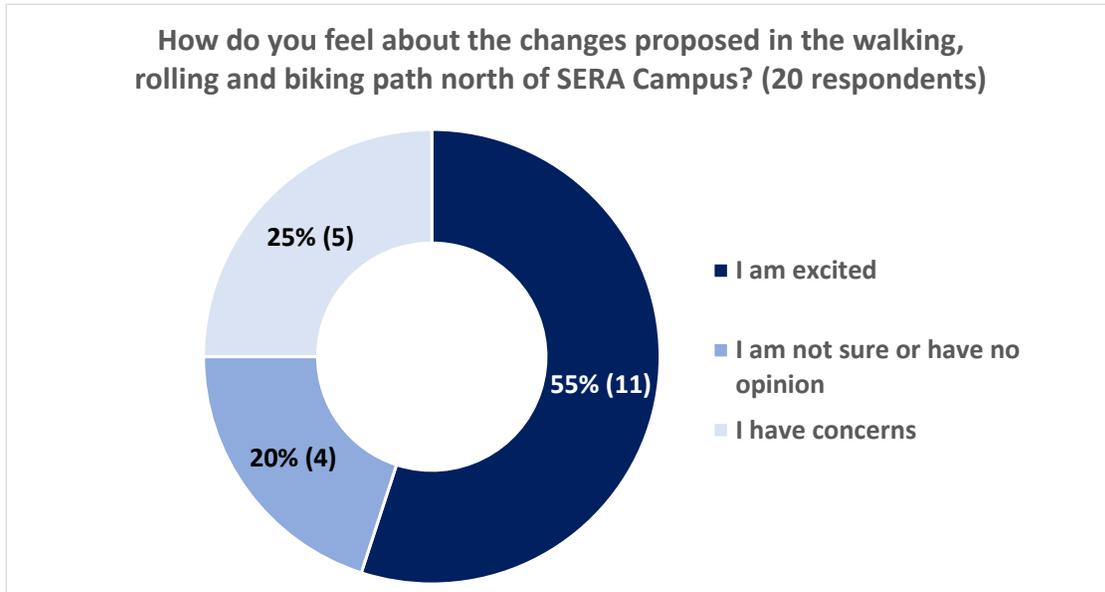
This set of improvements would provide a connection for people walking, rolling and biking from S. Tyler Street to [South End Recreation Adventure \(SERA\) Campus](#) and South Tacoma Station by:

- Widening the south sidewalk on S. 56th Street from S. Tyler Street to S. Madison Street to an 8-foot-wide shared use path.

## South Tacoma Station Access Improvements

- Continuing the shared use path south along the city right of way (across S. Madison Street) to the northern edge of SERA Campus.
- Following the northern border of SERA Campus and connecting via a bicycle boulevard and sidewalks on S. 58th Street to S. Adams Street.

Over half of the 20 respondents who answered this survey were excited about the proposed improvements, and the most popular aspect was the shared use path along S. 56th Street. A quarter of respondents shared that they had concerns; the top concern was not enough protection for bicyclists.



Among the ten responses to the open-ended question included concerns about the design of the shared use path and support for the proposed changes.

*“My biggest concern is the existing private driveways that access S 56th St. Drivers using those driveways are likely to block the shared-use path while waiting for a gap in traffic to turn onto S 56th St...”*

*“Using Tacoma and Metro Parks land for pedestrians makes total sense.”*

### S. Adams Street connections

This set of improvements would improve access for people walking, rolling, biking and taking transit (Pierce Transit Route 53) by:

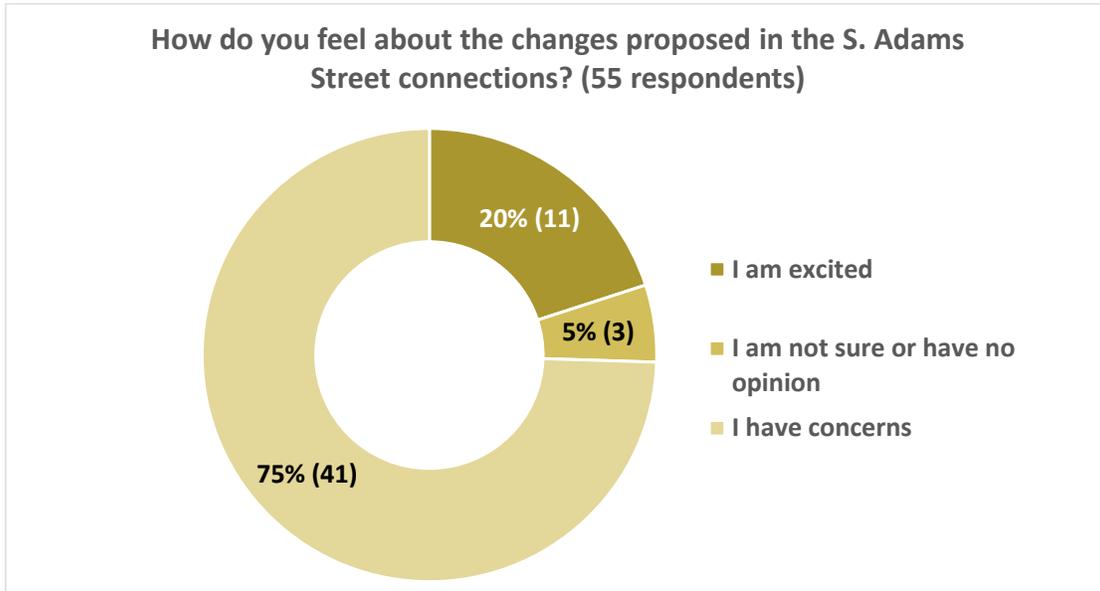
- Completing the sidewalks on S. Adams Street on both sides, from S. 56th Street to S. 66th Street and upgrading curb ramps to meet ADA standards.
- Improving bicycle facilities in the area by installing protected bike lanes or a shared use path.\*
- Enhancing the pedestrian crossing on S. 66th Street at the intersection with S. Adams Street with a crosswalk and pedestrian/bike activated signal.
- Upgrading the bus stops at the intersection of S. 66th Street and S. Adams Street to include a bench and other improvements.

\*The protected bike lanes and a shared use path are two options we’re studying to improve bicycle facilities in the area, and the final design may be a combination of both options. The shared use path

## South Tacoma Station Access Improvements

(open to people walking, rolling and biking) would be on SERA Campus, with a route to be determined, but would not impact parking. The protected bike lanes option would be in S. Adams Street right of way and would reduce on-street parking.

Most of the 55 respondents have concerns about the proposed improvements along S. Adams Street. The predominant concern was loss of street parking. The sidewalk and curb ramp improvements were the most popular aspect of the proposed changes.



