



Lakewood Station Access Improvements

Phase 1 Lakewood Station Access Improvements Report

December 2021

Revision History

Version	Title	Date	Notes, As Required

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Acronyms and Abbreviations

BRT	bus rapid transit service
EIS	Environmental Impact Statement
HOV	high-occupancy vehicle
I-5	Interstate 5
JBLM	Joint Base Lewis-McChord
LOS	level of service
OMB	Office of Budget and Management
PA	public address
P&R	park-and-ride
PSRC	Puget Sound Regional Council
RGC	Regional Growth Center
SDIP	Strategic Development and Implementation Plan
SEPA	State Environmental Policy Act
SR	State Route
ST2	Sound Transit 2: A Mass Transit Guide
ST3	Sound Transit 3: The Regional Transit System Plan for Central Puget Sound
TAG	Technical Advisory Group
WSDOT	Washington State Department of Transportation

EXECUTIVE SUMMARY

As part of the Sound Transit 2 (ST2) funding package, approved by voters in November 2008, Sound Transit identified \$44 million in funding for station access improvements at the Lakewood Sounder Station. This project, the Lakewood Station Access Improvements Project proposed, evaluated, and identified a set of station access improvements, including pedestrian, bicycle, pick-up/drop-off, parking, and transit integration projects, among others. This report documents the first phase of evaluation and identifies the preferred set of station access improvements to be advanced for further engineering analysis and environmental review in Phase 2, which is planned to be completed in 2022-2023. The Sound Transit Board will select the set of preferred station access improvements prior to the start of Phase 2.

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

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

ID	Name	Description
Bridgeport Way Connections via 115th Street Ct SW		
A8	115th Street Ct SW Nonmotorized Connection	Provide curb, gutter, sidewalk, and sharrows on 115th Street Ct SW that connect to a shared-use path north of the rail right-of-way, connecting to the north station entrance
A20	Bridgeport Way SW Nonmotorized Crossing Improvements	Implement pedestrian half signal at Bridgeport Way and 115th Street to facilitate access to transit stops; construct new ADA curb ramps and crosswalks; provide improved street lighting at crossing
A38	Bridgeport Way SW ADA Improvements	Improve driveways and curb ramps to be ADA accessible
B5	Bridgeport Way SW/115th Street SW Southbound Bus Stop Improvements	Provide improved passenger amenities, including shelter improvements and lighting
B6	Bridgeport Way SW/115th Street SW Northbound Bus Stop Improvements	Provide improved passenger amenities, including shelter improvements and lighting
C1	Improve Station Fencing	Update fencing to improve safety, and reduce crossing of the tracks
D6	115th Street Ct SW Pick-up/Drop-off	Provide pickup/drop off parking at the cul-de-sac on 115th Street Ct SW
Route 206 Bus Stops and Sidewalks		
A14	New York Ave SW/McChord Dr SW Sidewalk Improvements	Construct curb, gutter, and sidewalks on New York Ave SW and McChord Dr SW between Bridgeport Way SW and Pacific Highway SW

Lakewood Station Access Improvements

ID	Name	Description
A23	Bridgeport Way SW/Seattle Ave SW Pedestrian Crossing	Provide a signalized pedestrian crossing of Bridgeport Way SW at Seattle Ave SW with a median pedestrian refuge to facilitate safe crossings at the Pierce Transit bus stops
A34	Lincoln Ave SW Nonmotorized Improvements	Construct curb, gutter, sidewalks and install street lighting on Lincoln Ave SW between McChord Drive SW and San Francisco Ave SW
B4	Bridgeport Way SW/McChord Dr SW Transit Improvements	Improve the Pierce Transit bus stops at McChord Drive SW and Lincoln Ave SW to provide improved passenger amenities, such as a shelter, trash can, and lighting. Provide a crosswalk of McChord Dr SW near the Pierce Transit bus stops
B12	Bridgeport Way SW/McChord Dr SW Southbound Bus Stop Improvements	Improve existing Pierce Transit bus stop; provide passenger amenities, including pedestrian-scale lighting, shelter, and bench. Provide sidewalk to the intersection of Bridgeport Way SW
B13	Bridgeport Way SW/San Francisco Ave SW Bus Stop Improvements	Improve the existing Pierce Transit bus stop at Bridgeport Way SW and San Francisco Ave SW to include passenger amenities, such as shelter, benches, and pedestrian-scale lighting
B14	Bridgeport Way SW/San Francisco Ave SW Bus Stop Improvements	Improve the Pierce Transit bus stop at Bridgeport Way SW and San Francisco Ave SW to include passenger amenities, including shelter improvements and lighting
B15	Bridgeport Way SW/Seattle Ave SW Bus Stop Improvements	Improve the Pierce Transit bus stop at Bridgeport Way SW/Seattle Ave SW to include passenger amenities, including shelter, benches, and pedestrian-scale lighting
B16	Bridgeport Way SW/Seattle Ave SW Bus Stop Improvements	Improve the Pierce Transit bus stop at Bridgeport Way SW and Seattle Ave SW to include passenger amenities, including shelter, benches, and pedestrian-scale lighting
B19	Bridgeport Way SW and Pacific Highway SW Southbound Bus Stop Improvements	Improve the Pierce Transit bus stop at Bridgeport Way SW and Pacific Highway SW to include passenger amenities, such as shelter, bench and lighting.
B20	Lincoln Ave SW Transit Improvements	Provide improved passenger amenities including benches, shelters, and lighting at Pierce Transit bus stops

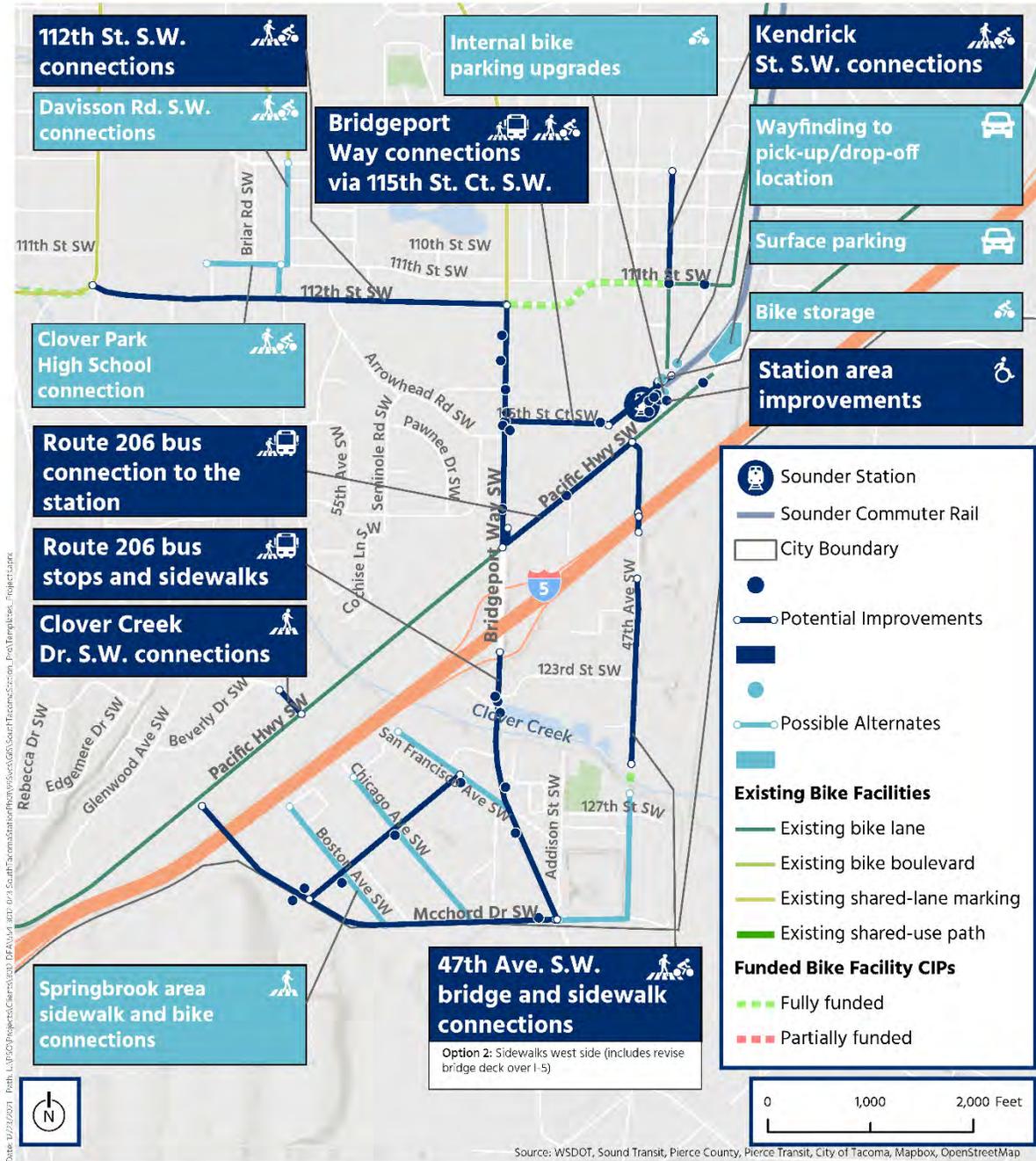
Lakewood Station Access Improvements

ID	Name	Description
Route 206 Bus Connection to the Station		
B8	Pacific Highway Transit Improvements	Provide transit capital improvements along Pacific Highway to support potential Pierce Transit bus operations for route 206 to serve the station. This includes improvements between Bridgeport Way SW and Lakewood Station on Pacific Highway. Includes modify the right-turn lane from Pacific Highway to Bridgeport Way SW to better accommodate transit turning movements.
Station Area Improvements for ADA, Sight Impaired, and Non-English Speakers		
A21	Micromobility Parking	Provide parking for micromobility modes, such as scooters and bicycles.
A41	Station Area Curb Ramp Retrofits	Retrofit/upgrade 35 curb ramps within 0.5 mile of station
B17	Shelter Retrofits at Station	Include shelter for mini high access so riders with mobility devices can wait below shelter near where they board the train. Consider future platform extensions (mini-high location may change with longer trains sets)
E1	Public Address System	Install PA system
E2	Station Stair Design Improvements	Retrofit stairs and other station components that are currently collecting trash, bird droppings
E4	Bird Deterrent Retrofit	Include bird deterrent system; includes shelter reconstruction
E5	Station Accessibility Improvements for Sight Impaired	Provide accessible wayfinding for sight impaired at station, such as tactile strips between platform and drop-off areas, brail for ticketing. Also provide signage that can be understood by non-English speakers (e.g., signage that uses universal symbols) at station.
47th Ave SW Bridge and Sidewalk Connections		
A7	47th Ave SW Nonmotorized Improvements South of I-5	Provide curb, gutter, sidewalk (west side), and sharrows on 47th Ave SW (between Clover Creek and 120th Street SW)
A17	47th Ave SW Nonmotorized Improvements North of I-5	Construct curb, gutter, sidewalk from bridge to Pacific Highway SW. Include bike lane on one side/sharrow on the other lane
A16.D	47th Ave SW Bridge Add Bike Lanes/Sidewalks West Side Only	Modify bridge to provide sidewalk on west side separated from travel lanes with barrier and sharrows
Other Potential Improvements		
A10	A10: 112th Street SW Nonmotorized Improvements	Improve sidewalks and install curb, gutter, and bicycle lanes

Lakewood Station Access Improvements

ID	Name	Description
A12	A12: Kendrick Street SW Nonmotorized Improvements	Provide curb, gutter, sidewalks, bike lanes and lighting on Kendrick Street SW
A39	A39: Clover Creek DR SW Pedestrian Improvements	Provide sidewalks on Clover Creek Dr SW between Hillcrest Dr SW and Pacific Highway SW; improve accessibility and safety at at-grade rail crossing by providing sidewalks, signage, and crossing arms
Possible Alternates		
A18	47th Ave SW/McChord Dr SW Nonmotorized Improvements	Provide sidewalks, curb, gutter, pavement, and shared bicycle markings on 47th Ave SW and McChord Drive SW
A27	Internal Bike Parking Upgrades	Upgrade internal bike parking to a bike cage or other more secure bicycle parking
A28	North of Tracks Bike Storage	Provide bicycle lockers at pickup/drop-off location on Kendrick Street SW north of station or near overcrossing elevators
A29	Davisson Rd SW Bike Lanes	Construct bike lanes, curb, gutter, sidewalk on Davisson Rd SW between 108th Street SW and 111th Street SW, and on Highland Street SW between 111th Street SW and 112th Street SW
A30	Clover Park High School Connection	Install bike lanes, curb, gutter, and sidewalks on 111th Street SW between 60th Ave SW and Davisson Rd SW
A35	Chicago Ave SW Nonmotorized Improvements	Construct curb, gutter, sidewalks and install street lighting on Chicago Ave SW between McChord Drive SW and Springbrook Lane SW
A36	Boston Ave SW Nonmotorized Improvements	Construct curb, gutter, sidewalks and install street lighting on Boston Ave SW between McChord Drive SW and 57th Ave Ct SW
A37	San Francisco Ave SW Nonmotorized Improvements	Construct curb, gutter, sidewalks and install street lighting on San Francisco Ave SW between Springbrook Ln SW and Bridgeport Way SW
D8.A	Northeast Surface Parking C	Provide surface parking
E3	Wayfinding to Pick-Up/Drop-off Location	Provide wayfinding signage to pickup/drop-off location on Kendrick Street SW and to the Station on streets north of the station

IMPROVEMENTS RECOMMENDED FOR STUDY IN PHASE 2 Lakewood Station



Sounder South Station Access Improvements



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

Next Steps

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

1 INTRODUCTION

1.1 Overview and Background

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

1.2 Project Goals and Context

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

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

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

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

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

- Consistent with project requirements
- Provide and improve multimodal access connections, including improving opportunities for underserved communities² to Station
- Enhance the experience of passengers at the station, with an emphasis on underserved communities
- Maintain existing ridership and attract new riders with an emphasis on underserved communities
- Minimize potential negative project impacts to the built and natural environment and to underserved communities
- Enhance the overall connections between the Station to the adjacent neighborhoods, with an emphasis on underserved neighborhoods, in partnership with the City and Stakeholders

1.3 Study Area

The Lakewood Sounder station is located in the City of Lakewood in Pierce County. Information and data defining the station area context, such as population and employment data, land use patterns and development, transportation infrastructure, transit service, and geographic constraints were collected within the Lakewood Station Access Improvement project study area (study area). The study area³ is defined by three travel sheds, or the radius of travel from the station by different travel modes, as follows:

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

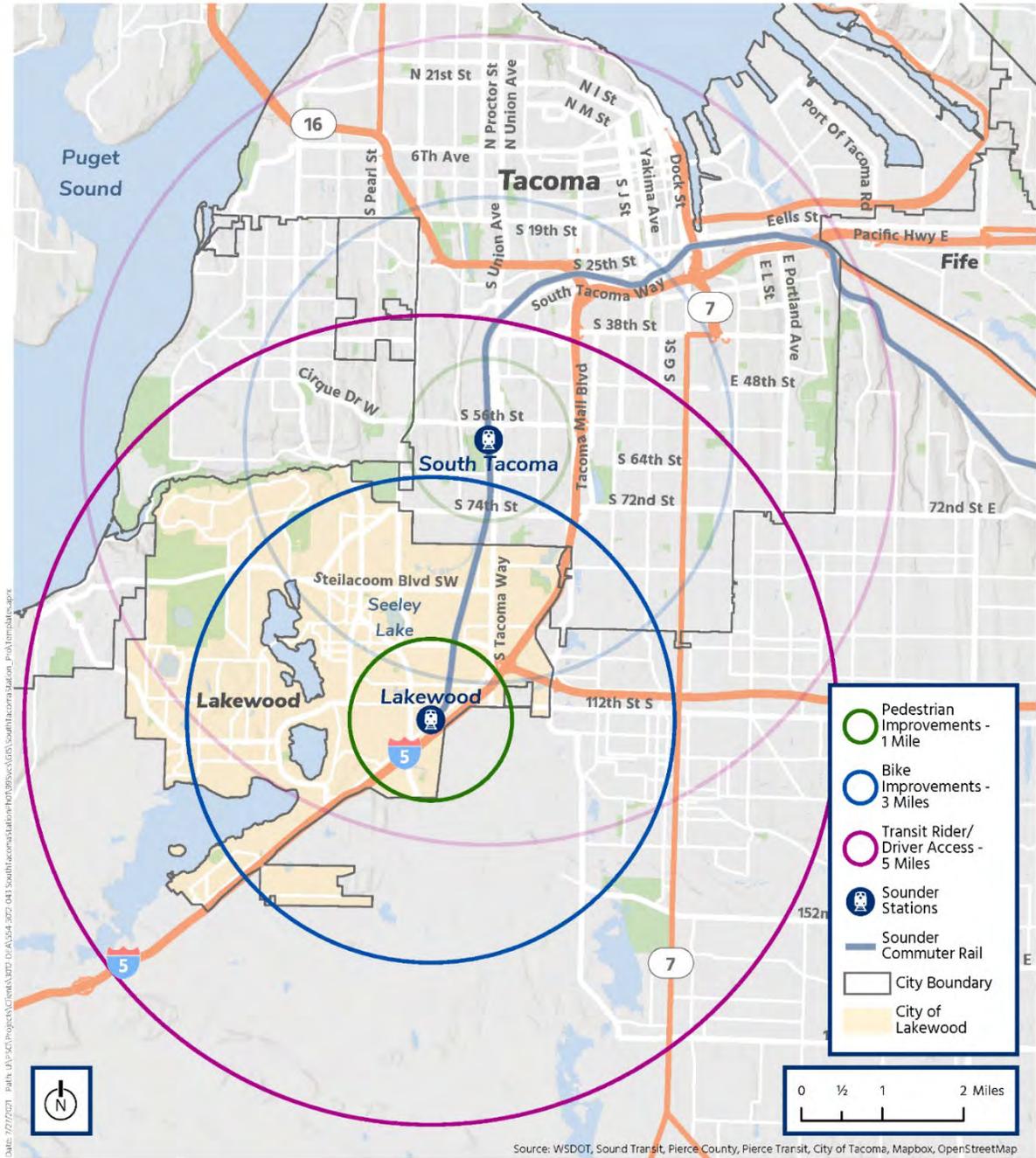
Figure 1-1 displays the project study area.

