



## ***Frequently Asked Questions***

### **Why do proposed improvements include sharrows and unprotected bike lanes, rather than protected bike lanes?**

Sound Transit is working closely with the City of Lakewood to provide protections for bicyclists while accounting for factors such as vehicle speed, traffic volume, number of lanes, presence of a bus route or driveways, curbside activity, and conflicts with turning vehicles. For example, we have proposed sharrows on 115th St Ct SW, a two-block stretch of low-volume traffic with many driveways, which is not conducive to protected bicycle lanes.

The City of Lakewood has a number of narrow streets where inclusion of a dedicated bicycle lane(s) is not feasible. Where possible, the City has installed shared use pathways and bicycle lanes, where not, sharrows.

### **Can more be done to educate motorists about sharrows?**

This will be evaluated by the City of Lakewood for future public outreach.

### **Can you add a mid-block crossing of 47th Ave between the bridge and Pacific Highway South?**

The improvements focus pedestrian improvements on the west side of 47th Avenue South because south of the bridge the properties on the east side are undeveloped and are not a destination for pedestrians. In addition, there is a pedestrian crossing of 47th Ave at Pacific Highway South.

The City does not install mid-block crossings and only has allowed them where a large entity such as Pierce Transit has agreed to own and operate them. They are not a recommended use per federal standards such as the [Manual on Uniform Traffic Control Devices](#).

### **Can an auditory crossing be added at the intersection of 112th and Gravelly?**

The City of Lakewood will consider this request as part of its improvements on 112th Street.

### **At 115th St Ct SW, why are you not proposing an at-grade pedestrian/bike crossing?**

Sound Transit works to minimize at-grade pedestrian crossings for safety concerns. By adding in the path from 115th, pedestrians and bicyclists will be able to safely access the bridge to the station platform.

### **Will the proposed Davison Road improvements be on both sides of the street?**

Yes; the improvements include sidewalks and bike lanes on both sides of the street from 108th Street SW to 111th Street SW.

### **Will the proposed Route 206 stop at Lakewood Station slow down trips on this bus?**

As part of our transportation analysis this spring, Sound Transit will study how adding a stop at the station would affect run time of the bus. This information will be provided to Pierce Transit so they can determine if the changes in travel time are offset by additional ridership. Ultimately, it will be Pierce Transit's decision whether to modify their route to access Lakewood Station.

*continued on back*

**Is Sound Transit proposing Route 206 improvements on streets where the bus doesn't run, on Boston, Chicago, and San Francisco?**

The Route 206 travels along Lincoln Avenue SW and serves bus stops located between San Francisco Avenue SW and McChord Avenue SW. Adding sidewalks to Boston, Chicago, and San Francisco would allow access between the dense residential developments along these roadways and the bus stops.

**Why doesn't Sounder run more often?**

Sounder runs primarily on tracks owned by the BNSF Railroad, used heavily for freight movements. We do provide special event trains for select events, like some Seahawks, Sounders FC, and Mariners games. See the event service schedule. In addition, the ST3 ballot measure included funds for additional trips on Sounder South, which per Board policy would be implemented by 2046.