There were 41 comments on this survey. The most prominent theme, expressed in more than half of the comments, was concern about impacts to businesses and employees on S. Adams Street from loss of street parking. Several people questioned whether there was great enough need for protected bike lanes to justify the removal of parking. People also shared concerns about neighborhood safety and that parking further away would increase instances of theft of crime.

*“Losing the parking on South Adams would be devastating! I have worked on this street for almost 27 years and losing these spots would cause very serious issues.”*

*“If you take away ANY parking at all it will only cause everyone to park further away than we already do and make it even easier for our cars to be broken into, vandalized and stolen, which happens on a regular basis.”*

Several respondents had concerns about pedestrian and bike safety and convenience of connecting to South Tacoma Station or other community destinations, and some expressed support for the shared use path option.

*“Make sure it’s easy for cyclists to access the sounder station without crossing the road too many times or going out of the way.”*

*“The shared-use path option is preferable to the on-street bike facilities to provide continuity with the new Madison St shared-use path.”*

# South Tacoma Station Access Improvements

## S. 58th and 60th streets station area connections

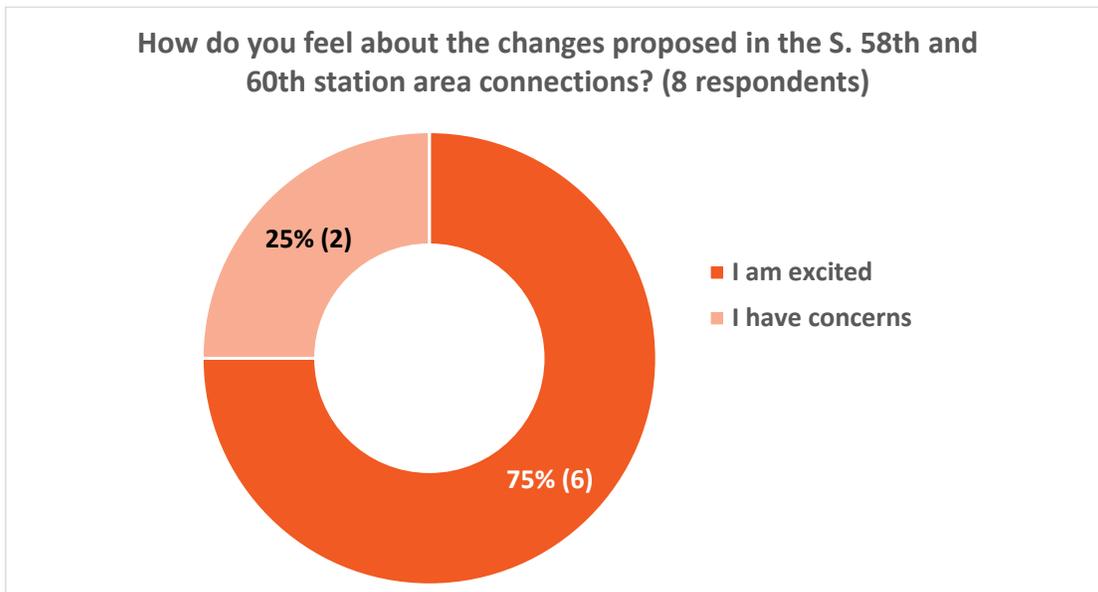
These improvements would add pedestrian and bike connections near the station along S. 58th Street and S. 60th Street to S. Puget Sound Avenue. This would make it safer to walk, roll and bike to locations east of the station, including bus stops and businesses on South Tacoma Way, neighborhoods to the east, and bike facilities on S. Puget Sound Avenue. To complement the City of Tacoma’s investments on S. 58th Street, improvements would include:

- Providing sidewalks on the south side of S. 58th Street from the station to South Tacoma Way.
- Providing protected bike lanes on S. 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 S. Puget Sound Avenue by providing a crosswalk and pedestrian/bike activated signal.

S. 60th Street improvements would include:

- Adding protected bike lanes on the north side of S. 60th Street, from S. Adams Street to South Tacoma Way, and transitioning to a bike boulevard to S. Puget Sound Avenue.
- Installing a pedestrian/bike activated light at South Tacoma Way and adding curb extensions.
- Improving the bike and pedestrian crossings of South Tacoma Way and S. Puget Sound Avenue by providing a crosswalk and pedestrian/bike activated signal.

A total of 9 people took this survey but not everyone answered every question, so response counts were low. Most were excited about the proposed changes, in particular the sidewalks and improved bike and pedestrian crossings. Concerns among respondents varied, but the top response was “other.”



Topics among the six responses to the open-ended question included general support, a request for stronger crossing infrastructure at S. Puget Sound Avenue, a critique of the route for bicyclists, and a comment about whether the changes would be enough to counteract additional traffic from a proposed warehouse in the neighborhood.

## South Tacoma Station Access Improvements

*“East-West connections from the Sounder station that cross South Tacoma Way should be prioritized to foster greater walkability of the area and pedestrian/cyclist access to businesses.”*

*“There are often serious accidents at the intersection of 58th and South Puget Sound...Recommend a four-way stop with flashing lights or some other means of better controlling N/S traffic.”*

### *S. 58th and 60th streets Edison neighborhood connections*

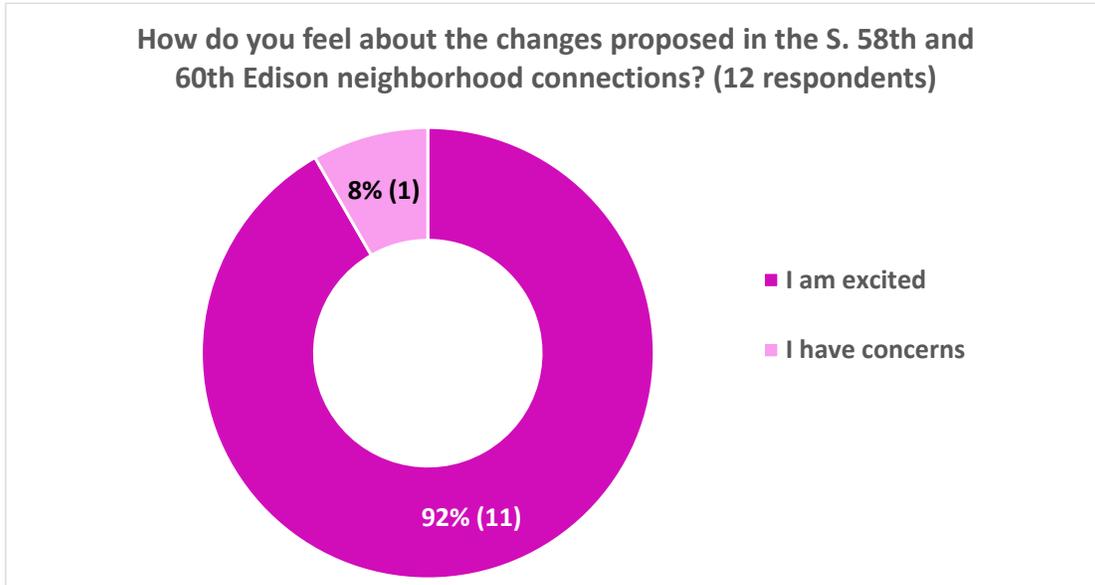
This improvement would add pedestrian and bike connections along S. 58th Street and S. 60th Street in neighborhoods east of the station near Edison Elementary School. To complement the City of Tacoma’s investments on S. 58th Street, Sound Transit’s improvements would include:

- Making sidewalk, curb ramp and bike boulevard improvements from S. Clement Avenue to S. Fife Street.