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

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

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

 **PROJECT STUDY AREA** *Lakewood Station*



Sounder South Station Access Improvements



Figure 1-1 Project Study Area - Lakewood Station

1.4 Participating Agencies

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

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

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

1.5 Relevant Studies

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

Table 1-1 Relevant Studies

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

Table 1-1 Relevant Studies (continued)

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

Table 1-1 Relevant Studies (continued)

Name	Description
Lakewood Station Profile (2020a)	The Lakewood Station Profile presents results from a field inventory of station access conditions to Lakewood Station for those walking, bicycling, and using transit. The field inventory, conducted in the winter of 2018-2019, captured the presence and condition of station access infrastructure and noted locations where some infrastructure was not present. The profile includes information related to infrastructure within the 0.25-mile and 1-mile walksheds.
Transit Agency Studies	
Pierce Transit Destination 2040, revised (2020)	Destination 2040 recognizes the importance of coordination with other transit providers, including Sound Transit, to expand the regional transit system in Puget Sound. The plan envisions service and capital investments in Pierce County, including expanded weekday span of service and increased weekend frequency for existing bus service to Lakewood Station, subject to available funding. The plan includes implementation of bus rapid transit service (BRT) along several corridors within the study area, although none would directly serve Lakewood Station. Other anticipated service changes within the study area would include the addition of routes, as well as increased frequency and expanded span of service for existing routes to provide additional connections to new Link stations.
Intercity Transit Short- and Long-Range Plan (Thurston County 2018)	The Intercity Transit Short- and Long-Range Plan establishes a long-term vision for transit in Thurston County as well as the strategies to facilitate its implementation. It also includes short-term recommendations that can be implemented without significant changes to agency funding. The Short-Range Plan includes recommendations to modify Intercity Transit's Olympia Express service between Olympia, Lacey, and Tacoma, which serves Lakewood Station, to improve travel times, simplify the schedule, and better serve target markets. Since adoption of the Short-Range Plan, Intercity Transit has implemented modifications to the Olympia Express service, which now comprises two routes (612 and 620), both of which continue to serve Lakewood Station. The Long-Range Plan does not identify any service or modifications to existing bus service within the study area.
WSDOT Studies	
I-5 – Mounts Road to Thorne Lane Interchange Corridor Improvements Project (WSDOT 2021)	WSDOT's four-stage I-5 – Mounts Road to Thorne Lane Interchange Corridor Improvements Project includes modifications to I-5 within the study area. The segment from Steilacoom-DuPont Road to Thorne Lane is currently under construction and is scheduled for completion in 2021. This project is rebuilding the Thorne Lane and Berkeley Street interchanges and adding a fourth lane to I-5 in each direction from Thorne Lane to just past JBLM's main gate. This fourth lane in each direction will be operated as an HOV lane once construction is complete. Stage 4 of the I-5 – Mounts Road to Thorne Lane Interchange Corridor Improvements Project will construct a bicycle and pedestrian path along the I-5 corridor from DuPont to Lakewood, with construction beginning in 2023.

Table 1-1 Relevant Studies (continued)

Name	Description
Puget Sound Regional Council's Regional Transportation Plan (2018)	WSDOT has several study area projects included in the Puget Sound Regional Council's Regional Transportation Plan, which describes planned investments to improve highway, transit, rail, ferry, bicycle, and pedestrian systems in response to regional growth. Many of these projects are listed as "Candidate" projects, which means the project is included in the plan's constrained financial strategy but is not yet approved to proceed toward implementation. This generally means financial and other analysis remains to be completed and the Puget Sound Regional Council (PSRC) Executive Board needs to take action in order for the project to proceed. Several of these projects are subsets of WSDOT's I-5 – SR 16 Tacoma/Pierce County High Occupancy Vehicle (HOV) Program.
Local Community Studies	
City of Lakewood Downtown Subarea Plan	The City of Lakewood adopted the Downtown Subarea Plan, which encompasses over 315 parcel acres and includes three districts that illustrate different characters. The Plan includes the intent to create improved facilities between the Downtown and Lakewood Station in order to connect the Downtown to the valuable regional transit amenity. One adopted policy is to 'emphasize pedestrian and bicycle connectivity and transit use within the Central Business District (CBD).'
Lakewood Comprehensive Plan, revised (2020)	<p>The City of Lakewood Comprehensive Plan provides a blueprint for the City's growth and development over a 20-year horizon. As required by the Washington State Growth Management Act, the Plan will shape the City's growth through the following:</p> <ul style="list-style-type: none"> • Defining the level, intensity, and geographic distribution of employment and residential growth • Identifying the needed improvements to public facilities, transportation, and utility infrastructure to service the projected levels of population and employment • Identifying the housing needs and requirements for the community • Defining the desired physical development patterns and urban design treatments
City of Lakewood Station District Subarea Plan (2021)	The City of Lakewood recently adopted the Lakewood Station District Subarea Plan, which provides a plan for future growth and development within approximately 330 acres surrounding the Lakewood Sounder Station. Including a mix of commercial, residential, medical, and transportation land uses, the existing subarea is developed at densities lower than planned or zoned. The Subarea Plan will foster a greater mix of housing types and densities as well as analyze transportation connections between Downtown Lakewood and the subarea.

Table 1-1 Relevant Studies (continued)

Name	Description
City of Tacoma Transportation Master Plan (2015)	<p>The study area includes a portion of south Tacoma. The City’s Transportation Master Plan identifies improvements to several streets in the study area as part of the planned bike network. The Transportation Master Plan also identifies several corridors in the study area that could be developed with high capacity transit, including 38th Street, 48th Street, 56th Street, and the westside corridor connecting Ruston, Tacoma Community College, Fircrest, and University Place. These corridors do not have existing or planned transit service to Lakewood Station, however, improved service on these corridors could improve overall mobility for riders.</p> <p>It is worth noting the improvements identified in the City of Tacoma Transportation Master Plan are closer in proximity to the South Tacoma Sounder Station than Lakewood Station. Riders accessing Sounder via these facilities or services may opt to do so at South Tacoma Station rather than Lakewood Station.</p>
Pierce County 2021-2026 Transportation Improvement Program (2020)	<p>The Pierce County 2021-2026 Transportation Improvement Program includes three bicycle infrastructure projects in the study area. There are no pedestrian or transit projects in the study area.</p>

2 STATION AREA CONTEXT

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

2.1 Existing Mode of Access and Gaps

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

Table 2-1 Lakewood Station Mode of Access Summary

Mode of Transportation		2019 System Access Strategic Plan Passenger Access Survey Report	March 2020 Lakewood Station Profile (pre-Covid)
Walk/wheelchair		2%	8%
Bicycle		2%	1%
Transit transfer		17%	4%
Drop-off		14%	8%
Parked	Carpool/vanpool	0%	79%
	Drove alone	64%	
Other		2%	Not measured

2.1.1 Pedestrian Access

Direct pedestrian access to Lakewood Station is provided on the station’s southeastern frontage along Pacific Highway SW while three signalized intersections along the station frontage (parking garage driveway, north bus terminal driveway, and south bus terminal driveway/47th Avenue SW) provide opportunities for pedestrians to cross Pacific Highway SW. A pedestrian plaza is located on the northwest side of the Sounder tracks at Kendrick Street SW, linking to the station platform, bus terminal, and parking garage via a pedestrian bridge. At-grade sidewalk crossings of the Sounder tracks are present at Bridgeport Way SW to the southwest of the station and 108th Street SW to the northeast.

Within the 1-mile pedestrian travel shed, a fully funded project by the City of Lakewood and Sound Transit will bring enhanced nonmotorized facilities to 111th Street SW and 112th Street SW between Bridgeport Way SW and Kendrick Street SW in 2021. Additionally, a fully funded project will construct a nonmotorized connection across Clover Creek at 47th Avenue SW near Springbrook Park (see Table 2-2 below). Figure 2-1 displays existing sidewalks and gaps in the sidewalk network within the Lakewood Station 1-mile travel shed.

Lakewood Station Access Improvements

Table 2-2 Partially or Fully Funded Pedestrian Improvement Projects near Lakewood Station

Type	Project Name	Source/Agency	Funding	Within 1-Mile Travel Shed
Bike/Ped	Clover Creek Nonmotorized Connection	City of Lakewood	Full	Yes
Bike/Ped	112th/111th Street Nonmotorized Improvements	City of Lakewood	Full	Yes
Bike/Ped	Gravelly Lake Nonmotorized Improvements	City of Lakewood	Full	No
Trail	Shared-Use Path Connection (Pacific Highway SW to N Thorne Lane SW)	City of Lakewood	Full	No

Lakewood Station Access Improvements

Between January 1, 2016, and December 31, 2020, 33 crashes involving pedestrians occurred within the 1-mile travel shed, with 100 percent of these resulting in injuries. Of these injury crashes, two involved fatal injuries and four resulted in serious injuries. One fatal crash occurred on Bridgeport Way SW between the I-5 southbound on/off ramps and the I-5 overpass, while the other occurred along the I-5 mainline between 47th Avenue SW and 112th Street SW. Two pedestrian crashes resulting in serious injuries occurred along Bridgeport Way SW, with one taking place at the intersection with Pacific Highway SW and the other at the intersection of Lakewood Dr SW/Lakewood Towne Center Boulevard SW. Figure 2-2 displays the locations of pedestrian-involved crashes within the 1-mile pedestrian travel shed for the period 2016 to 2020 (WSDOT 2021). The data does not include information on whether these crashes involved pedestrians accessing the Sounder Station.

PEDESTRIAN CRASHES Lakewood Station

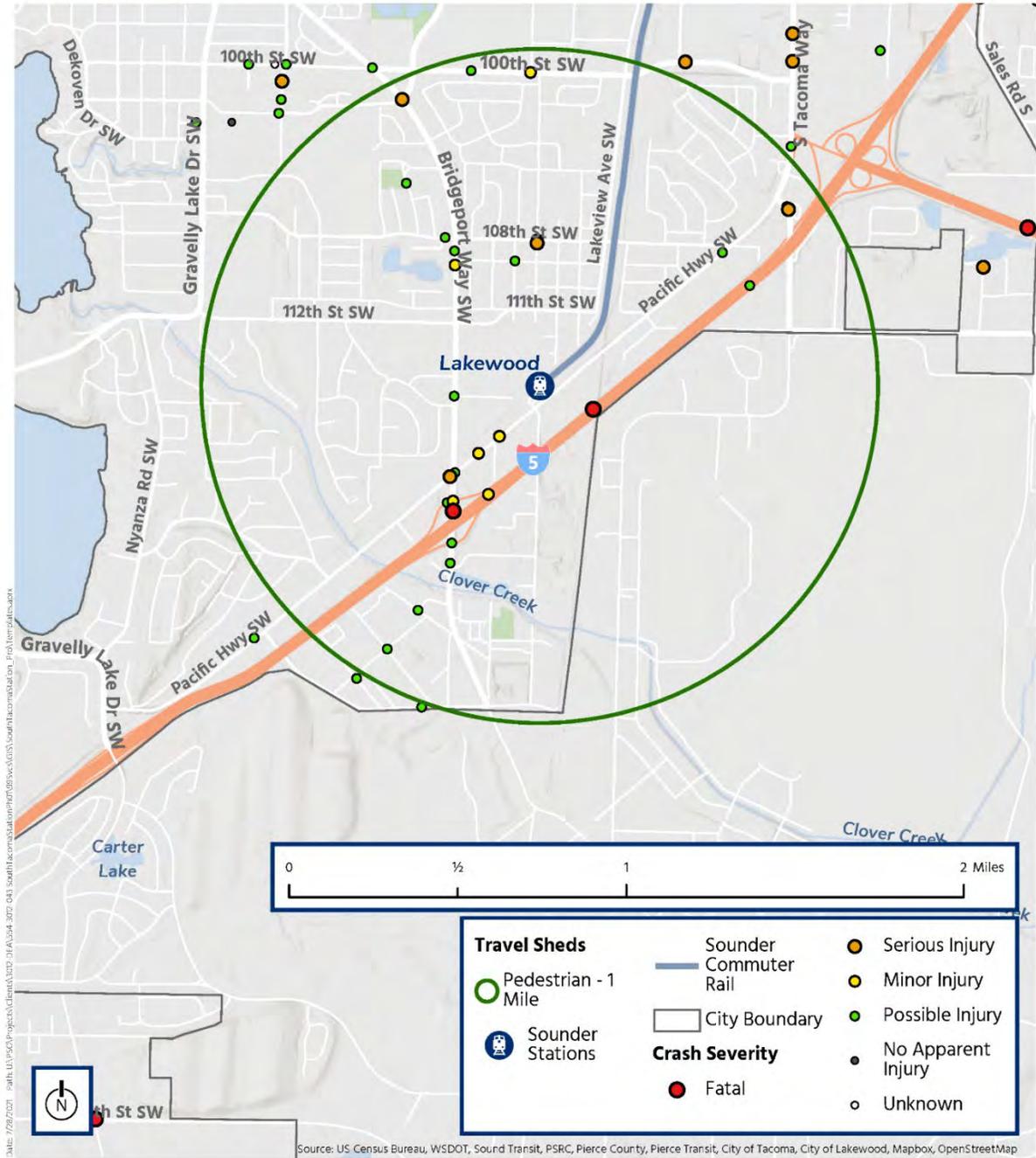


Figure 2-2 Pedestrian Crashes (2016-2020) – Lakewood Station

2.1.1.1 Pedestrian Access Gaps

While the Lakewood Station pedestrian bridge provides direct access across the Sounder tracks to the north, pedestrian access is limited to and from locations immediately to the northwest of the station, such as St. Clare Hospital. Currently, accessing such locations would require pedestrians to either travel southwest along Pacific Highway SW and then north along Bridgeport Way SW, or cross the pedestrian bridge north to Kendrick Street SW, then follow 111th Street SW and 112th Street SW to the west.

Key sidewalk gaps are present on Bridgeport Way SW and 47th Avenue SW as they cross I-5, while sidewalk gaps along 112th Street SW west of Bridgeport Way SW limit pedestrian access to neighborhoods west of the station. As shown in Figure 2-1, sidewalk gaps are present along the majority of non-arterial streets within the 1-mile pedestrian travel shed.

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

- Bridgeport Way SW (both sides between I-5 southbound on/off ramps and I-5 overpass; west side between I-5 overpass and I-5 northbound on/off ramps)
- 47th Avenue SW (west side between Pacific Highway SW and I-5 overpass; both sides south of I-5 overpass)
- South Tacoma Way (west side between Pacific Highway SW and I-5 overpass; west side between I-5 overpass and 112th Street SW)
- 112th Street S (north side east of 34th Avenue S; south side east of South Tacoma Way)
- Wildaire Road SW (both sides west of Main Street SW/Davisson Road SW)
- 112th Street SW (both sides west of 55th Avenue SW; north side between Bridgeport Way SW and 55th Avenue SW; north side between Bridgeport Way SW and Addison Street SW; south side between Addison Street SW and Freiday Street SW)
- 111th Street SW (both sides between Freiday Street SW and Kendrick Street SW)
- Lakeview Avenue SW (east side north of 108th Street SW)
- 100th Street SW (south side – most of the portion within the 1-mile travel shed)

The condition of curb ramps within the 1-mile pedestrian travel shed varies. Some intersections have curb ramps that are noncompliant with current ADA standards while other intersections may have missing curb ramps.

2.1.2 Bicycle Access

Bike lanes along Pacific Highway SW and South Tacoma Way provide direct access to Lakewood Station and locations to the northeast and southwest between 88th Street S and Gravelly Lake Dr SW, except for a short gap to the northeast of the station as Pacific Highway SW passes below the BNSF Railway right-of-way. A fully funded project by the City of Lakewood will continue bicycle facilities along South Tacoma Way north from 88th Street S to the Tacoma/Lakewood border, connecting to the current southern terminus of the Water Flume Line Trail (City of Lakewood 2020). Part of the regional shared-use path network, the Water

Lakewood Station Access Improvements

Flume Line Trail continues northward into Tacoma as a shared-use path and bike lanes until its current northern terminus in Downtown. An additional project will connect the southern terminus of the Pacific Highway SW bike lanes at Gravelly Lake Drive SW to N Thorne Lane SW via a shared-use path along the northwest side of I-5.

Bike lanes on Kendrick Street SW (south of 111th Street SW), 111th Street SW (Kendrick Street SW to Lakeview Avenue SW), and Lakeview Avenue SW (both sides from 111th Street SW to 108th Street SW and west side only between 108th Street SW and Steilacoom Boulevard SW) connect neighborhoods to the north of the station to the northern station entrance and pedestrian bridge. The bike lanes on Lakeview Avenue SW and Pacific Highway SW connect to bike lanes on 108th Street SW, which cross at-grade with the Sounder tracks to the northeast of the station. A fully funded project by the City of Lakewood and Sound Transit will bring enhanced nonmotorized facilities to 111th Street SW and 112th Street SW between Bridgeport Way SW and Kendrick Street SW in 2021.

Bicycle facilities are provided along Bridgeport Way SW to the west of Lakewood Station as bike lanes (between McChord Dr SW and 123rd Street SW) and as shared-lane markings (between Pacific Highway SW and 75th Street W). The northern end of the shared-lane markings connect to bike lanes on Bridgeport Way W that continue north into University Place.