If funding allows, Priority 2 improvements on S. 60th Street would include:

- Making sidewalk, curb ramp and bike boulevard improvements from S. Puget Sound Avenue to S. Prospect Street, including a better connection to the Water Flume Line Trail.

Of the 13 respondents, most were excited about the proposed changes. Most notably were respondents’ interest in sidewalk and curb ramp improvements and a better connection to the Water Flume Line Trail. The most common concern response was not enough protection for bicyclists.



Written comments were largely supportive, with others suggesting other types of improvements to include in the area.

*“These connections [on S. 60th Street] should be made Priority 1 improvements. Will have greater impact than some of the proposed changes more to the west.”*

*“Could you include vegetated planter strip with street trees between sidewalk and street to provide a shadier more pleasant walking experience?”*

## Other improvements

In addition to the spotlight improvements, there are eight “other improvements” we’re studying in South Tacoma. Similar improvements, like protected bike lanes in different locations, were combined into one group for the online open house and survey:

- **Station accessibility and safety** – variety of upgrades at the station, such as a public address (PA) system, additional retrofitted curb ramps, an ADA shelter on the platform, and railroad crossing improvements.
- **Station area improvements** – sidewalk and curb ramp improvements within a half-mile of the station and other improvements.
- **Pierce Transit Route 3 bus improvements** – changes to traffic signals and bus stops.
- **South Fife Street bicycle boulevard** – a bicycle boulevard to fill in gaps in the City’s bicycle plans.
- **Bike lanes** – on S. Puget Sound Avenue, Sprague Avenue, and S. 35th Street.
- **Protected bike lanes** – on South Tacoma Way, S. Washington Street, and S. Pine Street plus other Priority 2 locations.
- **S. Washington Street sidewalks** – from S. 56th Street to S. 58th Street.
- **SERA Campus shared parking** – a partnership with Metro Parks Tacoma to upgrade parking at the SERA Campus and develop a shared parking agreement for Sounder riders.

These would involve smaller changes to how the street looks and functions today but could still make a big difference on how it feels to walk, roll, bike and access public transit.

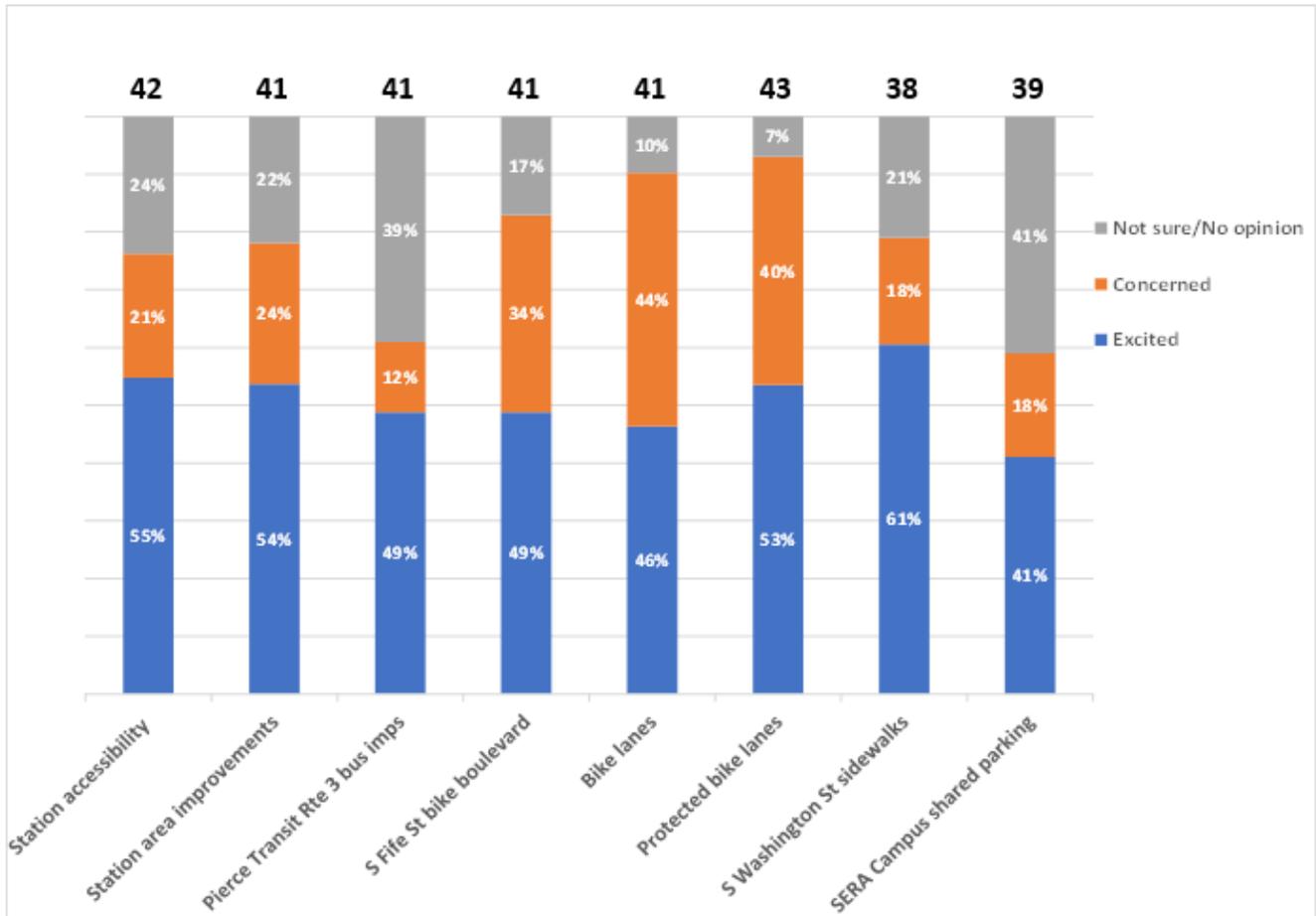
The two questions on the other improvements survey were as follows:

Question 1: What do you think of these improvements? (Answer choices: Excited, Concerned, or Not sure/ No opinion.)

Question 2: Would you like to comment on any of the improvements?



## South Tacoma Station Access Improvements



In the comments, there was a mix of both general support and opposition to the proposed bike infrastructure improvements. Some bicyclists wanted more protection and other community members questioned the need for bike improvements.

*"No one uses them."*

*"As long as you're not eliminating a lane of traffic, bike lanes are fine."*

*"Protected bike lanes instead of paint."*

*"...occasionally there will be vehicles parked in the [bike] lanes or garbage in the lane, which forces us bicyclists back into the street."*

When asked about the station accessibility and safety improvements, some commenters shared a desire for a clean and secure station area.

As to the shared parking proposal, there were some concerns about security, location, and reducing funds for pedestrian facilities.

## Next steps

We are sharing this engagement summary on our project website and with our partners at the City of Tacoma. We'll take this community feedback into consideration as we finalize designs and prioritize upgrades.

Later this year we'll conduct our environmental review, where we study how a proposed change will affect the natural and built environment. This process will help us and the City decide on possible changes to our plans.

We'll follow up with project updates later this year to let you know how the design and environmental review process is progressing. By then, we will have a better idea about estimated costs of the improvements and seek your feedback for which improvements to prioritize. In 2024 the Sound Transit Board will select a set of improvements to move to final design and construction. All improvements are targeted to be completed by 2030.



*The project timeline. All improvements are expected to be complete by 2030.*

## To stay informed:

- Contact Melanie Mayock, Senior Engagement Specialist: [melanie.mayock@soundtransit.org](mailto: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](#)
- Read the [Frequently Asked Questions](#) for responses to some of the questions we heard in the community

# Appendix A: Engagement activities

We used an online open house (see [Appendix B](#)) as our main way to share information and gather feedback, but we also provided opportunities for people to connect with the project team by tabling at community events, providing biking and walking tours of areas near the station, and connecting with community groups and business interests through a series of briefings.

## Community events

We participated in one community event prior to and three events during the fall engagement period. While tabling at Metro Park Tacoma's **Harvest Fest** at the STAR Center on Oct. 29, we spoke to about 200 people. We shared information about the project, informally polled them about their travel patterns in the area through a sticker activity and encouraged them to participate in our upcoming fall engagement.



*Harvest Fest attendees participated in a sticker activity to share where and how they travel in the project area.*

We partnered with Downtown on the Go to host **biking and walking tours** on Nov. 12. The morning bike ride event was attended by nine community members as well as Tacoma City Councilmember Kristina Walker and other agency and partner staff. The bike tour started and ended at an information table set up in the South Tacoma Station parking lot, with multiple stops along the tour for Downtown on the Go, Sound Transit, and City of Tacoma staff to highlight proposed project improvements as well as recent biking improvements in the area.

The afternoon walking tour began and ended at the South Tacoma Library and drew 20 participants. The major stop was at Edison Elementary School, where the City of Tacoma's Safe Routes to School Coordinator shared information about how proposed improvements for this project build on other improvements underway and in planning.



*Attendees from the biking tour listen to Liz Kaster, Active Transportation Coordinator from the City of Tacoma, at a stop near the corner of S. Adams Street and S 66th Street.*



*Attendees from the walking tour hear from Safe Routes to School Coordinator Cailin Henley about improvements near Edison Elementary School.*

Participants from both tours shared questions and comments during the tours, such as how much it costs to rent a bike locker at the station and to not overlook people who need to drive when considering improvements. Participants were encouraged to visit the online open house and take the surveys.

Our final tabling event was the **Tacoma Santa Parade** on South Tacoma Way on Dec. 4. Despite wintery conditions, we spoke to 85 people during the event, encouraged them to visit the online open house, and handed out reflective slap bracelets and other materials.

## Briefings and community updates

We've been meeting with and providing updates to multiple community groups about the South Tacoma Station Access Improvements project over the past two years. We shared a briefing or community update regarding the fall 2022 engagement period with the following groups:

- Business owners from S. Adams Street, to preview the potential changes there – Aug. 23
- South Tacoma Business District – Sept. 15 and Nov. 17
- South Tacoma Neighborhood Council – Sept. 21 and Oct. 19
- City of Tacoma Bicycle and Pedestrian Technical Advisory Group – Oct. 24
- Tacoma Area Commission on Disabilities – Nov. 18

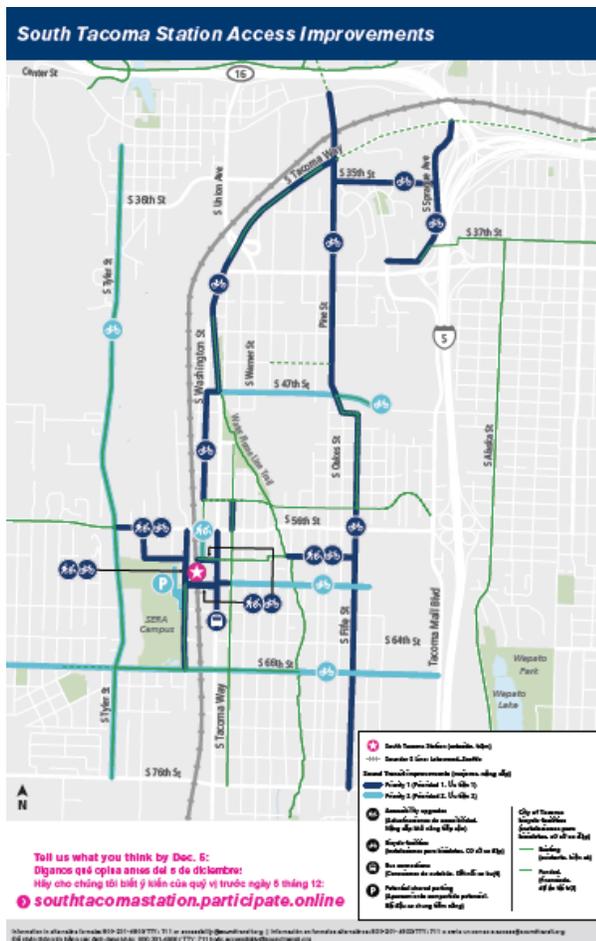
We also held a focus group discussion in partnership with the Asia Pacific Cultural Center on Dec. 8, just after our engagement period closed. Primary feedback from participants relevant to South Tacoma included concern for personal security in the area, but with generally positive feedback about improving sidewalks.