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

Table 2-3 Partially or Fully Funded Bicycle Improvement Projects near Lakewood Station

Project Type	Project Name	Source/Agency	Funding	Within 3-Mile Travel Shed
Bike/Ped, Street Repair	Steilacoom Boulevard SW	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2020-2025	Partial	Yes
Bike/Ped, Street Repair	South Tacoma Way	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2020-2025	Partial	Yes
Bike/Ped, Street Repair	Washington Boulevard SW/North Gate Road SW/Edgewood Avenue SW	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2020-2025	Full	Yes
Bike/Ped, Street Repair	Steilacoom Boulevard SW/88th Street SW	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2020-2025	Full	Yes
Bike/Ped	Clover Creek Nonmotorized Connection	City of Lakewood	Full	Yes
Bike/Ped	112th/111th Street Nonmotorized Improvements	City of Lakewood	Full	Yes

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

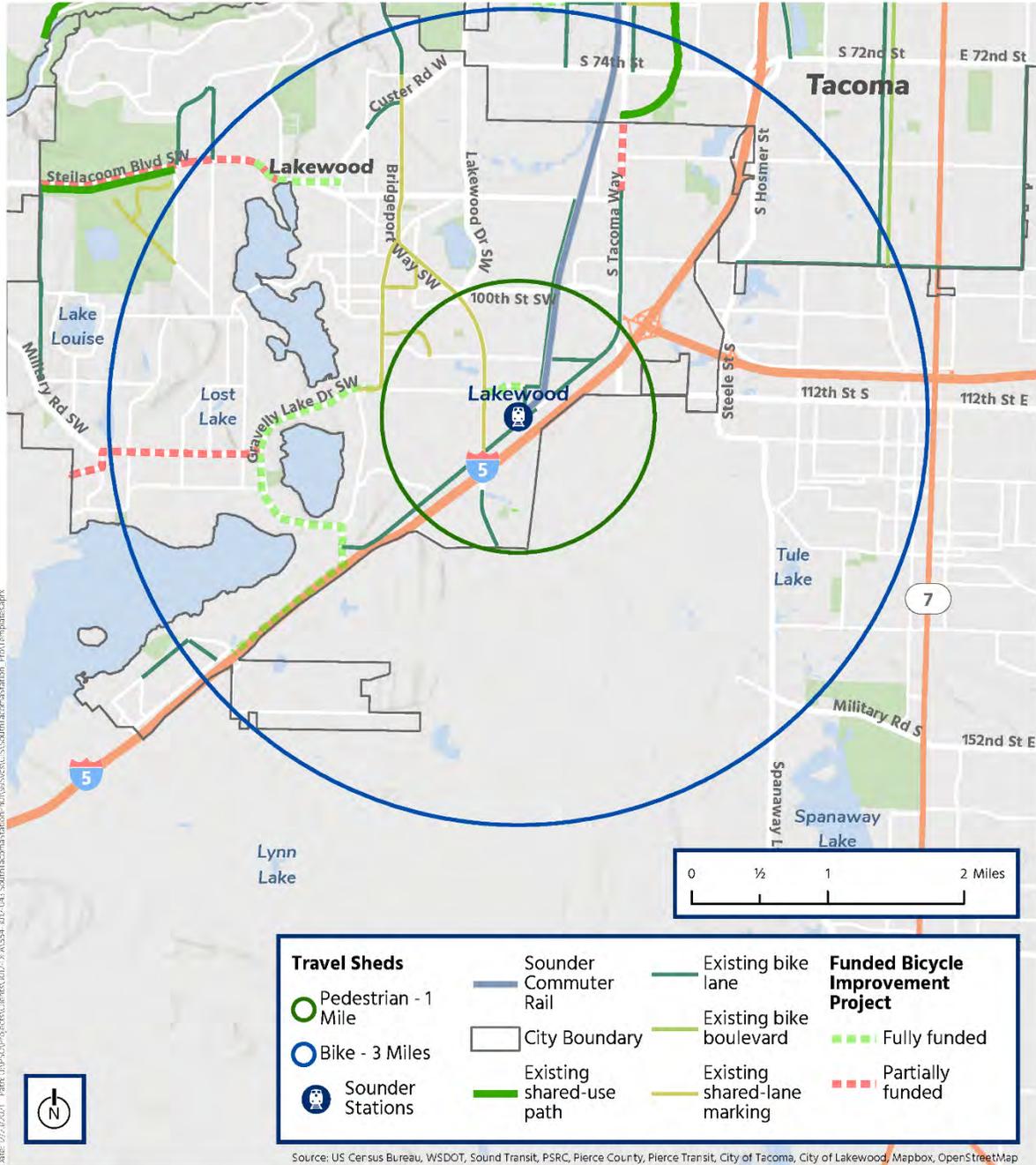
Project Type	Project Name	Source/Agency	Funding	Within 3-Mile Travel Shed
Bike/Ped	Gravelly Lake Nonmotorized Improvements	City of Lakewood	Full	Yes
Trail	Shared-Use Path Connection (Pacific Highway SW to N Thorne Lane SW)	WSDOT	Full	Yes

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

Figure 2-3 displays existing and funded bicycle facilities within the Lakewood Station 3-mile travel shed.

Between January 1, 2016, and December 31, 2020, 15 crashes involving bicycles occurred within 1-mile of the station, with 87 percent of these resulting in injuries. Of these injury crashes, one crash at the intersection of Bridgeport Way SW and the I-5 northbound on/off ramps resulted in serious injuries (WSDOT 2021). Figure 2-4 displays the locations of bicycle-involved crashes within the 3-mile bicycle travel shed for the period 2016 to 2020. The data does not include information on whether these crashes involved bicyclists accessing the Sounder Station.

BICYCLE FACILITIES Lakewood Station

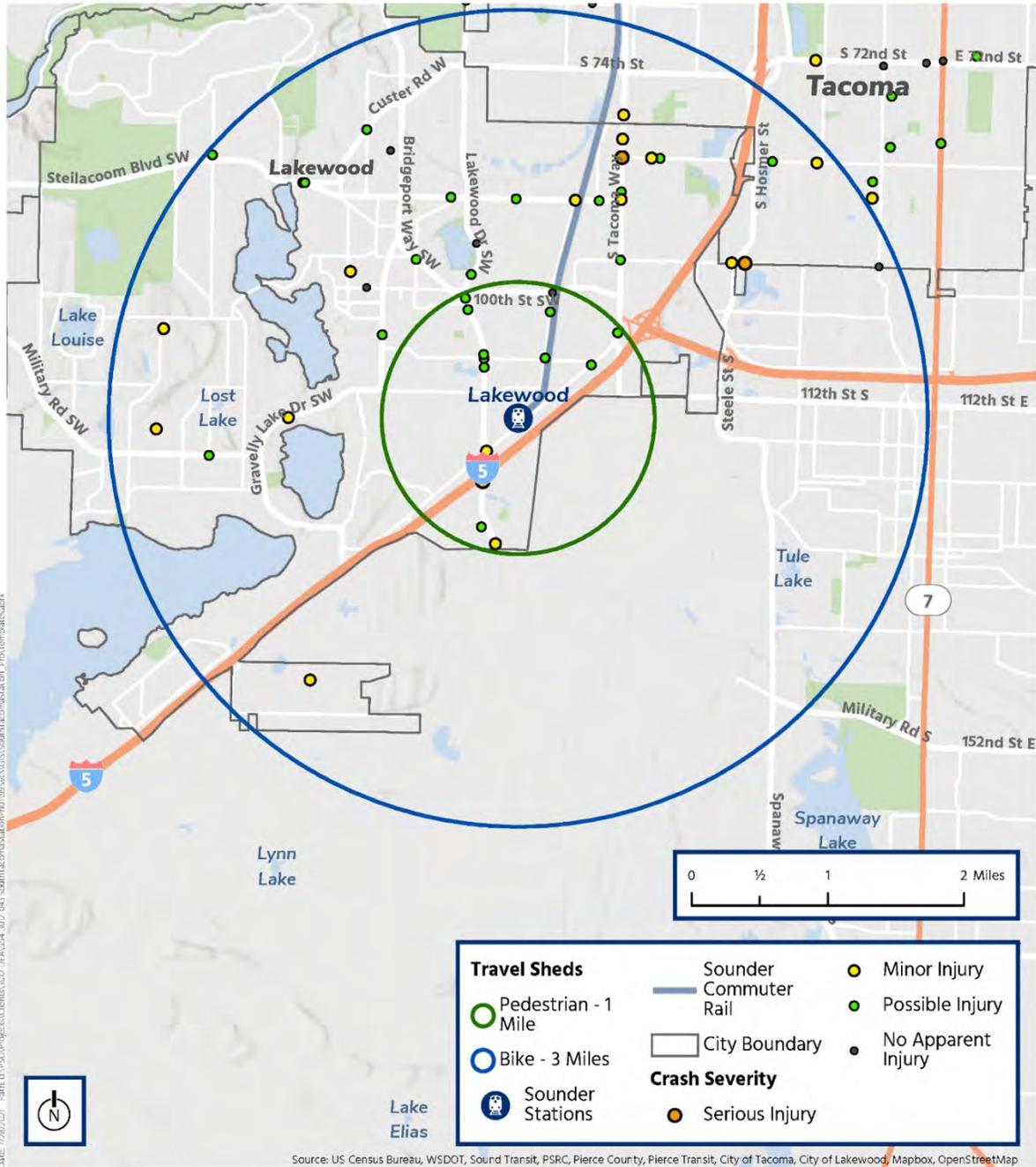


Sounder South Station Access Improvements



Figure 2-3 Bicycle Facilities – Lakewood Station

BICYCLE CRASHES Lakewood Station



Sounder South Station Access Improvements



Figure 2-4 Bicycle Crashes (2016-2020) – Lakewood Station

2.1.2.1 Bicycle Access Gaps

As shown in Figure 2-3, few east-west bicycle connections are located within 1 mile of Lakewood Station, and there are few connections to areas to the east and west outside of the immediate station vicinity, as well. I-5 presents a barrier to bicycle access to Lakewood Station from the south and east because there are no crossings with dedicated bicycle facilities within the 3-mile bicycle travel shed. Bicycle access to the station from the east and south is further limited by SR 512 and McChord Air Force Base, particularly from the unincorporated Pierce County community of Parkland.

2.1.3 Transit Access

Sound Transit operates Sounder commuter rail between Lakewood and Seattle, with Lakewood Station serving as the current route’s southern terminus. During the weekday morning period, Seattle-bound northbound trains operate every 20 to 30 minutes between 4:30 am and 7:00 am. During the evening period, Lakewood-bound trains in the southbound direction operate every 20 to 45 minutes, arriving at Lakewood Station between 4:50 pm and 7:45 pm (Sound Transit 2021). A total of 14 trains operate northbound and southbound between Lakewood and Seattle each day.⁴

In addition to the Sound Transit Sounder South Commuter Rail service between Lakewood and Seattle, bus transit service is provided within 1 mile of the station by Pierce Transit and Sound Transit Express Bus.

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

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

Route Number	Route Description	Service Span	Northbound/Eastbound Headways (weekday) in minutes			Southbound/Westbound Headways (weekday) in minutes			Nearest transfer point to Lakewood Station	Major destinations served
			AM (6 to 9 am)	PM (3 to 6 pm)	All Day	AM (6 to 9 am)	PM (3 to 6 pm)	All Day		
3	Lakewood – Tacoma	16 hours	30	30	30 – 60	30	30	30 – 60	108th Street SW and Kendrick Street SW (0.4 mile)	Lakewood Transit Center SR 512 park-and-ride (P&R) Tacoma Mall Transit Center 10th & Commerce Transit Center
4	Lakewood – South Hill	14 hours	30	30	30	30	30	30	100th Street SW and 47th Avenue SW (0.9 mile)	Lakewood Transit Center SR 512 P&R South Hill Mall Transit Center Pierce College - Puyallup

⁴ Four additional Sounder South trains operate between Seattle and Tacoma Dome Station in the northbound and southbound directions each weekday. For the Sounder trips that do not serve Lakewood station, Sound Transit Express Bus route 580 connects Lakewood and Puyallup Stations (Sound Transit 2021).

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

Route Number	Route Description	Service Span	Northbound/Eastbound Headways (weekday) in minutes			Southbound/Westbound Headways (weekday) in minutes			Nearest transfer point to Lakewood Station	Major destinations served
			AM (6 to 9 am)	PM (3 to 6 pm)	All Day	AM (6 to 9 am)	PM (3 to 6 pm)	All Day		
202	72nd Street	15 hours	30 – 60 (after 6:15 am)	30	30 – 60	30	30	30 – 60	Lakewood Dr SW and Bridgeport Way SW (1.1 miles)	Lakewood Transit Center 72nd Street Transit Center
206	Pacific Highway / Tillicum / Madigan	16 hours	30	30	30 – 60	30	30	30 – 70	Bridgeport Way SW and Pacific Highway SW (0.3 mile)	JBLM Madigan Hospital Lakewood Transit Center
574	Lakewood / Sea-Tac Airport via Federal Way	20 hours (north-bound) 19 hours (south-bound)	30	30	10 – 60	30	30	20 – 60	SR 512 P&R (0.9 mile)	Lakewood Transit Center SR 512 P&R Tacoma Dome Station Federal Way Transit Center Star Lake Freeway Station Kent/Des Moines Freeway Station Sea-Tac Airport
580	Puyallup – Lakewood	N/A (one trip in each direction)	One trip only (7:23 am)	N/A	N/A	N/A	One trip only (5:13 pm)	N/A	Lakewood Station	SR 512 P&R South Hill P&R Fairground Red Lot Puyallup Station
592	DuPont – Seattle	4 hours (north-bound) 3.5 hours (south-bound)	15 - 30 (until 8:09 am)	N/A	N/A	N/A	15 - 30 (after 4:30 pm)	N/A	Lakewood Station	DuPont Station SR 512 P&R Downtown Seattle
594	Lakewood / Tacoma – Seattle	13.5 hours (north-bound) 14 hours (south-bound)	20 (after 8:30 am)	30	N/A	30 – 45 (after 7:00 am)	15 – 30 (until 4:00 pm)	N/A	Lakewood Station	DuPont Station SR 512 P&R Tacoma Dome Station Downtown Seattle

Source: Pierce Transit 2021 and Sound Transit 2021.

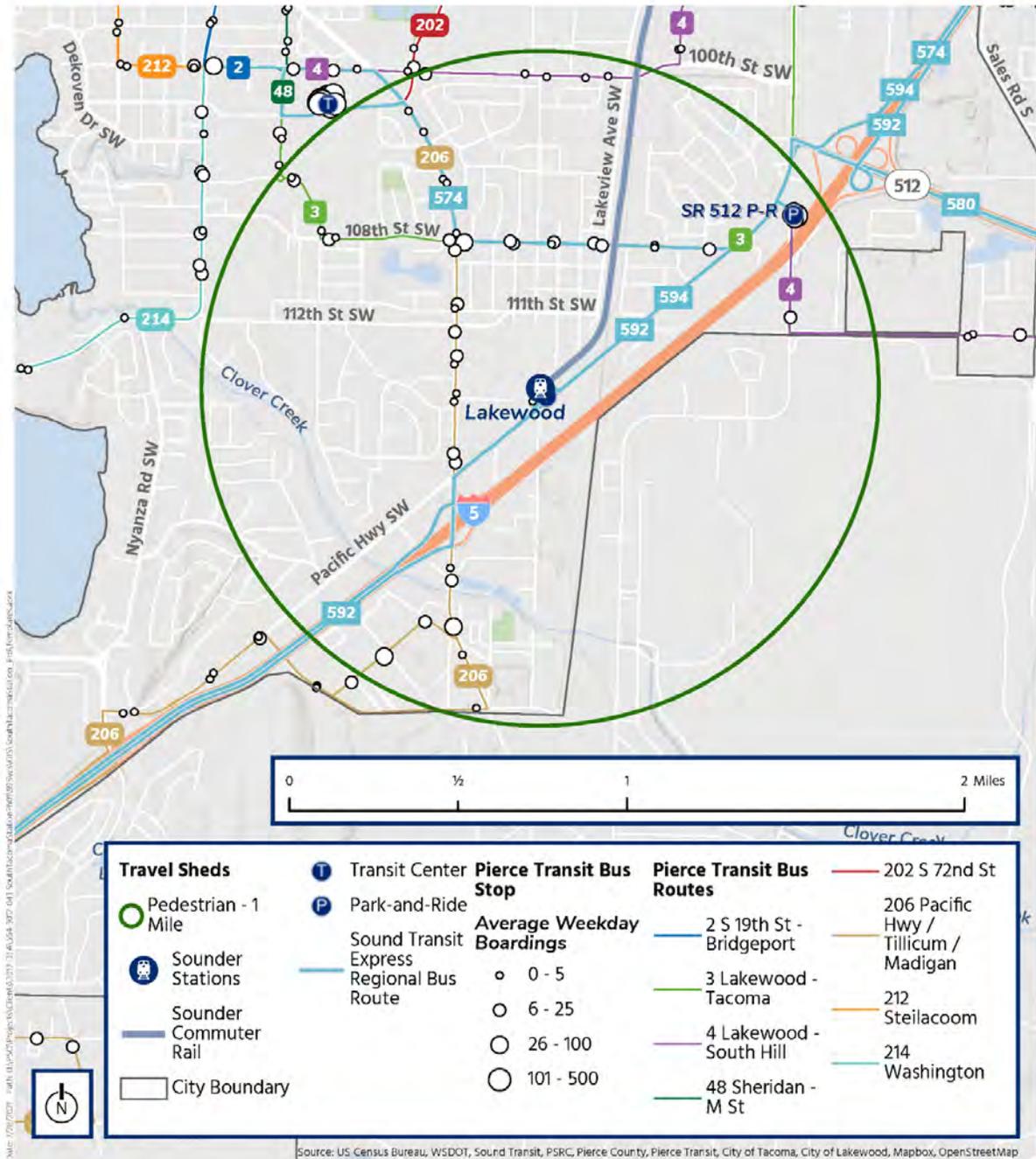
Lakewood Station Access Improvements

The Lakewood Transit Center is located just outside of the 1-mile travel shed to the northwest of Lakewood Station and is served by Pierce Transit routes 2, 3, 4, 48, 202, 206, 212, 214, and Sound Transit Express Bus route 574.

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

Lakewood Station Access Improvements

TRANSIT ROUTES Lakewood Station



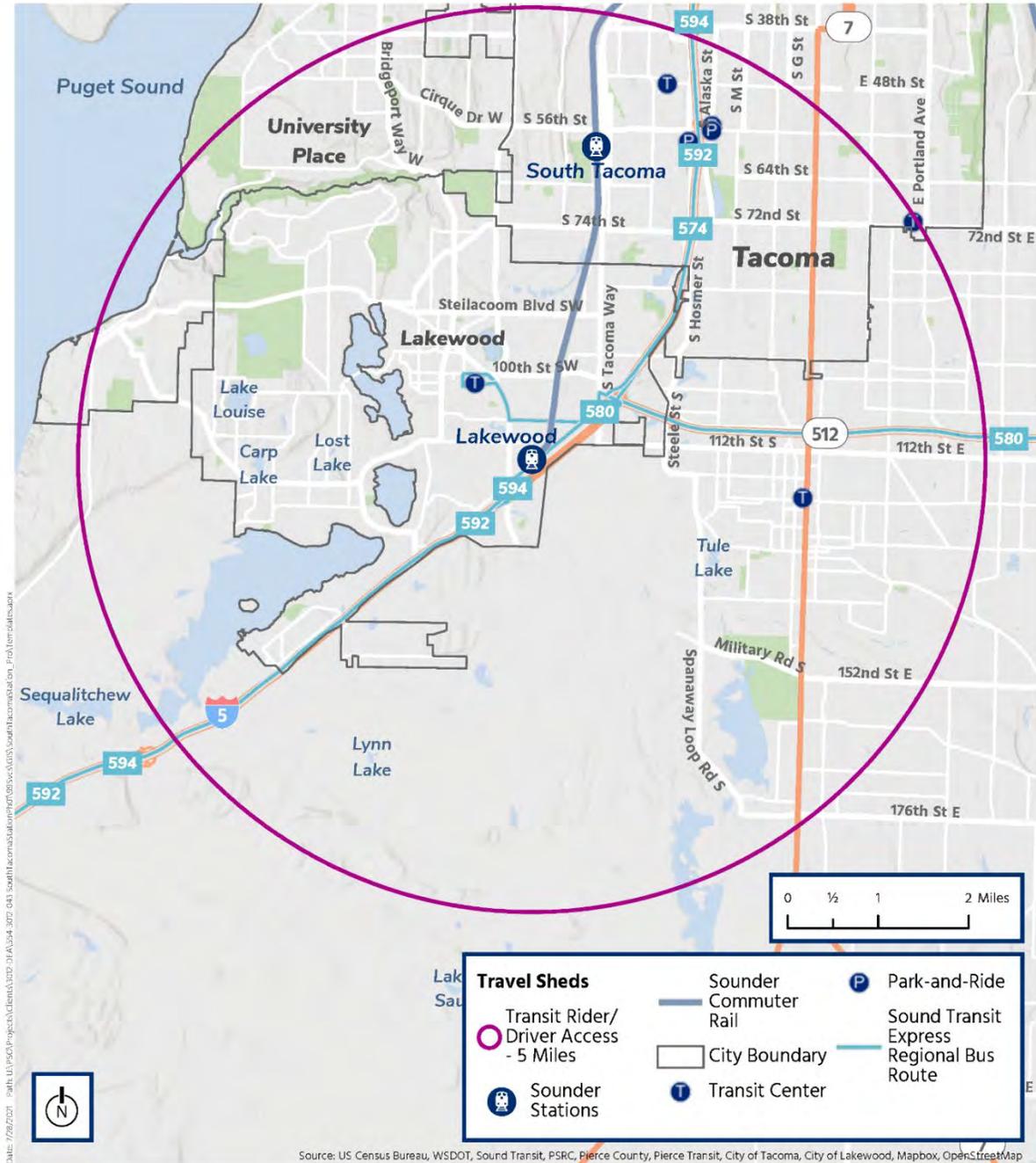
Sounder South Station Access Improvements



Figure 2-5 Transit Routes – Lakewood Station



REGIONAL TRANSIT ROUTES Lakewood Station



Sounder South Station Access Improvements



Figure 2-6 Regional Transit Routes – Lakewood Station

2.1.3.1 Transit Access Gaps

The nearest transfer opportunity from Sounder to a north-south bus transit route (route 206) is approximately 0.3 mile from the station while the nearest transfer opportunity to an east-west bus route (route 4) is approximately 0.9 mile away. Pierce Transit route 206 currently operates along Bridgeport Way SW to the west of Lakewood Station with the nearest stops at the intersection of Pacific Highway SW. Route 4 operates along 100th Street SW to the north of the station, with the nearest stop at the intersection of 47th Avenue SW. Transfer opportunities to Pierce Transit route 3 are located approximately 0.4 mile from Lakewood Station at the intersection of 108th Street SW and Kendrick Street SW; however, this route largely parallels the Sounder South alignment as it travels north to Downtown Tacoma. Other bus transit routes serve stops approximately 1 mile to the northeast and northwest of the station, requiring riders to walk longer distances for transfer opportunities to bus routes serving destinations other than those along routes 3, 4, and 206.