## 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, which reached 8,619 residential and business addresses and two email updates to the project listserv, sending to over 1,300 subscribers. We dropped off posters for display at 12 local businesses and community destinations in the area, hung posters at South Tacoma Station, and passed out handouts during our community events. We also ran a social media campaign from Nov. 14-19, which garnered 35,000 impressions and 177 clicks, and asked our project partners to share information to their networks as well.



Front side of mailer promoting online open house sent to over 8,600 Tacoma addresses



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, chạy xe và đi xe đạp dễ dàng hơn ở South Tacoma*



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 like SERA Campus. This could include filling in missing sidewalks and curb ramps, adding bike lands or paths, updating bus stops and more.

Sound Transit planea la creación de una red mejor conectada, para que más personas puedan caminar, circular, andar en bicicleta o tomar el transporte público a la estación de South Tacoma y a los destinos del vecindario, como el Campus SERA. Esto puede incluir el reemplazo de aceras y rampas en las aceras faltantes, añadir carriles o caminos para bicicletas, la remodelación de las paradas de autobuses y más.

Sound Transit đang quy hoạch mạng lưới được kết nối tốt hơn để cho phép nhiều người hơn có thể đi bộ, chạy xe, đạp xe và sử dụng phương tiện công cộng đến Trạm South Tacoma và các điểm đến trong khu phố như SERA Campus. Kế hoạch này có thể bao gồm lắp đặt vỉa hè và dốc lề đường bị thiếu, bổ sung các lối đi và làn đường dành cho xe đạp, xây dựng các trạm dừng xe buýt, cũng như nhiều hoạt động khác.

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

*¿Qué opina sobre nuestros planes para nuevas instalaciones para bicicletas y aceras en South Tacoma?*

*Quý vị nghĩ gì về kế hoạch xây dựng cơ sở trùng giữ xe đạp và vỉa hè mới ở South Tacoma?*

**Tell us what you think by Dec. 5**  
**Diganos antes del 5 de diciembre**

**Hãy cho chúng tôi biết trước ngày 5 tháng 12**



[southacomastation.participate.online](https://southacomastation.participate.online)

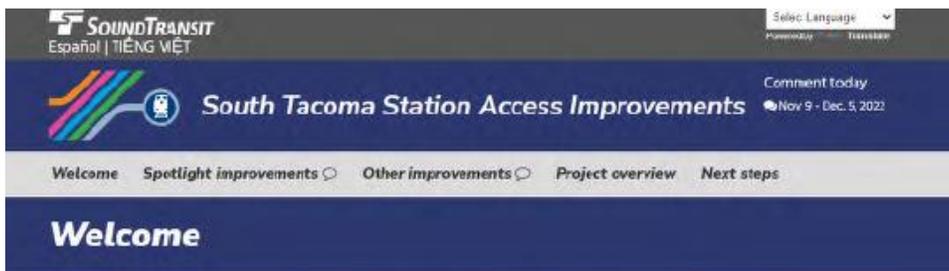
**SOUNDTRANSIT**

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

# Appendix B: Online open house

The online open house was an interactive website that was live from Nov. 9 – Dec. 5, 2022, with detailed information about potential changes to improve walking, rolling, biking and transit access near South Tacoma Station. The site was organized in two main sections, one for “spotlight improvements” and another for “other improvements.” There were five surveys to capture feedback: one survey for each of the four spotlight improvements, and a fifth for those grouped as other improvements. The site also listed next steps, a project overview, and contact information.

A full [capture of the site](#) can be accessed on the project website. The site was available in English, Spanish and Vietnamese.



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

Sound Transit is partnering with the City of Tacoma to build a better-connected network so more people can walk, roll, bike and take transit to South Tacoma Station and connect to neighborhood destinations. Whether you catch the train at South Tacoma Station or live or work in the area, these upgrades will make navigating these areas more safe and accessible for everyone.

What do you think about the proposed changes in your neighborhood? What should we consider going into the next phase of the project? Read on and share your feedback with us.

### Building a more connected network

#### ALL IMPROVEMENTS



This map displays all potential improvements we're studying. In 2021, we categorized the improvements we're studying as either "Priority 1" or "Priority 2".

### Explore what interests you



Would you walk or roll (with a wheelchair, assistive mobility device, scooter or skateboard) more often if there were more sidewalks, curb ramps and improved crossings? Look for this walking and rolling icon.



Do you bike? Would you bike more if there were better bike facilities where you want to go? Look for this biking icon.



If you ride the bus to get around or want to see improvements at bus stops near you, look for the bus icon.

### Join us!

#### Walking and biking tour Hosted by Downtown on the Go: Saturday, Nov. 12

- **Bike tour: 10am-12pm.** Meet at South Tacoma Station parking lot (on S. 60th Street between Washington and Adams).
- **Walk tour: 1-3pm.** Meet outside the South Tacoma Station.

# Appendix C: Survey responses

South Tacoma Station Access Improvements survey results, Fall 2022

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

	Count	Language
Total responses	20	All English

### 1.How do you feel about the changes proposed in the walking, rolling and biking path north of SERA Campus?

Value	Count	Percent
I am excited	11	55%
I am not sure or have no opinion	4	20%
I have concerns	5	25%
<b>Totals</b>	<b>20</b>	<b>20</b>

### 2.Which aspects of the changes do you like?

Value	Count	Percent
Shared use path on S. 56th Street	12	67%
Shared use path on city right of way across from S. Madison Street	6	38%
Shared use path following the northern border of SERA Campus, transitioning to a bicycle boulevard and sidewalks on S. 58th Street	9	50%
None of the above	2	11%
Other (please specify in comment box below)	1	6%
<b>Totals</b>	<b>30</b>	<b>18</b>

\*Totals are higher because respondents could choose more than one option.

**3.Does anything about the changes concern you?**

Value	Count	Percent
Shared use path	1	6%
ADA access	3	18%
Not enough protection for bicyclists	11	65%
None of the above	2	12%
Other (please specify in comment box below)	2	12%
<b>Totals</b>	<b>19</b>	<b>17</b>

\*Totals are higher because respondents could choose more than one option.

**4. Do you have any comments or questions about the walking, rolling and biking path north of SERA Campus?**

There were ten responses to this question. Five comments (25% of respondents) expressed questions or concerns about the design.

*“I am concerned about the design of the future shared-use path on the south side of S 56th St. My biggest concern is the existing private driveways that access S 56th St. Drivers using those driveways are likely to block the shared-use path while waiting for a gap in traffic to turn onto S 56th St... Locating the driveway/trail conflict point on a low speed, low volume dead-end leg of S Madison St will be much, much safer than the conflicts that would exist with the driveways on S 56th St.”*

*“City right-of-way portions: any environmental assets to protect here?”*

Among the other comments, there was support for the changes (2 comments), opposition (1 comment), and suggested connections to other community destinations.

*“Using Tacoma and Metro Parks land for pedestrians makes total sense.”*

*“I feel this money could be used better elsewhere, only a small amount of community will benefit this.”*

*“As someone who walks and bikes with my family in the neighborhood, to get to 56 and Tyler intersection, we take 48th St, Gove St, and 49th street before getting unto Tyler. These streets have a lot of pedestrian and cyclist traffic but no sidewalks or bike lanes. There's not enough protection for pedestrian and cyclist traffic.”*

One commenter was not familiar with SERA Campus and asked for clarification.

**5.Would the proposed changes help you get to any of the following destinations?**

Value	Count	Percent
-------	-------	---------

South Tacoma Station	11	1%
My home	3	17%
My work	0	0%
Local businesses	10	56%
Parks	8	44%
School	0	0%
None of these	3	17%
Other (please specify):	3	17%
<b>Totals*</b>	<b>38</b>	<b>18</b>

\*Totals are higher because respondents could choose more than one option.

#### Other responses

- recreational paths; expanding multi-modal access in the city; hopefully greater sense of safety
- Doctors office!!
- I wouldn't take this route due to safety. Too many cars

#### 6.How do you use this area (within a 1/4 mile) today?

Value	Count	Percent
Live nearby	7	39%
Work nearby	2	11%
Go to school nearby	0	0%
Go to appointments or businesses	5	28%
Visit nearby parks or community destinations	10	56%
Walk	4	22%

Roll (use a wheelchair or other assistive mobility device, skate or ride a scooter)	2	11%
Bike	6	33%
Drive	7	39%
Take transit	4	22%
None of these	0	0%
<b>Totals*</b>	<b>47</b>	<b>18</b>

\*Totals are higher because respondents could choose more than one option.

## S. Adams Street connections

	Count	Language
Total responses	55	All English

### 1. How do you feel about the changes proposed in the S. Adams Street connections?

Value	Count	Percent
I am excited	11	20%
I am not sure or have no opinion	3	6%
I have concerns	41	75%
<b>Totals</b>	<b>55</b>	<b>55</b>

### 2. Which aspects of the changes do you like?

Value	Count	Percent
Sidewalk and curb ramp improvements	23	46%
Two-way protected bike lane option	8	16%

Separated shared use path option	10	20%
Improved crossing at S. 66th Street	16	32%
Upgraded bus stops	8	16%
None of the above	19	38%
Other (please specify in comment box below)	3	6%
<b>Totals</b>	<b>87</b>	<b>50</b>

\*Totals are higher because respondents could choose more than one option.

### 3. Does anything about the changes concern you?

Value	Count	Percent
Not enough protection for bicyclists	6	12%
Loss of street parking	37	71%
ADA access	3	6%
None of the above	3	6%
Other (please specify in comment box below)	12	23%
<b>Total</b>	<b>61</b>	<b>52</b>

\*Totals are higher because respondents could choose more than one option.

### 4. Do you have any comments or questions about the S. Adams Street connections?

A total of 41 people responded. The most prominent theme, expressed by almost half of the Adams survey respondents (~49%, 27 comments), was concern about impacts to businesses and employees on S. Adams Street from loss of street parking. Many expressed concerns about neighborhood safety (~39%, 16 comments), that needing to park further away from work would increase instances of theft or crime and pose a safety risk for employees walking to their cars. Others questioned whether there was a great enough need for the bike lane to justify the removal of parking (~37%, 15 comments).

*“Losing the parking on South Adams would be devastating! I have worked on this street for almost 27 years and losing these spots would cause very serious issues.”*

*“If you take away ANY parking at all it will only cause everyone to park further away than we already do and make it even easier for our cars to be broken into, vandalized and stolen, which happens on a regular basis.”*

*“There are almost no bicycles that ride down Adams Street. There are 40+ [local business] employees that would have nowhere to park if the street parking is taken away.”*

Several respondents (~13%, 7 comments) had concerns about pedestrian and bike safety and convenience of routes along Adams for connecting to the South Tacoma Station or other community destinations.

*“I have worked on this street going on 3 decades now and I have seen how people recklessly drive down it. This is not a safe street for bicyclists, period!”*

*“Make sure it’s easy for cyclists to access the sounder station without crossing the road too many times or going out of the way.”*

*“There several semi-trucks up and down this road each day. Backing up hill to get to the business. This is a very dangerous situation.”*

Finally, some respondents (~9%, 5 comments) expressed support for the shared use path option, for reasons including less of an impact on business parking, safety, and continuity with other infrastructure.

*“Metro Parks has a lot of land on Adams. Use 8 feet of that on S Adams to make a sidewalk/bike lane and leave the parking alone... This way cyclists would be out of traffic all together and you wouldn’t be making everyone angry.”*

*“The shared-use path option is preferable to the on-street bike facilities to provide continuity with the new Madison St shared-use path.”*

**5. Would the proposed changes help you get to any of the following destinations?**

Value	Count	Percent
South Tacoma Station	7	14%
My home	1	2%
My work	3	6%
Local businesses	3	6%
Parks	7	14%
School	1	2%
None of these	35	69%
Other (please specify):	12	24%
<b>Totals</b>	<b>69</b>	<b>51</b>

\*Totals are higher because respondents could choose more than one option.

**Other responses**

- Star center
- It would help to enjoy more of Tacoma by bicycling
- it would not help
- They will Hinder ability to get to work
- They will HINDER me to getting to My work.
- By removing parking on Adams would mean that I would have to park further away causing a bigger chance of my car being broken into and also the possibility of harm brought upon myself with a further walk as this is not a safe neighborhood.
- NO it would make it harder to get to work because I wouldn't have a parking space
- It will make it harder to get to work. Much harder
- On the contrary, it would eliminate parking for the many business along the way. That is a major impact for the very few, if any people who would e biking there. Ridiculous idea.
- And where am I suppose to park, so I can work and provide for my family!.
- It would be a hindrance!

**6.How do you use this area (within a 1/4 mile) today?**

Value	Count	Percents
Live nearby	7	14%
Work nearby	38	73%
Go to school nearby	1	2%
Go to appointments or businesses	5	10%
Visit nearby parks or community destinations	10	19%
Walk	6	12%
Roll	2	4%
Bike	6	12%

Drive	17	33%
Take transit	4	8%
None of these	2	4%
<b>Total</b>	<b>98</b>	<b>52</b>

\*Totals are higher because respondents could choose more than one option.