Many bus transit stops located near the station have minimal passenger amenities (shelters, benches, trash cans) and include only flags at the stops. Route 206 stops along Bridgeport Way SW at Seattle Avenue SW and San Francisco Avenue SW and along Lincoln Avenue SW at San Francisco Avenue SW were identified as having potential access issues in the March 2020 Lakewood Station Profile (Sound Transit 2020a). The following factors were considered when identifying transit stops with potential access issues:

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

2.1.4 Vehicle Access

Vehicular access to the Lakewood Station parking garage is provided via Pacific Highway SW, through both a signalized intersection on the northeast side of Lakewood Station and at a right-in/right-out point of ingress/egress midway along the garage frontage. From the north, the cul-de-sac southern terminus of Kendrick Street SW provides a pick-up/drop-off location, from which the station platform can be accessed via a pedestrian bridge over the Sounder tracks.

Pacific Highway SW, a primarily north-south minor arterial, connects Lakewood Station to Lakewood's broader roadway network, entering Tacoma to the north and the southern portion of Lakewood to the south. Bridgeport Way SW, a north-south principal arterial, intersects Pacific Highway SW to the southwest of the station and provides connections to University Place in the north as well as I-5 and Joint Base Lewis-McChord to the south. An east-west minor arterial, 112th Street SW, intersects Bridgeport Way SW at a signalized intersection to the northwest of the station and, to the east, connects to Kendrick Street SW and its pick-up/drop-off area at the northern edge of the station.

Located 0.5 mile southwest of Lakewood Station, the I-5/Bridgeport Way SW interchange provides access to the state highway network, connecting the station area to the regional transportation system. I-5 is the primary north-south limited access corridor for local, regional, interstate, and international travel. I-5 has an interchange with SR 512 approximately 1.5 miles north of the Bridgeport Way SW interchange and enters the Olympia/Lacey area approximately 13.5 miles to the south. Figure 2-7 displays the roadway network within the 5-mile vehicle travel shed and Figure 2-8 shows the roadway network near the station.

Lakewood Station Access Improvements

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

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

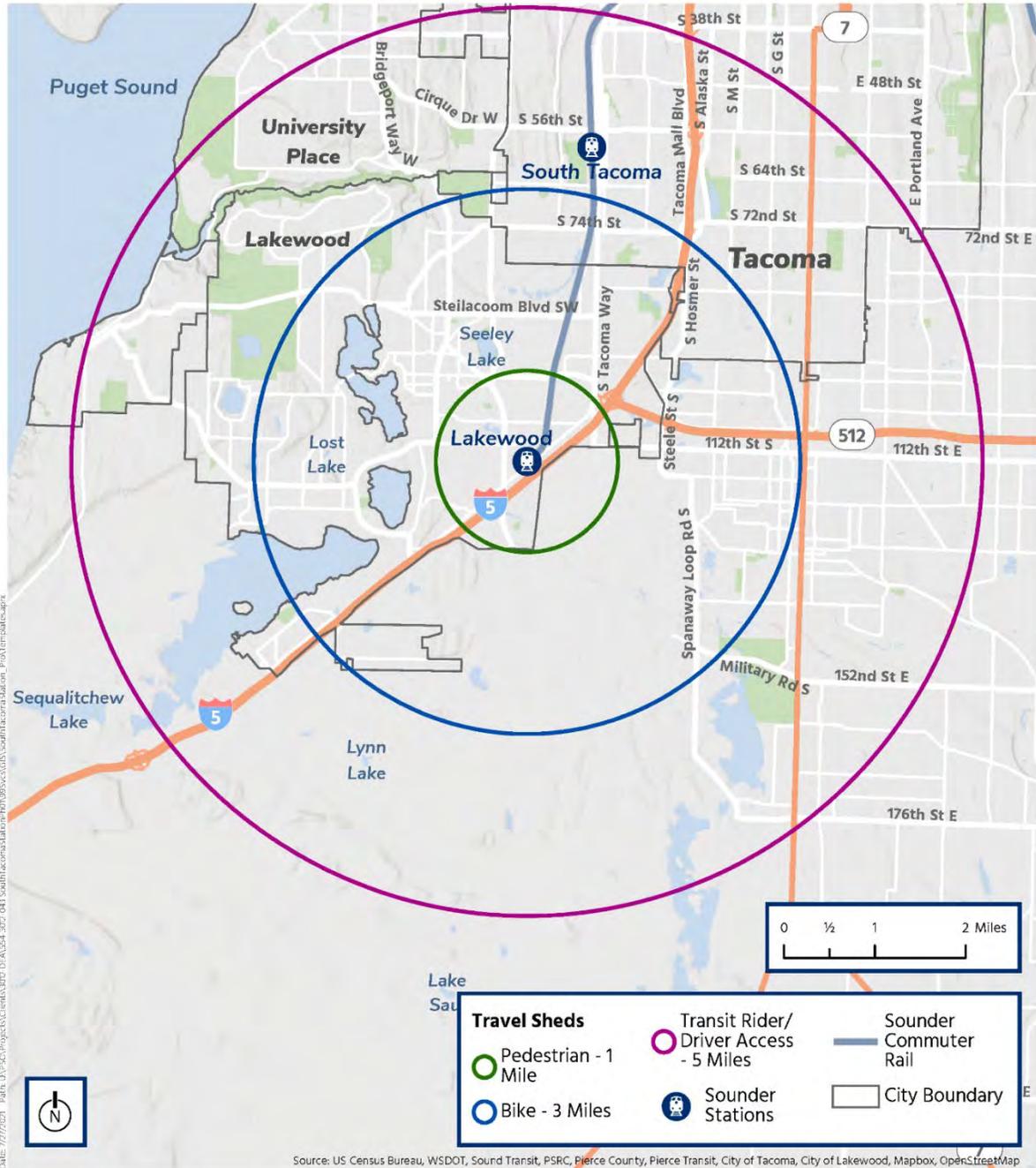
Type	Project Name	Source/Agency	Funding
Bike/Ped, Street Repair	Steilacoom Boulevard SW	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2020-2025	Partial
Bike/Ped, Street Repair	South Tacoma Way	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2020-2025	Partial
Bike/Ped, Street Repair	Washington Boulevard SW/North Gate Road SW/Edgewood Avenue SW	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2020-2025	Full
Bike/Ped, Street Repair	Steilacoom Boulevard SW/ 88th Street SW	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2020-2025	Full
Bike/Ped, Street Repair, Signals	S 56th Street and Cirque Drive Improvements Phase 2	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Bike/Ped, Street Repair, Signals	E 64th Street Improvements	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Ped, Signals	Pacific Avenue at SR7 Safety Improvement	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	Streets Initiative Package 19	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	S Bell - S 70th - S 71st Street	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	E 70th Pacific Avenue - East B	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	A Street S 68th - S 72nd	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	2019 SI Preventative Maintenance	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	SI Slurry Seal 2019	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full

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

Type	Project Name	Source/Agency	Funding
Street Repair	2019 Surface Treatment Program	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	S 95th Street	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	108th Street Roadway Patching and Overlay	City of Lakewood	Full

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

REGIONAL ROAD NETWORK Lakewood Station



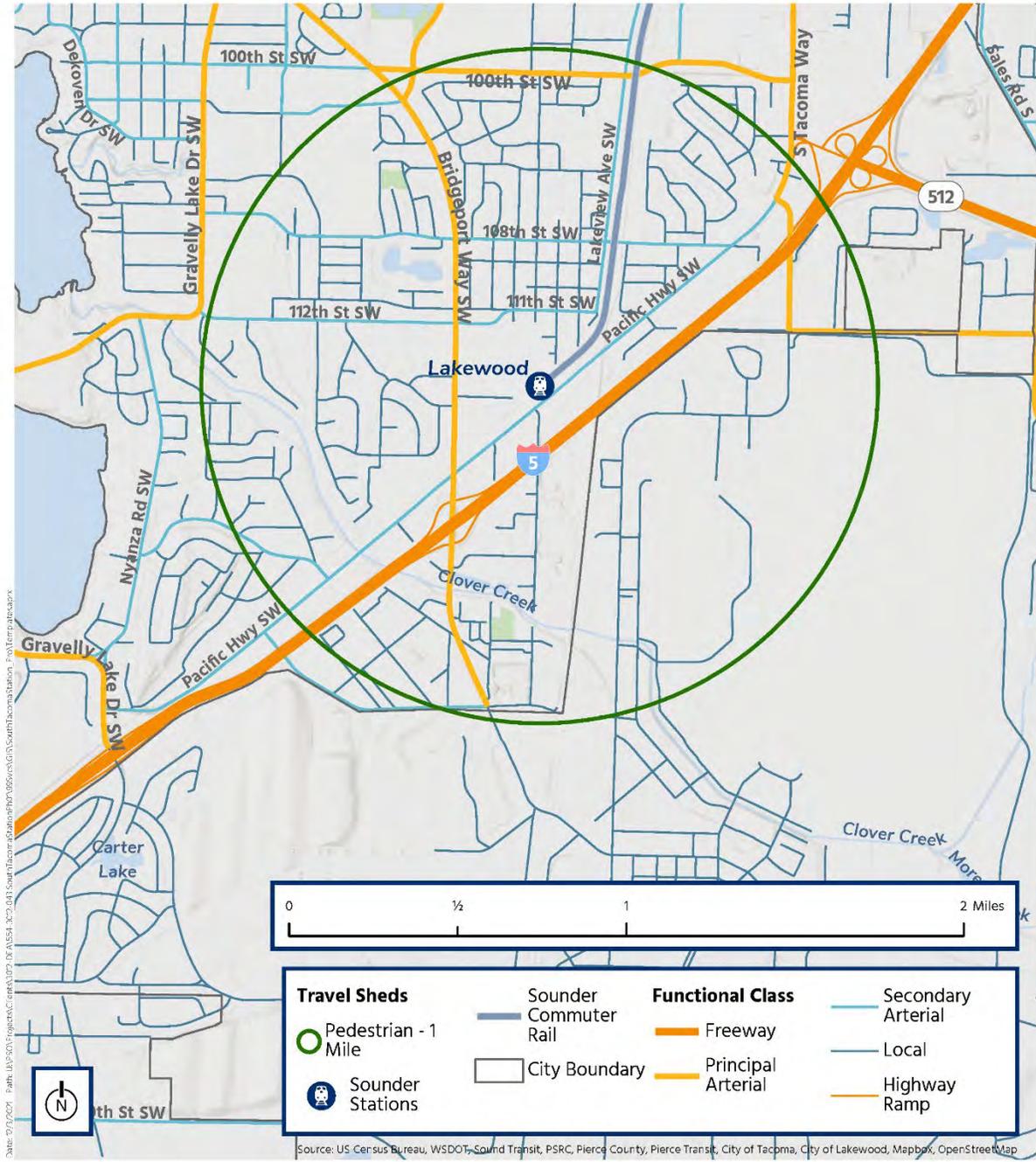
Sounder South Station Access Improvements



Figure 2-7 Regional Road Network – Lakewood Station

Lakewood Station Access Improvements

ROAD NETWORK Lakewood Station



Sounder South Station Access Improvements



Figure 2-8 Road Network – Lakewood Station

Lakewood Station Access Improvements

Between January 1, 2016, and December 31, 2020, 1,554 motor vehicle crashes not involving pedestrians or bicyclists occurred within 1 mile of the station, with 23 percent of these resulting in injuries. Of these injury crashes, one crash resulting in fatal injuries occurred at the intersection of 108th Street SW and Douglas Drive SW. Crashes resulting in serious injuries were present along Bridgeport Way SW (at the intersection of Arrowhead Road SW, south of 112th Street SW, and two north of the intersection of Pacific Highway SW) and Pacific Highway SW (at the intersection of 117th Street SW, the intersection of South Tacoma Way, and east of Bridgeport Way SW). Additional serious injury crashes occurred along Filbert Lane SW south of Yew Lane SW and at the intersection of 110th Street SW and Lakeview Avenue SW.

One crash resulting in fatal injuries occurred along the I-5 mainline within the 1-mile travel shed, while an additional fatal crash occurred at the intersection of Bridgeport Way SW and the I-5 northbound ramps. Four serious injury crashes occurred along the I-5 mainline, with an additional occurring at the intersection of Bridgeport Way SW and the I-5 southbound ramps.

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

MOTOR VEHICLE CRASHES Lakewood Station

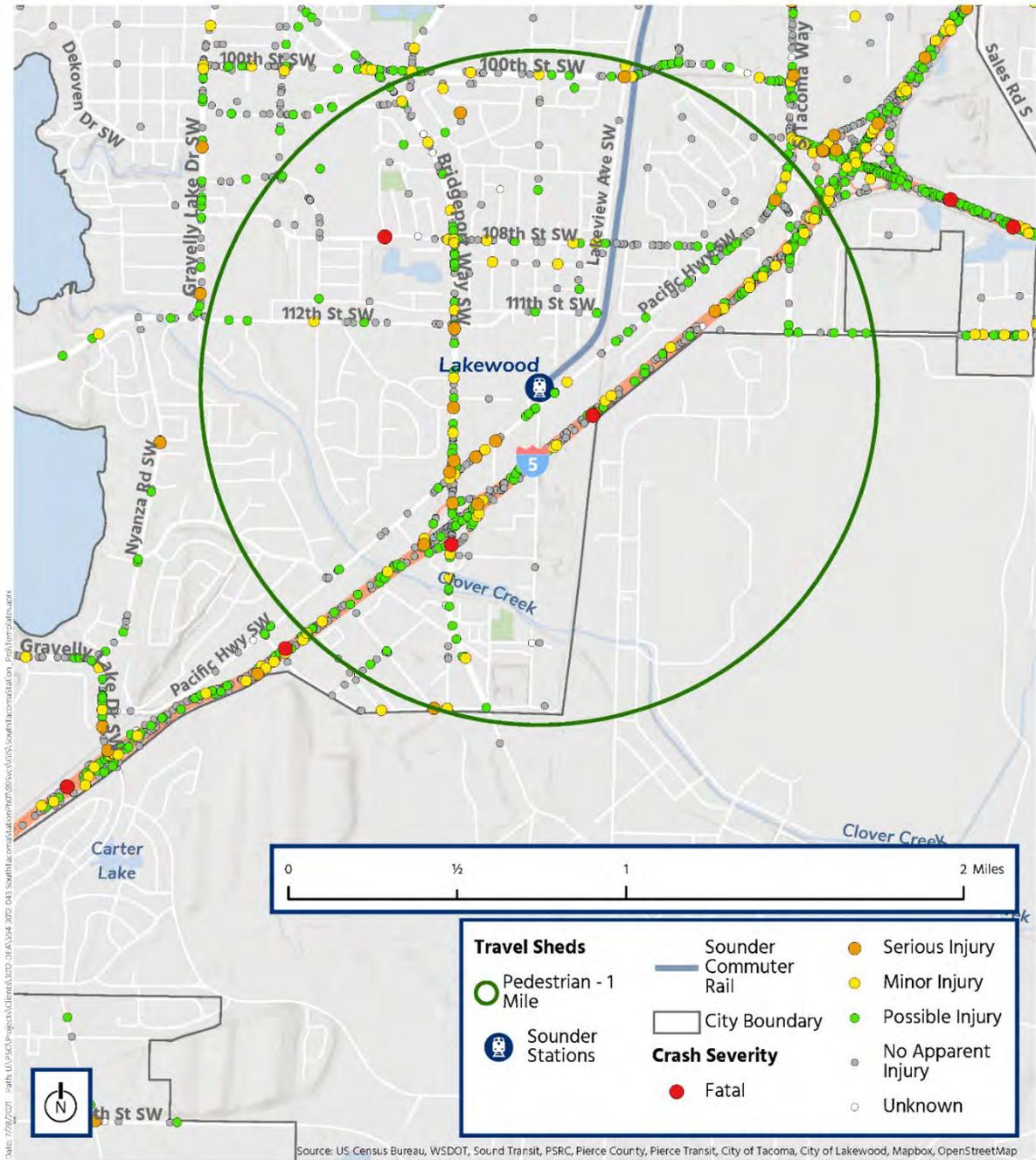


Figure 2-9 Motor Vehicle Crashes (2016-2020) – Lakewood Station

2.1.4.1 Vehicle Access Gaps

The Lakewood Station is located within the primary arterial network and within a mile of two freeway interchanges. The primary access to the station for transit and users of the garage is located off Pacific Highway (a minor arterial). A second access is provided from Kendrick Street (classified as a local street) for passenger pick up and drop off.

Bridgeport Way SW is a principal arterial located west of the station and would likely provide access to either the primary access from Pacific Highway SW or the access from Kendrick Street. Other minor arterials that would be used by vehicles travelling to the pick-up/drop-off area north of the Lakewood Station include Lakeview Avenue SW, 111th/112th Street SW, and 108th Street SW.