## S. 58th and 60th streets station area connections

	Count	Language
Total responses	9	All English

### 1.How do you feel about the changes proposed in the S. 58th and 60th streets station area connections?

Value	Count	Percent
I am excited	6	75%
I am not sure or have no opinion	0	0%
I have concerns	2	25%
Totals	8	8

### 2.Which aspects of the changes do you like?

Value	Count	Percent
Sidewalks	6	86%
Protected bike lanes	5	71%
Bike and pedestrian signal priority	5	71%
Improved bike and pedestrian crossings	6	86%

None of the above	0	0%
Other (please specify in comment box below)	0	0%
<b>Totals</b>	<b>22</b>	<b>7</b>

\*Totals are higher because respondents could choose more than one option.

### 3. Does anything about the changes concern you?

Value	Count	Percent
Not enough protection for bicyclists	1	17%
Loss of street parking	1	17%
ADA Access	1	17%
Changes to signals or traffic flows	1	17%
None of the above	1	17%
Other (please specify in comment box below)	3	50%
<b>Totals</b>	<b>8</b>	<b>6</b>

\*Totals are higher because respondents could choose more than one option.

### 4. Do you have any comments or questions about the S. 58th and 60th streets station area connections?

There were six comments for this improvement. One was critical of the route for bicyclists, four were generally in support of the improvements, and one commenter was curious whether the changes would be enough to counteract additional traffic from a proposed warehouse in the neighborhood.

*“Lack of logical bike traffic flow across S. 56th street. As planned, bicyclists would need to perform a long U-shaped loop south, across the station, then north again to connect bike lanes on the east and west side of the station (following the green line from s 54th street, down to 60th, across to s. Adams, then a northern Z shape up to S 56th)”*

*“East-West connections from the Sounder station that cross South Tacoma Way should be prioritized to foster greater walkability of the area and pedestrian/cyclist access to businesses. This will help create greater opportunities in the area as a whole for the long-term.”*

*“The more protected bike lanes the better.”*

The following comment was provided on a different survey, but requests stronger crossing infrastructure in this spotlight area, at the intersection of S. Puget Sound Avenue and S. 58th Street.

*“Folks drive at very high rates of speed along South Puget Sound avenue. This happens all day and all night, every day. There are often serious accidents at the intersection of 58th and South Puget Sound. Many close calls, also. Recommend a four-way stop with flashing lights or some other means of better controlling N/S traffic.”*

**5. Would the proposed changes help you get to any of the following destinations?**

Value	Count	Percent
South Tacoma Station	3	60%
My home	2	40%
My work	1	20%
Local businesses	2	40%
Parks	3	60%
School	1	20%
None of these	1	20%
Other (please specify):	1	20%
<b>Total</b>	<b>14</b>	<b>5</b>

\*Totals are higher because respondents could choose more than one option.

**Other responses**

- Groceries

**6. How do you use this area (within a 1/4 mile) today?**

Value	Count	Percent
Live nearby	5	63%
Work nearby	2	25%
Go to school nearby	0	0.0%
Go to appointments or businesses	3	38%

Visit nearby parks or community destinations	3	38%
Walk	4	50%
Roll (use a wheelchair or other assistive mobility device, skate or ride a scooter)	2	25%
Bike	4	50%
Drive	6	75%
Take transit	1	13%
None of these	0	0%
<b>Total</b>	<b>30</b>	<b>8</b>

\*Totals are higher because respondents could choose more than one option.

## S. 58th and 60th streets Edison neighborhood connections

	Count	Language
Total responses	13	All English

### 1.How do you feel about the changes proposed in the S. 58th and 60th streets Edison neighborhood connections?

Value	Count	Percent
I am excited	11	92%
I am not sure or have no opinion	0	0.0%
I have concerns	1	8%
<b>Totals</b>	<b>12</b>	<b>12</b>

### 2.Which aspects of the changes do you like?

Value	Count	Percent
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Sidewalk and curb ramp improvements	12	92%
Bike boulevards	7	54%
Better connection to Water Flume Line Trail	10	77%
None of the above	1	8%
Other (please specify in comment box below)	0	0%
<b>Totals*</b>	<b>30</b>	<b>13</b>

\*Totals are higher because respondents could choose more than one option.

### 3. Does anything about the changes concern you?

Value	Count	Percent
Not enough protection for bicyclists	5	50%
ADA access	0	0%
None of the above	3	30%
Other (please specify in comment box below)	2	20%
<b>Totals</b>	<b>10</b>	<b>10</b>

### 4. Do you have any comments or questions about the S. 58th and 60th streets Edison neighborhood connections?

There were seven responses to this question. Four comments (about 31% of respondents) were supportive of the proposed changes.

*“Glad to see building on the Safe Routes to School improvements in the area.”*

*“These connections [on S. 60th Street] should be made Priority 1 improvements. Will have greater impact than some of the proposed changes more to the west.”*

In terms of other topics, one comment pertained to the station area connections on S. 58th and S. 60th streets (see previous section), there was a request for improved crossings near Edison Elementary School (1 comment), opposition for the changes (1 comment), and a request for more vegetation to be added along the new sidewalks (1 comment).

*“S 58th St/ Pine St and S 58th/Oakes intersections need crossing safety improvements - new ramps and bulb outs.”*

*“Could you include vegetated planter strip with street trees between sidewalk and street to provide a shadier more pleasant walking experience?”*

**5. Would the proposed changes help you get to any of the following destinations?**

Value	Count	Percent
South Tacoma Station	5	46%
My home	2	18%
My work	0	0.0%
Local businesses	4	36%
Parks	4	36%
School	2	18%
None of these	4	36%
Other (please specify):	0	0%
<b>Totals</b>	<b>21</b>	<b>11</b>

\*Totals are higher because respondents could choose more than one option.

**6. How do you use this area (within a 1/4 mile) today?**

Value	Count	Percent
Live nearby	5	39%
Work nearby	2	15%
Go to school nearby	1	8%
Go to appointments or businesses	3	23%
Visit nearby parks or community destinations	4	31%

Walk	4	3%
Roll	1	8%
Bike	2	15%
Drive	9	69%
Take transit	2	15%
None of these	2	15%
<b>Totals</b>	<b>35</b>	<b>13</b>

\*Totals are higher because respondents could choose more than one option.