The City of Lakewood Comprehensive plan identifies Bridgeport Way SW through the I-5 interchange and to the north as having a level of service (LOS) standard of LOS F and the interchange with I-5 as having a volume-to-capacity ratio of 1.30 or less (City of Lakewood 2020). Existing and future conditions arterial LOS was not available in the City's comprehensive plan, however, because Bridgeport Way SW is assigned a LOS threshold of LOS F and a volume-to-capacity ratio of greater than 1.0. This indicates the corridor is congested and is anticipated to continue to be congested.

2.1.5 Parking Availability

Parking at Lakewood Station is provided in a 601-stall parking garage located directly adjacent to the Sounder tracks to the northeast of the platform. Located on Pacific Highway SW, vehicular access to the garage is located at a signalized intersection to the northeast and at a right-in/right-out driveway midway along the garage frontage. Passenger ingress and egress from the parking garage is located at-grade near the northeastern portion of the station platform. Bicycle parking is provided at Lakewood Station in the form of 18 covered bicycle parking spaces while no additional public bicycle parking locations are available within two blocks of the station. The March 2020 Lakewood Station Profile reports that bicycle parking utilization at the station was 36 percent for the period 2018-2019.

The Sound Transit Parking Utilization Report (2019d) describes that the parking garage at Lakewood Station was between 93 percent and 96 percent occupied during a Tuesday through Thursday data collection period in January 2019. A license plate survey conducted for Lakewood Station in 2016 reported that of the parked vehicles observed to be registered in Washington, 67 percent were registered in a jurisdiction within the Sound Transit District, 43 percent were registered within a jurisdiction within 5 miles of the station, and 24 percent were registered within the City of Lakewood (Sound Transit 2016a). Parking management policies, such as permit parking, are in use at Lakewood Station but have been paused due to the COVID-19 pandemic. Additional Parking management policies would have an effect on parking utilization at the station.

In addition to the 601-stall parking garage at Lakewood Station, the SR 512 Park-and-Ride operated by Pierce Transit provides 493 parking stalls at the intersection of South Tacoma Way and Pacific Highway SW within the 1-mile travel shed. The SR 512 Park-and-Ride is served by Pierce Transit routes 3 and 4 and Sound Transit Express Bus routes 574, 580, 592, 594 (listed in Table 2-4). The equivalent of approximately 1,510 parking stalls are located along City of Lakewood streets within a 0.5 mile radius of the station.

2.1.5.1 Parking Access Gaps

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

2.2 Land Use and Development (Existing and Future)

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

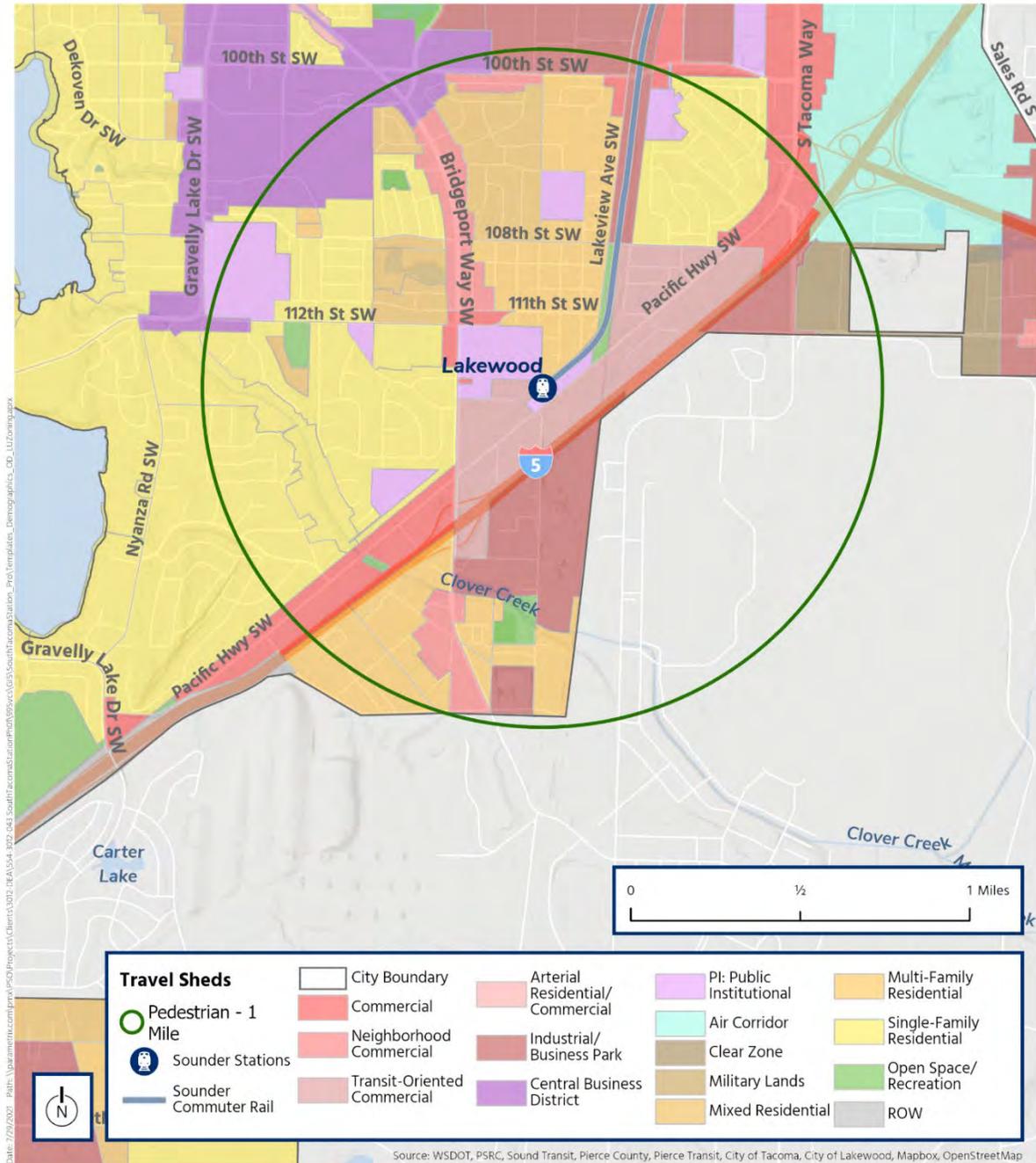
2.2.1 Zoning

Zoning districts surrounding the station area are widely varied, as shown in Figure 2-10. The districts immediately west of the station and east of Bridgeport Way SW are zoned primarily as a variety of commercial districts as well as multifamily residential. The zoning district for Lakewood CBD is just beyond these districts and is roughly located between Bridgeport Way SW and Gravelly Lake Drive SW. To the west of the station and west of Bridgeport Way SW, the districts are zoned as single-family residential and multifamily residential. Immediately west of the station, there are scattered parcels zoned as “public institutional” and “mixed residential.”

The area south of the station area (specifically, south of I-5) includes areas zoned for multifamily residential and industrial business park. The land beyond this is reserved for the use of McCord Air Force base.

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

Lakewood Station Access Improvements



Sounder South Station Access Improvements



Figure 2-10 Zoning Adjacent to Lakewood Station

GENERALIZED ZONING Lakewood Station

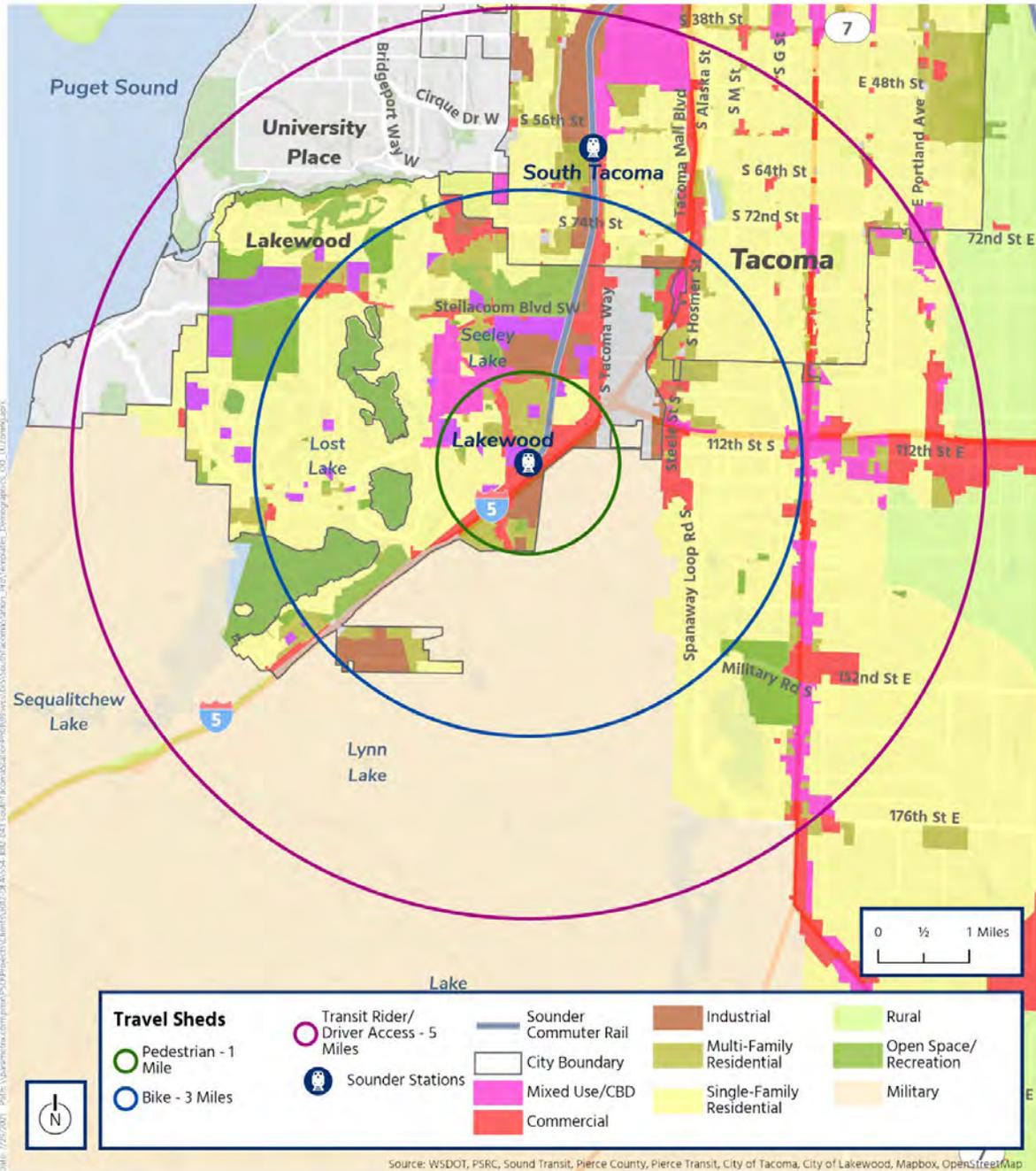


Figure 2-11 Generalized Zoning – Lakewood Station

2.2.2 Land Use

Closest to the station area, primarily south of the station along I-5, land is primarily reserved for “corridor commercial” uses. Further south, there are areas defined as multifamily residential and industrial, with a small parcel designated as open space.

Northeast of the station are primarily commercial, multifamily residential, or mixed residential uses. Along Lake Avenue SW and further north toward the 3-mile travel shed, there is land designated for industrial purposes, with some single-family residential and semi-public institutional land uses.

Northwest of the station and west of Bridgeport Way SW are primarily single-family residential land uses, with some parcels of open space. The Bridgeport Way corridor includes commercial land uses while the Lakewood CBD district is located roughly 1-mile northwest of the station area.

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

FUTURE LAND USE Lakewood Station

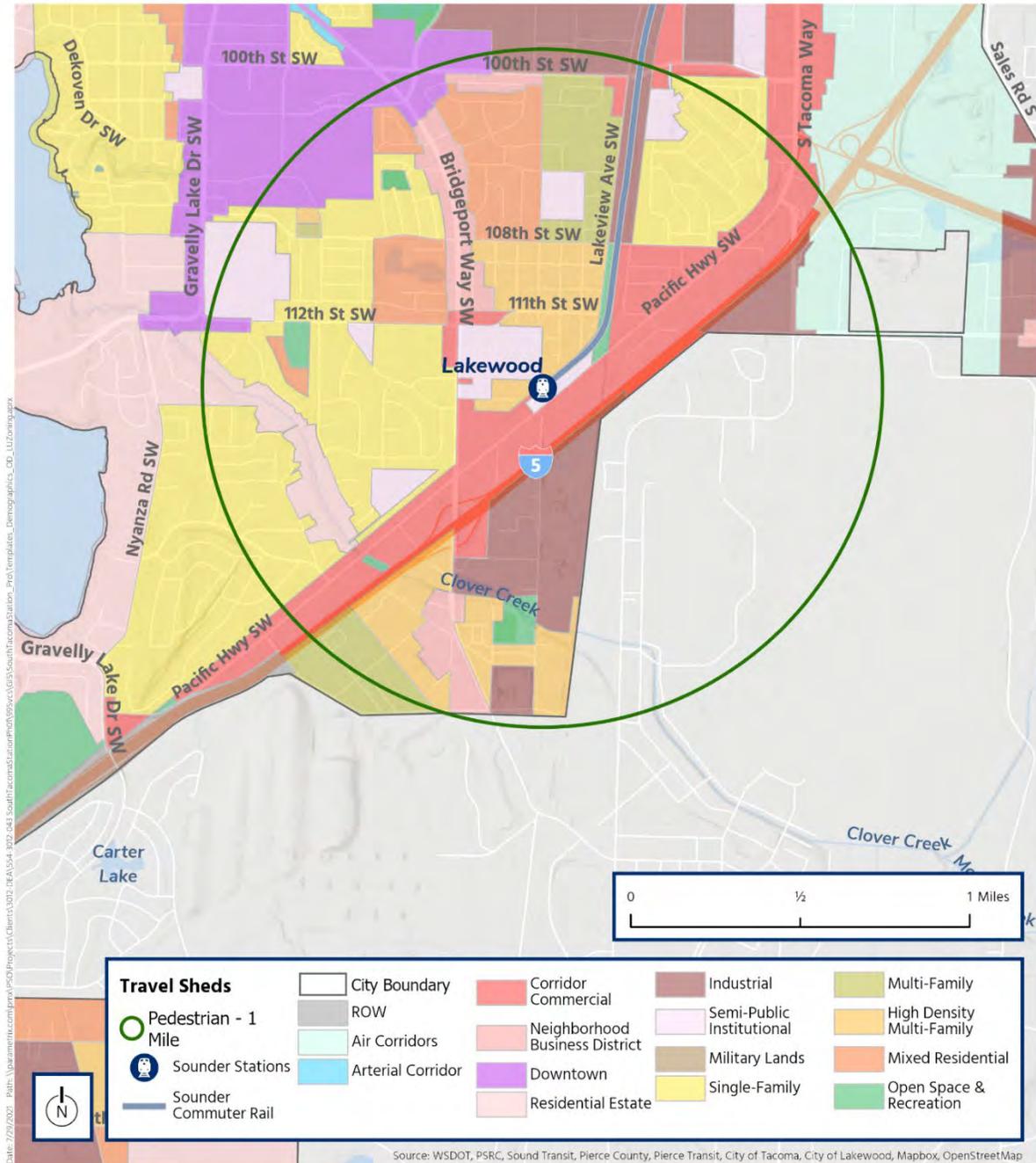


Figure 2-12 Future Land Use Adjacent to Lakewood Station

GENERALIZED FUTURE LAND USE Lakewood Station

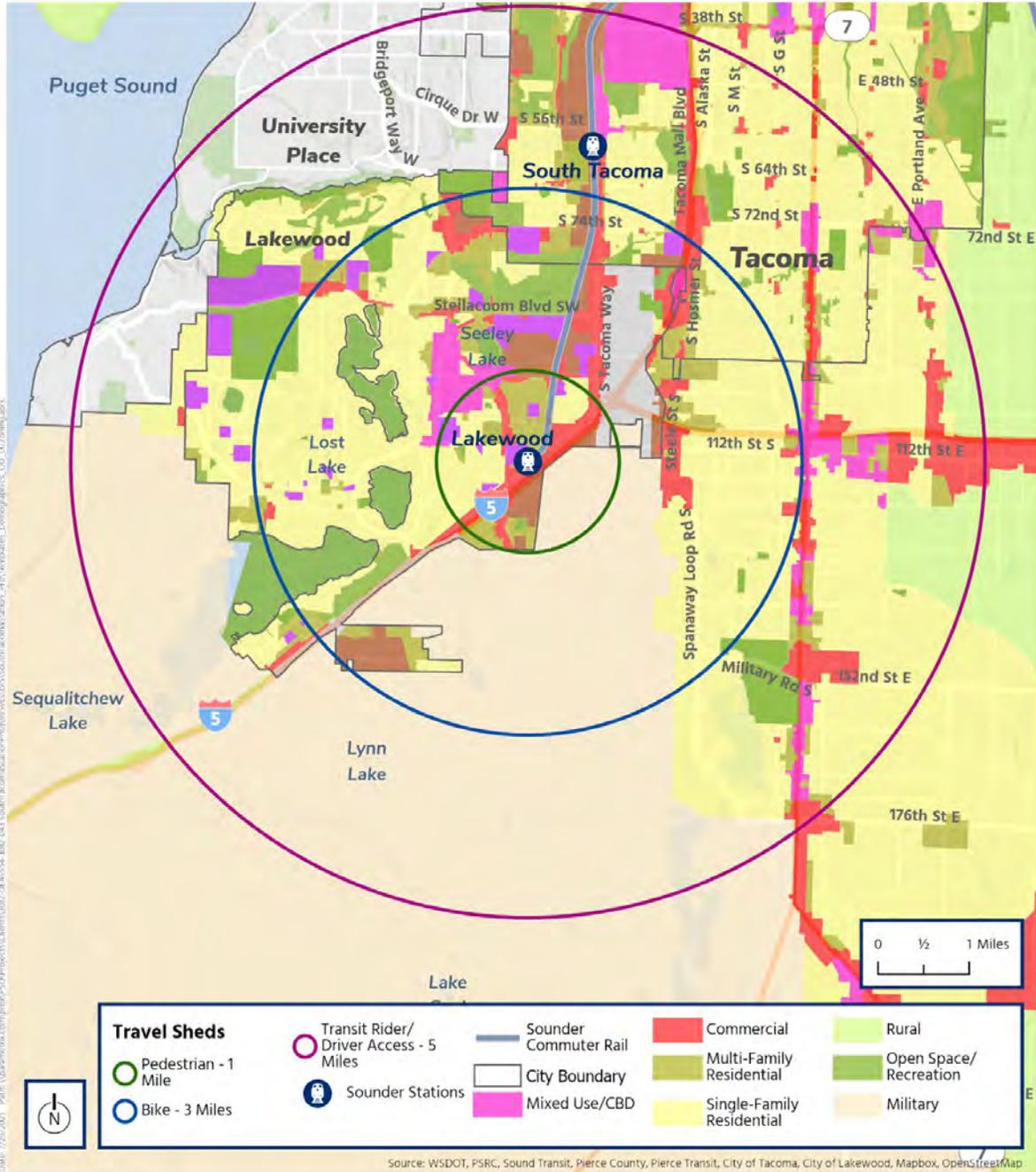


Figure 2-13 Generalized Future Land Use – Lakewood Station

2.3 Demographic Information

2.3.1 Population and Employment

Approximately 14,000 people reside within 1 mile of the Lakewood Station, while the estimated population of the City of Lakewood is over 60,111 (PSRC 2020). The estimated population of Pierce County is 877,013 (U.S. Census Bureau 2019). Employment estimates within 3 miles of the Lakewood Station equate to more than 37,000 (U.S. Census Bureau 2019). Population growth estimates in the PSRC Land Use Vision anticipate approximately 15,030 people by 2030 and 17,950 people by 2040 within a mile of the Lakewood station area.

2.3.2 Access to Opportunity and Demographics

PSRC's Equity Opportunity Index describes access to opportunity and demographic considerations surrounding Lakewood Station. Opportunity is defined as a situation or condition that places individuals in a position to be more likely to succeed or excel" (PSRC 2021). Census blocks indicated as "high opportunity" are areas considered to provide more pathways, or personal/communal growth prospects than areas with a lower score. This regional opportunity analysis seeks "to illustrate where neighborhoods relatively rich in resources exist, assess who has access to these areas, determine how to connect residents in areas with lower opportunity to areas of higher opportunity, and understand what might be done to improve outcomes in places with relatively less access to opportunity" (PSRC 2021). The Equity Opportunity Index evaluates data related to five resource categories: education, economic health, housing and neighborhood quality, mobility and transportation, and health and environment.

Figure 2-14 shows that the area closest to the station is scored as very low. Closer to the 3-mile bike and 5-mile vehicle travel sheds, the scoring increases to mixture of very low, low, and moderate.

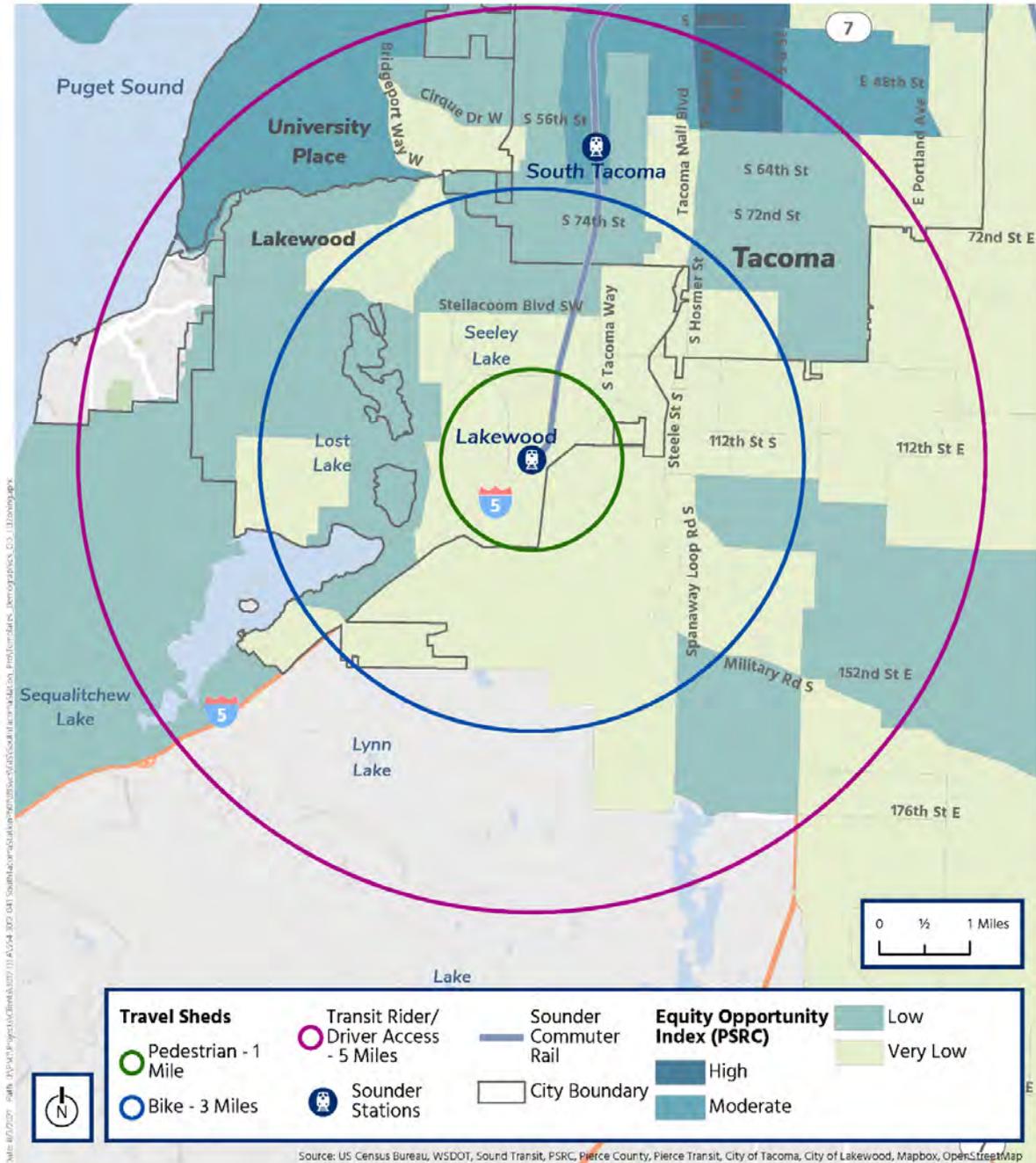
Figure 2-15 describes the percent of families surrounding the station area that net an income of below two-times the national poverty level. The 2021 poverty threshold for the contiguous forty-eight states is set at \$26,500 for a family of four (below two-times this, for a family of four, would be considered \$53,000). In the Lakewood station area, the immediate area surround the station has concentrations of households below two times the national poverty level.

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

- Figure 2-16 shows areas with concentrations of foreign-born individuals, with concentrations of 25 percent or more of the population identified as immigrants to the northeast of the station near the 3-mile buffer.
- Figure 2-17 shows that concentrations of 15 percent or more of limited English-speaking households are located in the immediate area surrounding the station as well as to the northeast near the 3-mile buffer.
- Figure 2-18 shows where there are concentrations of 64 percent or more of racial minorities near the station. The immediate area surrounding the station includes concentrated racial minorities as well as areas further to north and northwest.

Lakewood Station Access Improvements

- Figure 2-19 shows that concentrations of 27 percent or more of individuals of two or more races are located directly to the northwest of the station near the 1-mile buffer.
- Figure 2-20 summarizes the location of concentrations of 39 percent or more of Hispanic or Latino individuals; there are some isolated areas with concentrations of Hispanic or Latino individuals to the northeast of the station, just outside the 1-mile buffer.
- Figure 2-21 shows that concentrations of 29 percent or more of Asian individuals are located to the north of the station within the 1-mile buffer, as well as to the north, northeast, and northeast.
- Figure 2-22 shows that concentrations of 8 percent or more of American Indian or Alaska Native individuals are located just north of the station within the 1-mile buffer.
- Figure 2-23 shows where concentrations of Black or African-American individuals are located, with concentrations of 28 percent or more located further from the station to the east, west and north between the 3- and 5-mile buffers.
- Figure 2-24 shows the location of individuals with disabilities; concentrations of 20 percent or more are located the west and east of the station near the 3-mile buffer.

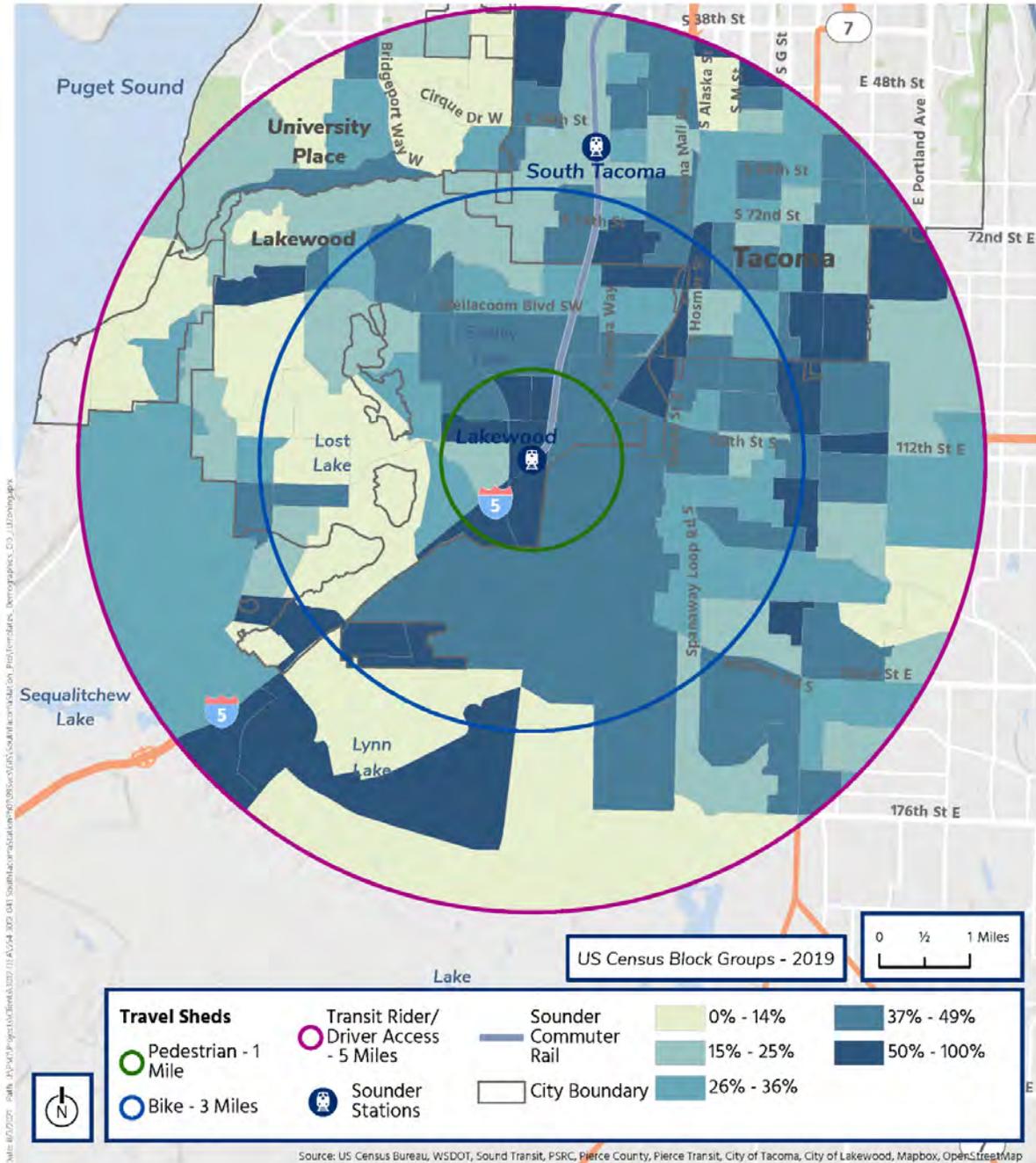


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Figure 2-14 PSRC Equity Opportunity Index – Lakewood Station

PERCENT FAMILIES LESS THAN 2X THE POVERTY LEVEL Lakewood Station



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Figure 2-15 Percent of Families Less than 2x the Poverty Level – Lakewood Station

PERCENT IMMIGRANTS Lakewood Station

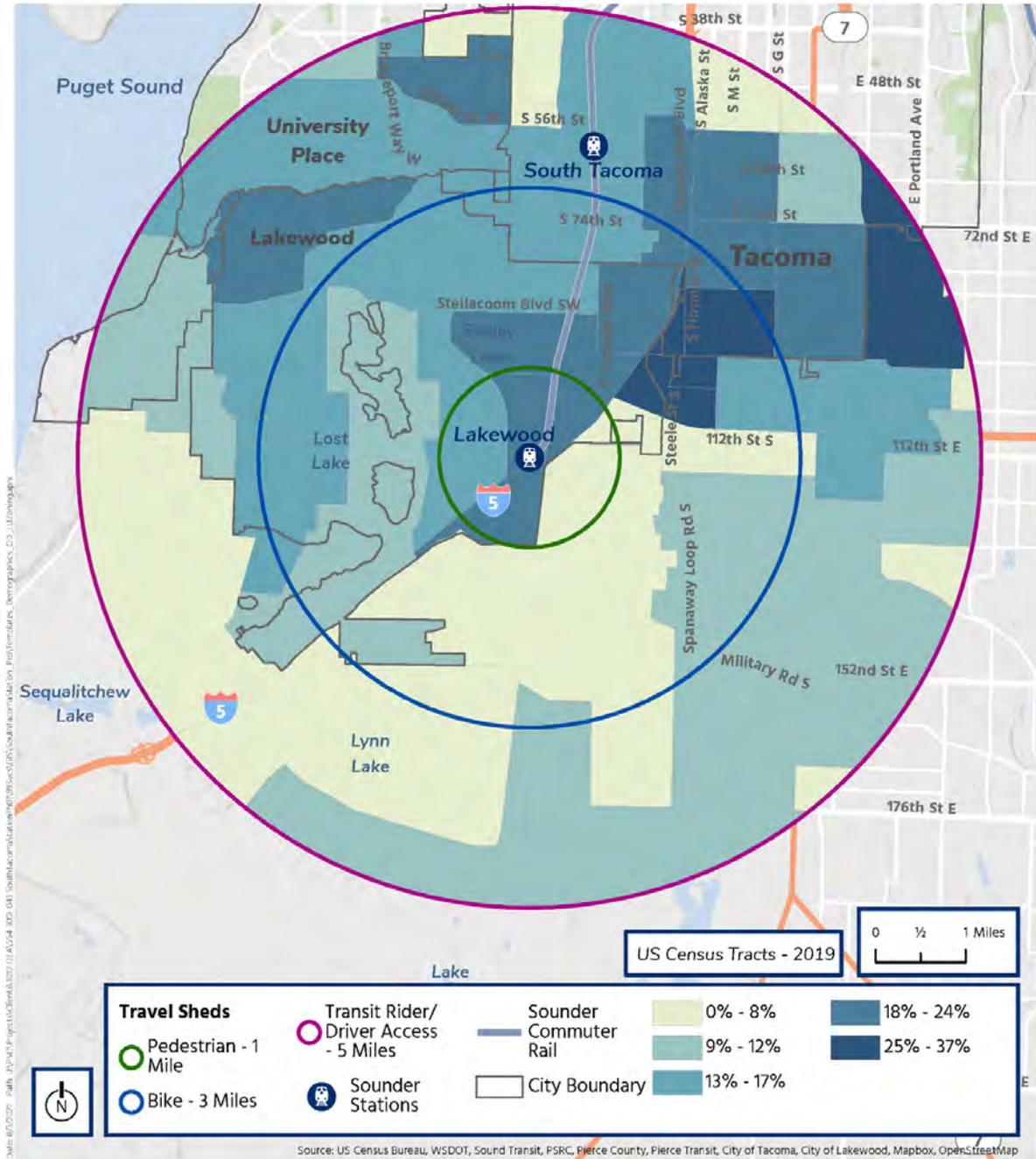
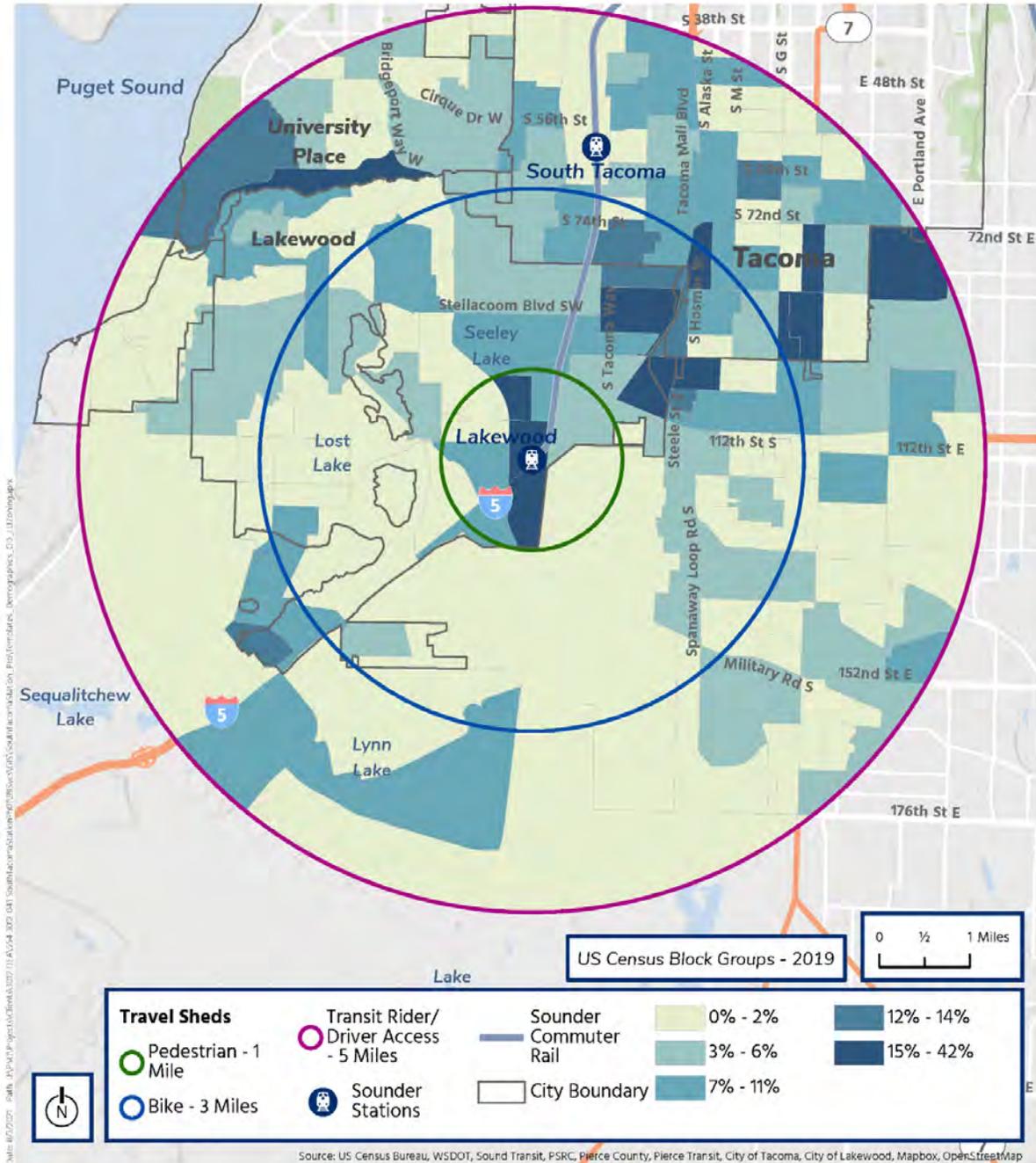