## Other improvements

	Count	Language
Total responses	45	All English

## Station accessibility and safety

Value	Count	Percent
I am excited	23	55%
I am not sure or have no opinion	10	44%
I have concerns	9	21%
<b>Totals</b>	<b>42</b>	<b>42</b>

## Station area improvements

Value	Count	Percent
I am excited	22	54%
I am not sure or have no opinion	9	22%

I have concerns	10	24%
<b>Totals</b>	<b>41</b>	<b>41</b>

**Pierce Transit Route 3 bus improvements**

Value	Count	Percent
I am excited	20	49%
I am not sure or have no opinion	16	39%
I have concerns	5	12%
<b>Totals</b>	<b>41</b>	<b>41</b>

**S. Fife Street bicycle boulevard**

Value	Count	Percent
I am excited	20	49%
I am not sure or have no opinion	7	17%
I have concerns	14	34%
<b>Totals</b>	<b>41</b>	<b>41</b>

**Bike lanes**

Value	Count	Percent
I am excited	19	46%
I am not sure or have no opinion	4	10%
I have concerns	18	44%
<b>Totals</b>	<b>41</b>	<b>41</b>

**Protected bike lanes**

Value	Count	Percent
I am excited	23	54%
I am not sure or have no opinion	3	7%
I have concerns	17	40%
<b>Totals</b>	<b>43</b>	<b>43</b>

**S. Washington Street sidewalks**

Value	Count	Percent
I am excited	23	61%
I am not sure or have no opinion	8	21%
I have concerns	7	18%
<b>Totals</b>	<b>38</b>	<b>38</b>

**SERA Campus shared parking**

Value	Count	Percent
I am excited	16	41%
I am not sure or have no opinion	16	41%
I have concerns	7	18%
<b>Totals</b>	<b>39</b>	<b>39</b>

**2. Would you like to comment on any of the potential improvements?**

Value	Count	Percent
Station accessibility and safety	6	13%

Station area improvements	6	13%
Pierce Transit Route 3	3	7%
S. Fife Street bicycle boulevard	9	20%
Bike lanes	19	42%
Protected bike lanes	21	47%
S. Washington Street sidewalks	6	13%
SERA Campus shared parking	5	11%
Totals	<b>75</b>	<b>45</b>

### Station accessibility and safety

Responses included two comments against the proposed addition of a crossing bar at the railroad crossing next to the station and one comment requesting security cameras be added at nearby intersections.

*“Dangerous... people are hitting the poles all the time, causing accidents, people to be injured, and backs up traffic.”*

*“At main intersections cameras because some people still disregard safety of lanes for pedestrians and bikes”*

### Station area improvements

One comment requested more vegetation in the station area and another suggested the concept of “daylighting” – or blocking parking spaces before crosswalks to provide increased visibility—be used wherever possible. Two responses mentioned cleanliness of the station area in their comment.

*“Any additional trees or landscaping that could add shade to the station area would be appreciated.”*

*“I really think all improvement designs should include DAYLIGHTING at intersections and crossing to protect pedestrians... I think it's the only way to reduce or eliminate pedestrian fatalities.”*

### Pierce Transit Route 3 bus improvements

There was one comment in favor, one saying they could not comment because they don’t ride the bus, and a third requesting more service, which is outside of the scope of this project.

*“Greater/more frequent stops are critical.”*

### S. Fife Street bicycle boulevard

There were three comments expressing support, one opposed citing a perceived lack of need, and one neutral as they had not biked this route before.

*Love the increased channelization/pavement markings to help increase bike visibility and driver awareness.*

*I like the bike boulevard concept to establish routes away from fast moving and congested vehicular traffic, and deteriorated roadway infrastructure from heavy vehicle use.*

Two comments to this question expressed concerns about a two-way protected bike lane the City of Tacoma recently completed on S. Oakes St south of the intersection with S. 47th Street. The S. Fife Street bicycle boulevard would connect with this infrastructure.

*"You closed off one lane on Oakes, a main street, people are always running into the poles, causing accidents, traffic back ups, the tacoma mall holiday traffic will be insane. People have already been injured."*

*"One lane of traffic was remade into a bike lane resulting in a very busy intersection now being backed up and traffic not flowing going North. Biking lane has been in and I have YET to see it being utilized. I all for creating bike lanes but not as the expense of a driving lane being eliminated. Horrible planning and engineering."*

### **Bike lanes**

Seven comments were against bike lanes or bike infrastructure in general (including one comment specifically against protected bike lanes on S. Adams Street, see the spotlight improvements section). Reasons included impacts to perceived lack of use and impacts to businesses.

*"Bike lanes are not needed."*

*"The bike lanes are business and money killers."*

Four comments expressed conditional opinions or concerns about the proposed bike lanes and two expressed support.

*"As long as you're not eliminating a lane of traffic, bike lanes are fine."*

*"Most of the new bike lanes are great, my only concern is that occasionally there will be vehicles parked in the lanes or garbage in the lane, which forces us bicyclists back into the street."*

*"Protected bike lanes instead of paint."*

*"I applaud all aspects of making Tacoma more cycle friendly!"*

### **Protected bike lanes**

Ten comments were against protected bike lanes or bike infrastructure in general (a few comments were identical to the bike lane comments, see the section above). Reasons included impacts to traffic flow, travel or parking lanes, and perceived lack of use.

*"These are horrible and impede the flow of traffic in an already over congested area."*

*"Cars run over the poles, because they made a 2 lane road into a one lane road"*

Nine comments were supportive of the proposed protected bike lanes, with some citing greater comfort and protection from vehicle traffic compared to bike lanes that do not have bollards or separation. One person commented that though they like protected bike lanes, it is hard to keep them clear.

*“For the streets with the fastest and heaviest traffic, these are great for increasing my sense of safety.”*

*“I am in support of protected bike lanes... A physical barrier/separation between bicycles and auto traffic brings a much greater sense of safety. I believe more people would ride bikes if we had better, more bicyclist-protective infrastructure.”*

*“Filling in the gaps in bike lanes on S Tacoma Way is critically important. Existing gaps at busy intersections make the existing network very uncomfortable from a rider perspective. These connections will provide important station access from the Tacoma Mall neighborhood and from S 35th- S 36th St bike lanes that are being constructed by the city and the Bridge Industrial development.”*

One commenter asked for more information about the protected bike lane proposed on S. 66th Street.

*“I'm also concerned about the bicycle route you show on 66th Street. The way your map shows is that there will need to be a path built for bicycles from 66th and Wapato to Tacoma boulevard.”*

### **S. Washington Street sidewalks**

There were two comments generally in support, one opposed, and one requesting sidewalk improvements to continue north of S. 56th Street.

*“Plenty of width in the ROW along Washington to make many improvements, including protected bike lanes or a shared use path.”*

### **SERA Campus shared parking**

One commenter said they had no opinion. The other four comments were critical of the proposal, citing concerns about security, with the parking being farther from the station, and support for funding pedestrian improvements over this.

*“Security - parking in a remote location.”*

*“If this parking lot would take away from ped improvements in the area, I don't think it should go forward.”*