Figure 2-16 Percent Immigrants – Lakewood Station

PERCENT LIMITED ENGLISH SPEAKING HOUSEHOLDS Lakewood Station

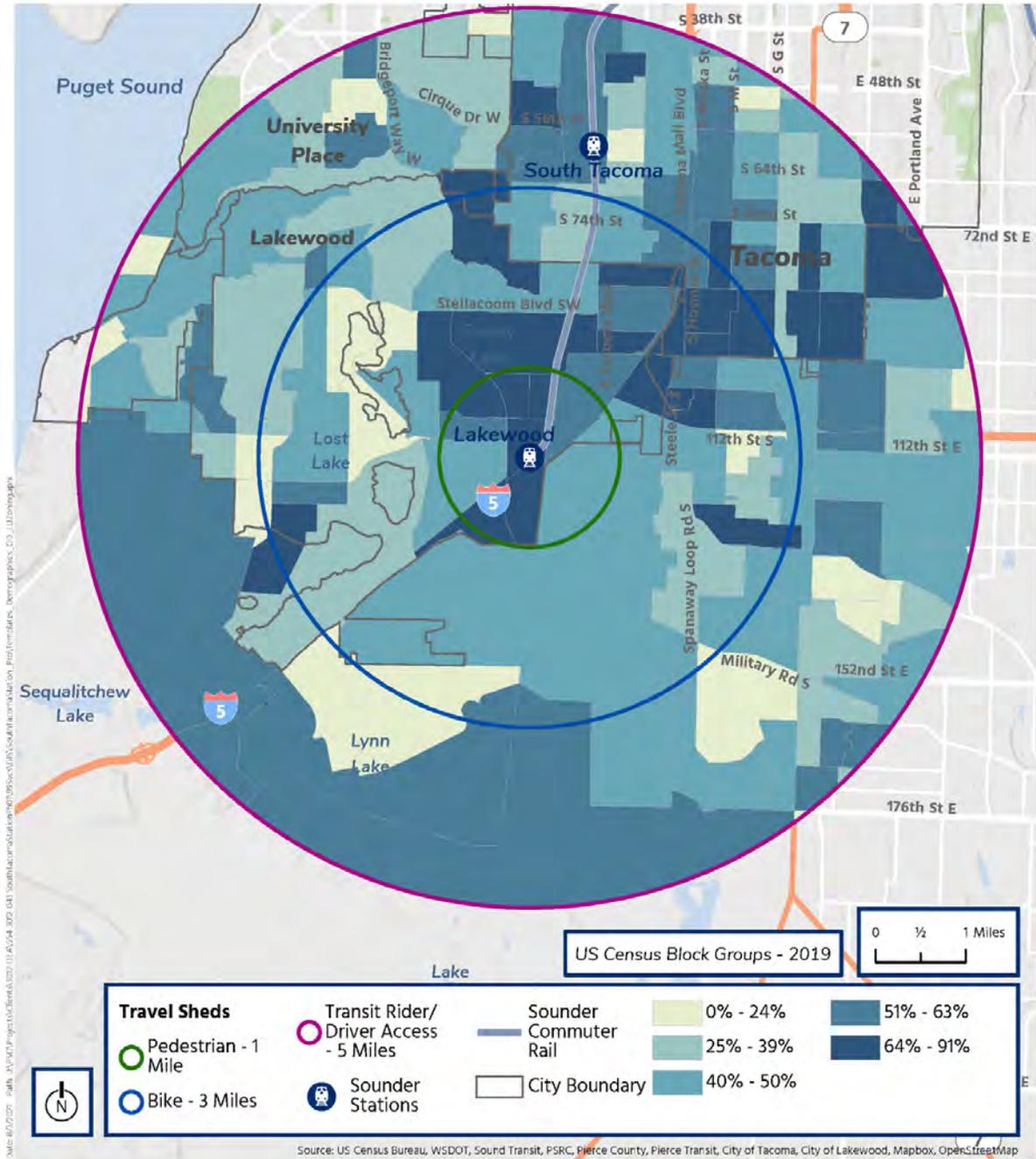


Sounder South Station Access Improvements



Figure 2-17 Percent of Limited English Speaking Households – Lakewood Station

PERCENT RACIAL MINORITY Lakewood Station

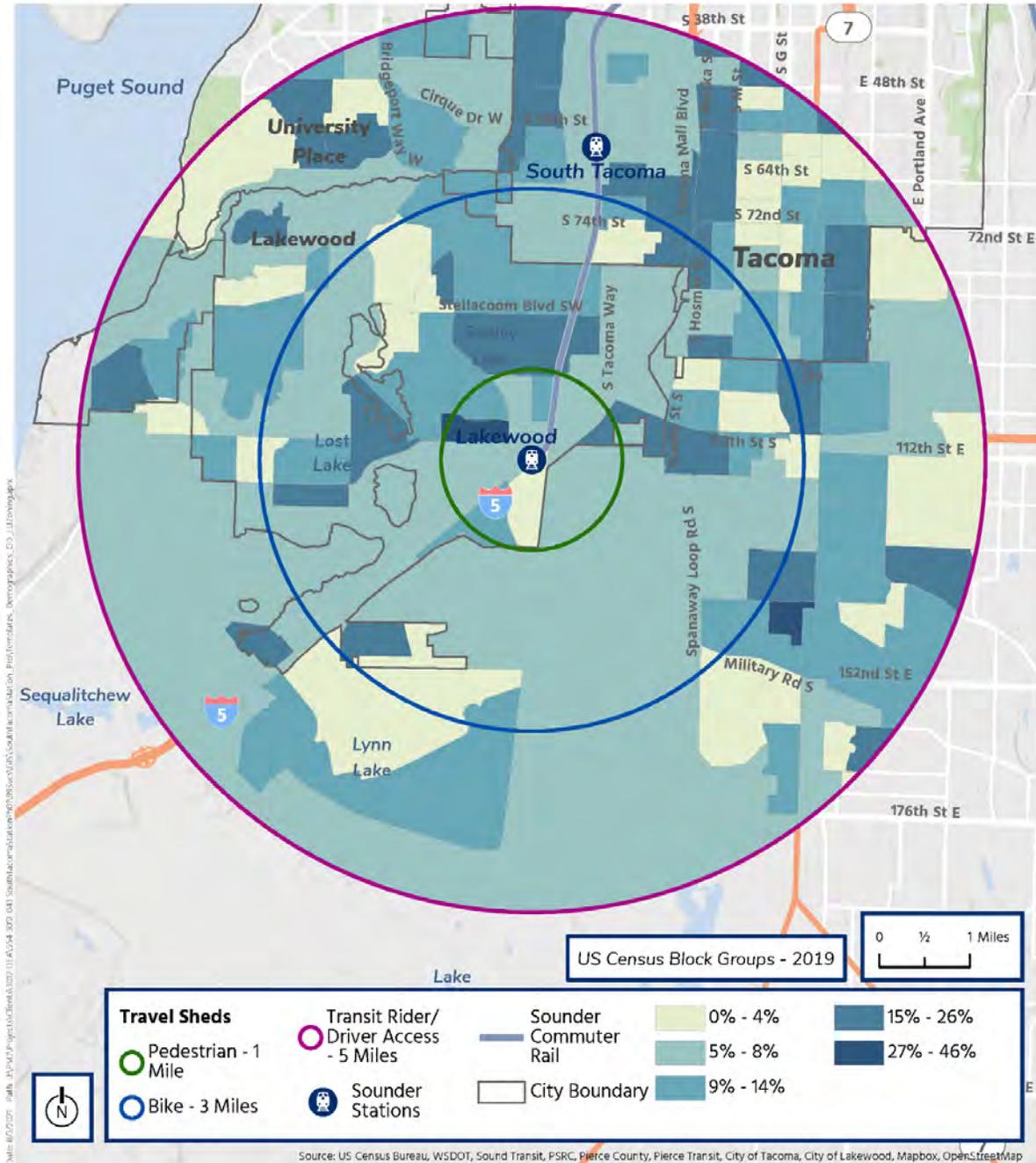


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Figure 2-18 Percent Minority – Lakewood Station

PERCENT TWO OR MORE RACES Lakewood Station

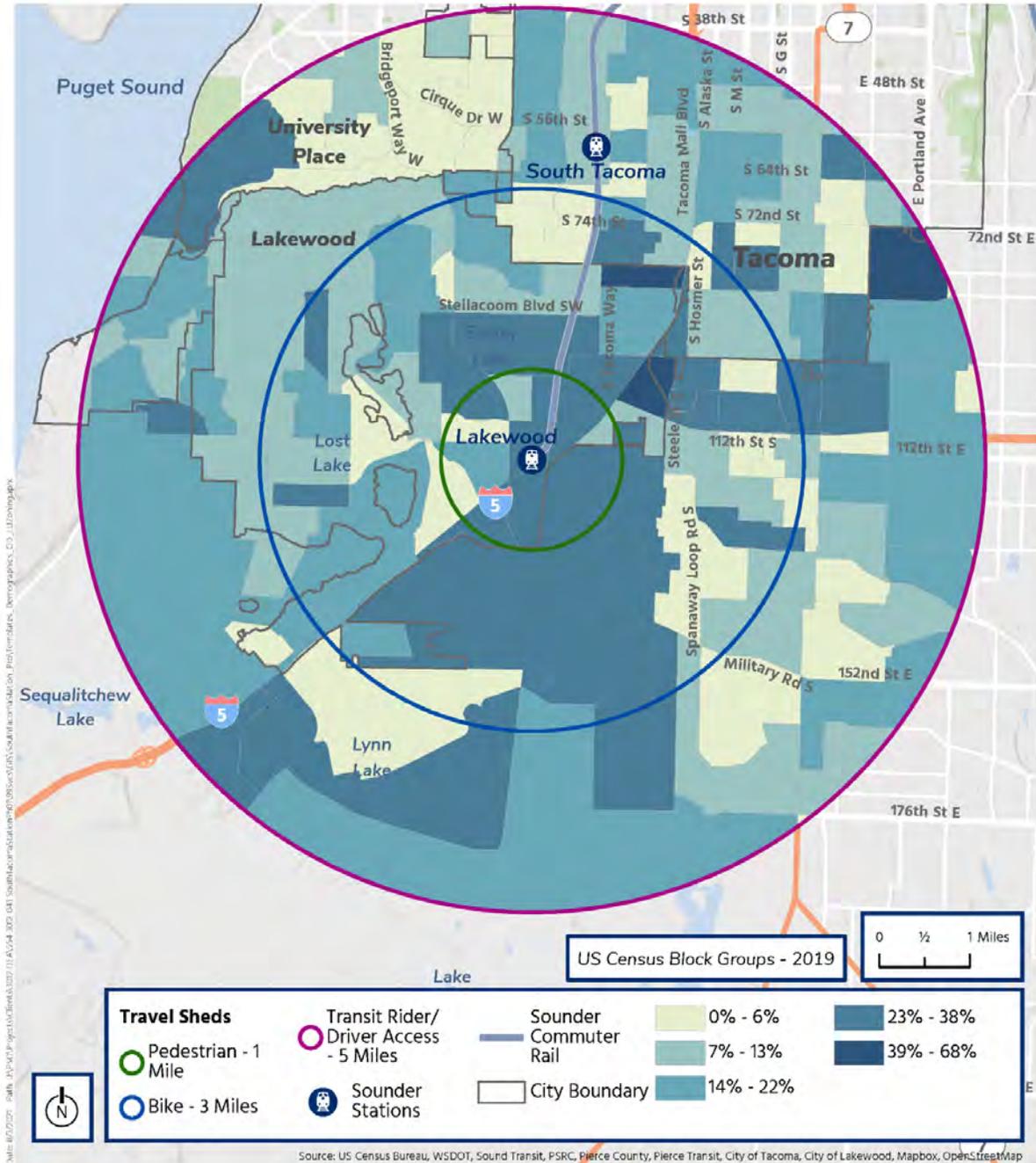


Sounder South Station Access Improvements



Figure 2-19 Percent Two or More Races/Ethnicities – Lakewood Station

PERCENT HISPANIC OR LATINO Lakewood Station

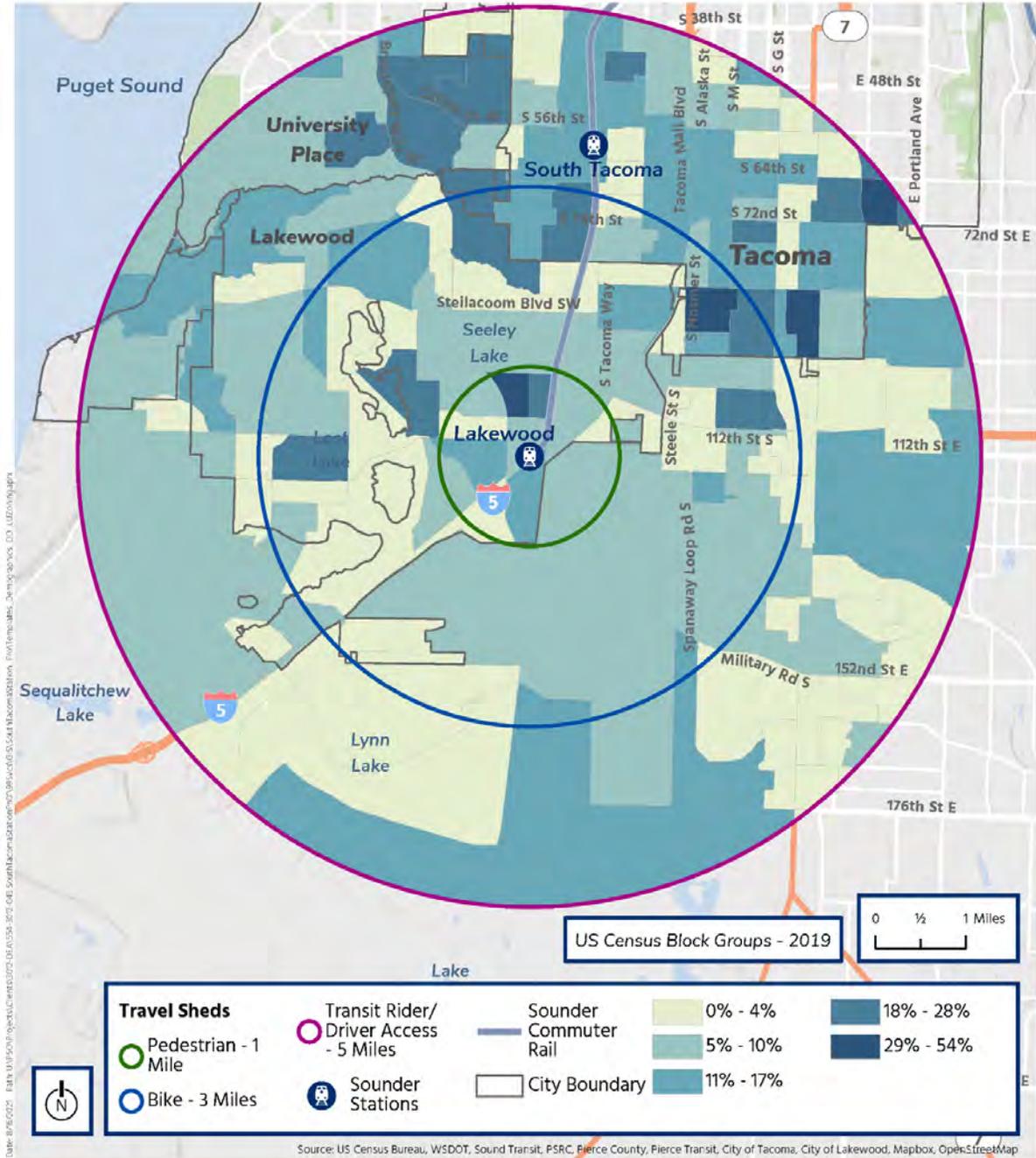


Sounder South Station Access Improvements



Figure 2-20 Percent Hispanic or Latino – Lakewood Station

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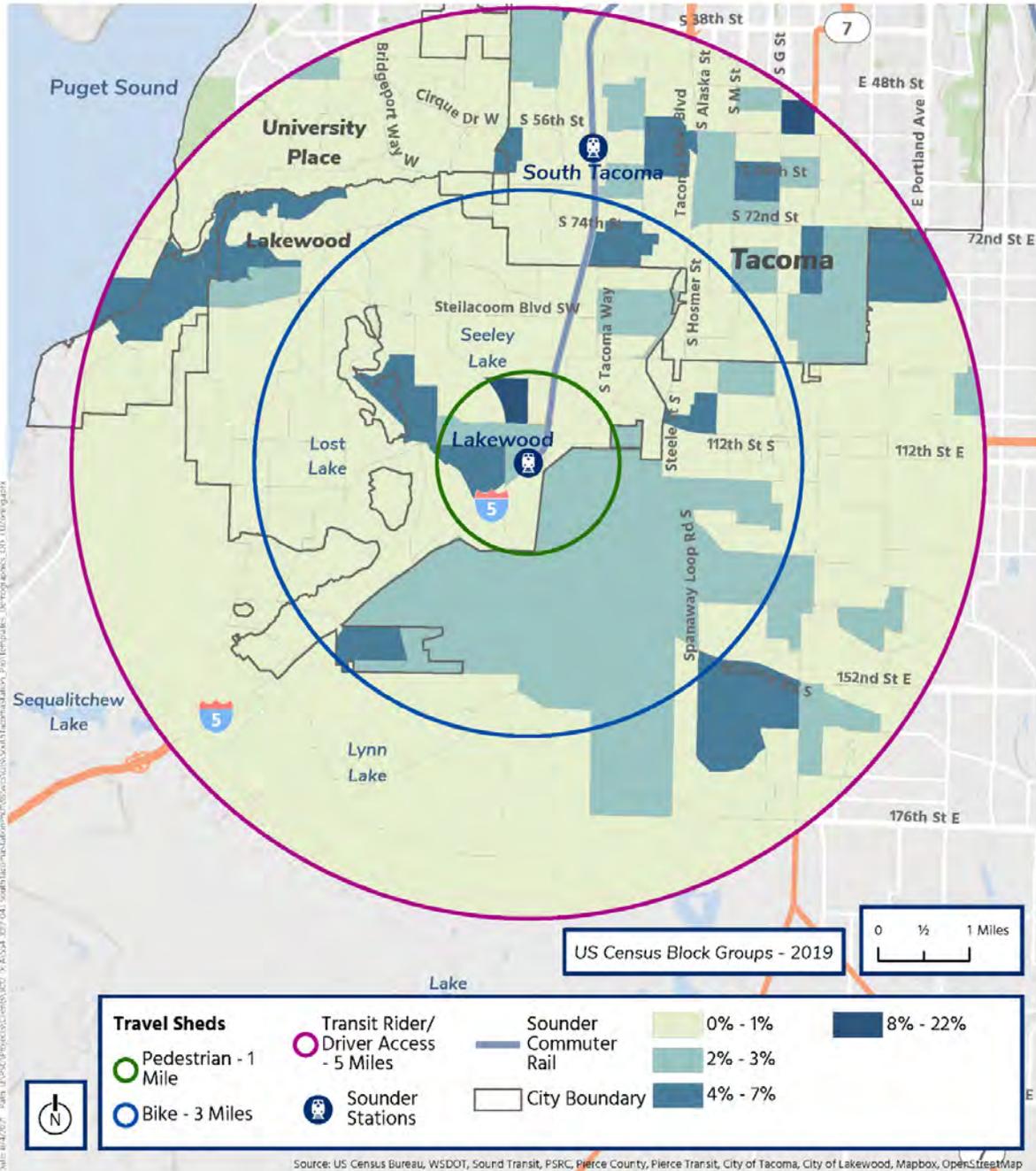


Sounder South Station Access Improvements



Figure 2-21 Percent Asian – Lakewood Station

PERCENT AMERICAN INDIAN OR ALASKA NATIVE Lakewood Station

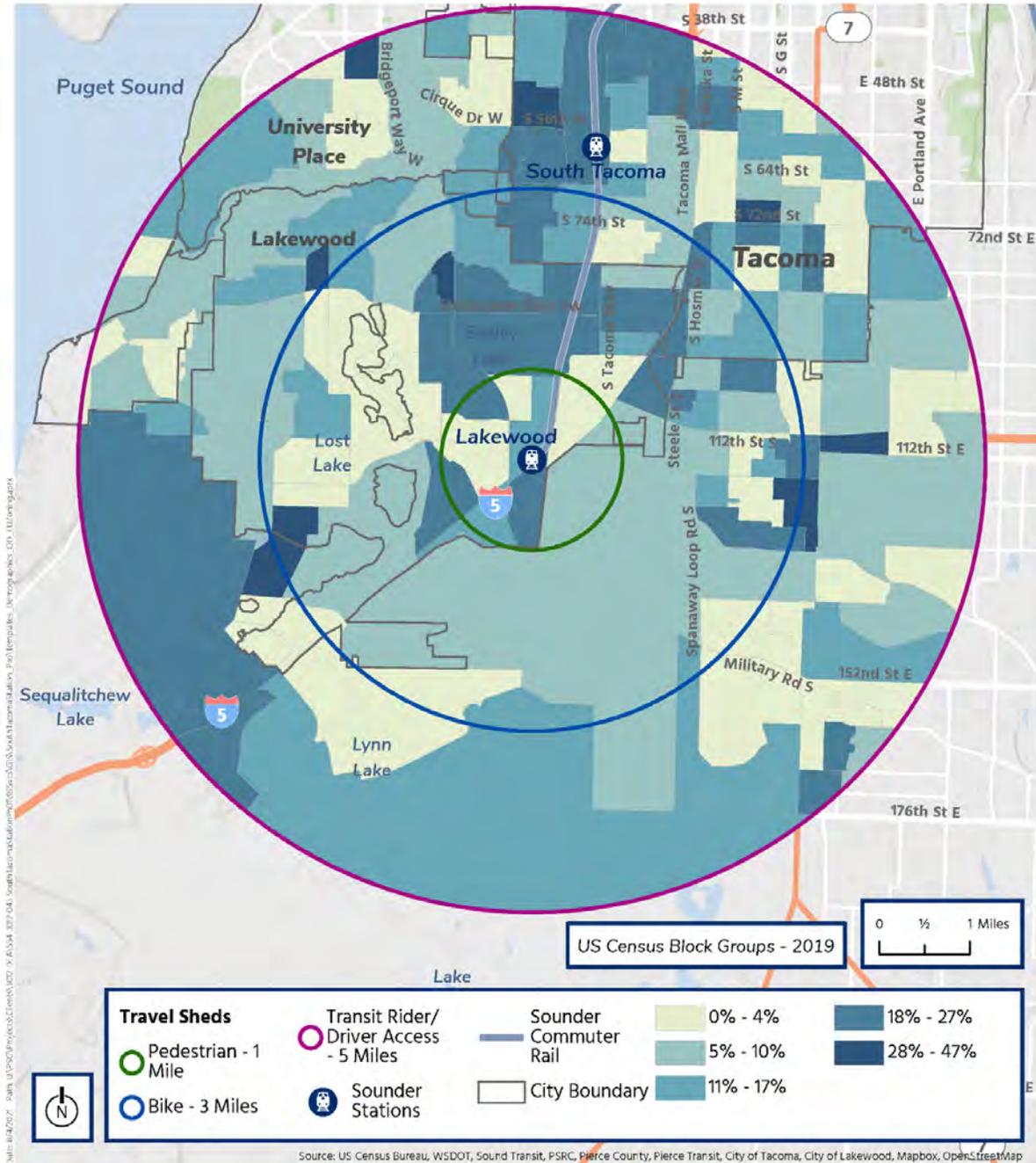


Sounder South Station Access Improvements



Figure 2-22 Percent American Indian / Alaska Native – Lakewood Station

PERCENT BLACK OR AFRICAN AMERICAN Lakewood Station

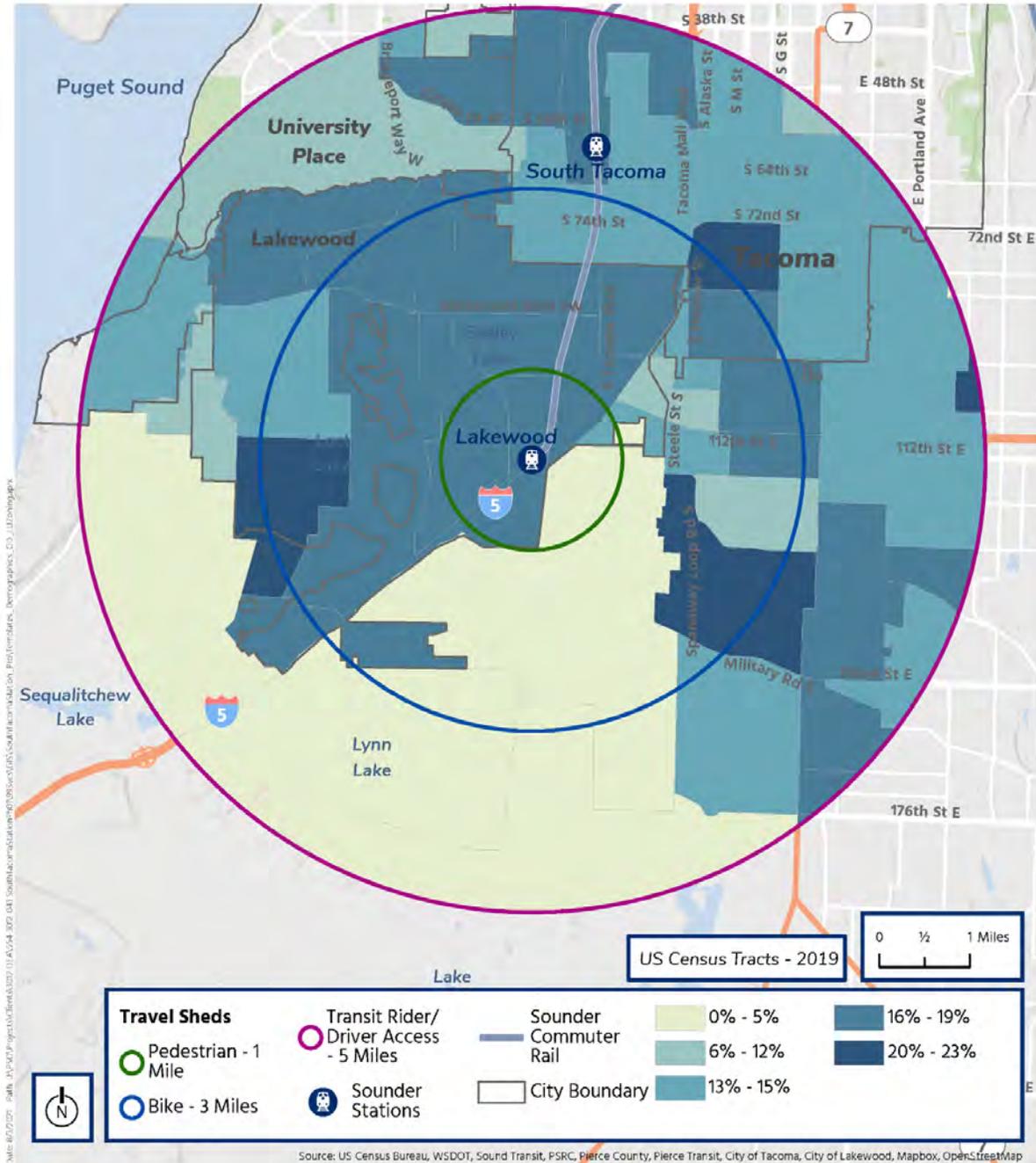


Sounder South Station Access Improvements



Figure 2-23 Percent Black / African American – Lakewood Station

PERCENT PEOPLE WITH DISABILITIES Lakewood Station



Sounder South Station Access Improvements



Figure 2-24 Percent People with Disabilities – Lakewood Station

2.4 Critical Environmental Constraints

The 1-mile travel shed surrounding Lakewood Station is in a primarily flat area, with slight hills rising to the southwest. Clover Creek runs through the western portion of the travel shed from southeast to northwest, forming a designated Pierce County Open Space Corridor. Clover Creek empties into Steilacoom Lake, just outside of the travel shed. Springbrook Park, Clover Park, and Lakewood Active Park are located within the 1-mile travel shed. One small lake, Hidden Lake, is located southwest of the intersection of Bridgeport Way SW and 108th Street SW.

Located within the Chambers/Clover Creek Watershed, the area surrounding Lakewood Station exhibits very low liquefaction susceptibility (WDNR 2010). The entirety of the 1-mile travel shed falls within the Central Pierce County Sole Source Aquifer (U.S. EPA 2021), while much of the eastern portion of the 1-mile travel shed is within a vulnerable deep aquifer area (Pierce County 2019). Several wetlands are located within the travel shed to the northwest, northeast, east, and south of the station (City of Tacoma 2021). Much of the area immediately to the south and southwest of Lakewood Station lies within a flood hazard zone, extending to Clover Creek (FEMA Agency 2021). A priority habitat/species area is located at the far eastern edge of the 1-mile travel shed, extending beyond to the east and south (WDFW 2020).

Natural environment characteristics and hazards surrounding Lakewood Station are shown on Figure 2-25, while Figure 2-26 displays a detailed view of the flood hazard zone located directly to the south of Lakewood Station.

There are no WHR- or NRHP-eligible or listed built-environment resources located within 200 feet of the existing Lakewood station. The nearest eligible resource is a water tower located approximately 1,200 feet southeast of the station's south end. The McChord Air Force Water Tower was built in 1920. SHPO assessed the water tower as WHR- and NRHP-eligible in 2018. The closest WHR- or NRHP-listed resource is approximately 4,400 feet west of the station. The Boatman-Ainsworth House at 6000 112th Street SW was constructed in 1870 and listed in the WHR and NRHP in 1982. Additionally, there are no Lakewood Landmarks located within 200 feet of the existing Lakewood Station. The nearest Lakewood Landmark is the previously mentioned Boatman-Ainsworth House at 6000 112th Street SW.

FLOOD HAZARD ZONE Lakewood Station

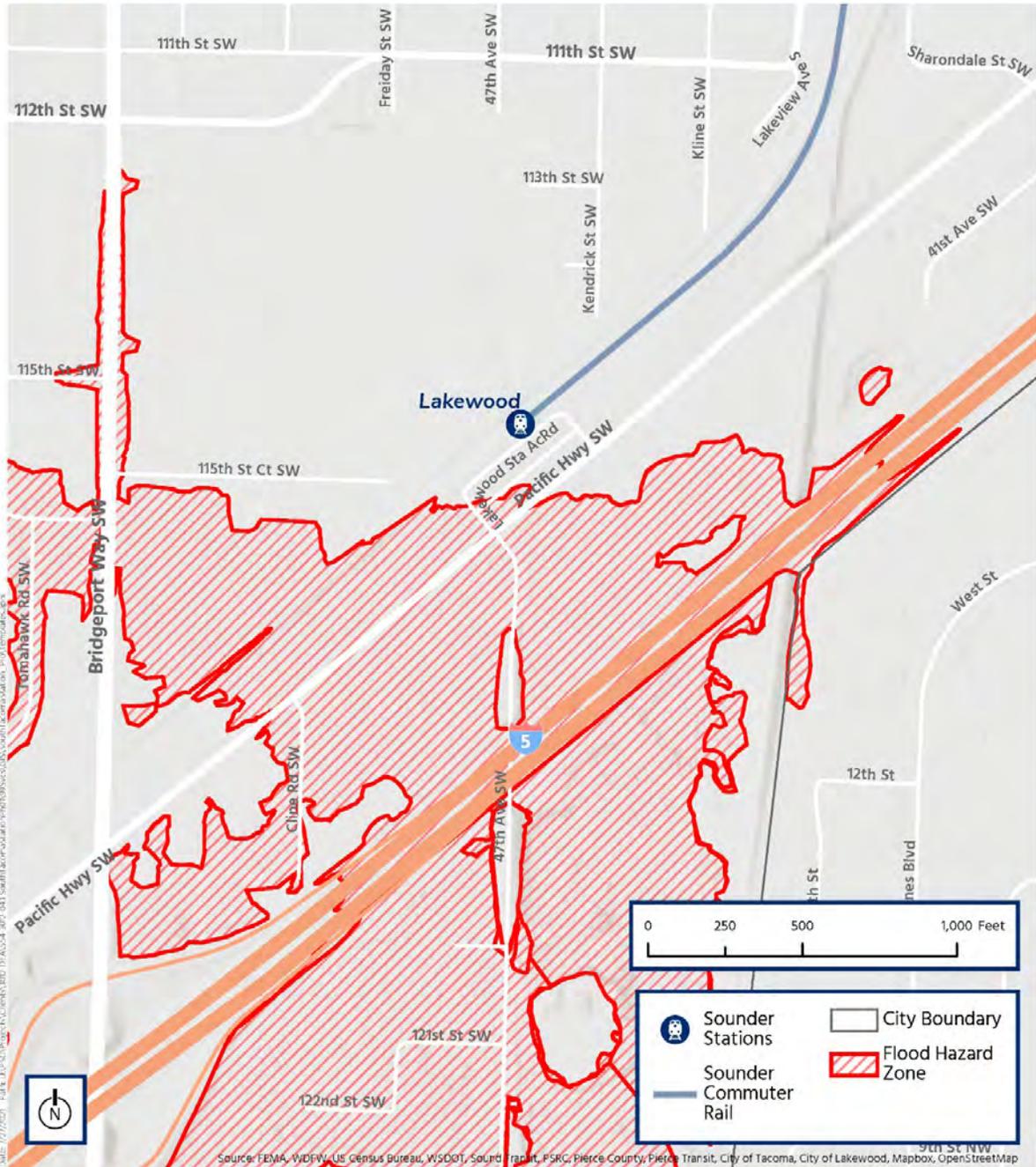


Figure 2-26 Flood Hazard Zone – Lakewood Station

3 ACCESS IMPROVEMENT ALTERNATIVES

Potential improvements were initially identified by referencing local and regional plans, technical review of existing facilities and conditions, input from the spring 2021 public outreach efforts, input from Sound Transit subject matter experts, and input from the TAG. Figure 3-1 shows a map of 59 proposed potential improvements. Table 3-1 provides a description of all potential improvements.

Table 3-1 Access Improvements

ID	Name	Description
A2	Gravelly Lake Nonmotorized Improvements	Provide shared-use path on Nyanza Rd SW between Gravelly Lake Dr SW and Gravelly Lake Dr SW. Project includes curb, gutter, sidewalk and 10-foot shared-use path on west side of ROW.
A7	47th Ave SW Nonmotorized Improvements South of I-5	Provide curb, gutter, sidewalk (west side), and sharrows on 47th Ave SW (between Clover Creek and 120th Street SW)
A8	115th Street Ct SW Nonmotorized Connection	Provide curb, gutter, sidewalk, and sharrows on 115th Street Ct SW that connect to a shared-use path north of the rail right-of-way, connecting to the north station entrance
A10	112th Street SW Nonmotorized Improvements	Improve sidewalks and install curb, gutter and bicycle lanes
A12	Kendrick Street SW Nonmotorized Improvements	Provide curb, gutter, sidewalks, bike lanes and lighting on Kendrick Street SW
A14	New York Ave SW/McChord Dr SW Sidewalk Improvements	Construct curb, gutter, and sidewalks on New York Ave SW and McChord Dr SW between Bridgeport Way SW and Pacific Highway SW.
A15	Steilacoom Blvd Sidewalks	Construct curb, gutter, and sidewalks on Steilacoom Blvd between 87th Ave SW and city limits.
D4.A	North Surface Parking A Partial Parcel	Provide surface lot on partial parcel with potential conversion to structure in future. Include how to access parking lot, evaluate number of spaces possible, may require full take of property
D4.B	North Structured Parking A Full Parcel	Provide parking structure on entire parcel
D4.C	North Structured Parking A Partial Parcel	Provide parking structure on southern storage portion of parcel
D4.D	North Surface Parking A Full Parcel	Provide surface parking on full parcel
A16.A	47th Ave SW Bridge Retrofit to Add Bike Lanes/Sidewalks	Retrofit I-5 overpass to provide sidewalks and sharrows through widening.
A16.B	47th Ave SW Bridge Lane Width Reductions to Add Bike Lanes/Sidewalks	Reduce travel lanes on bridge to provide sidewalk facilities and provide sharrows
A16.C	47th Ave SW Bridge One Bi-Directional Travel Lane to Add Bike Lanes/Sidewalks	Modify bridge to provide one bi-directional vehicle travel lane with stop signs/traffic light to control vehicle traffic. Provide improved sidewalk and bicycle lanes

Table 3-1 Access Improvements (continued)

ID	Name	Description
A16.D	47th Ave SW Bridge Add Bike Lanes/Sidewalks West Side Only	Modify bridge to provide sidewalk on west side separated from travel lanes with barrier and sharrows.
A17	47th Ave SW Nonmotorized Improvements North of I-5	Construct curb, gutter, sidewalk from bridge to Pacific Highway SW. Include bike lane on one side/sharrow the other lane
D6	115th Street Ct SW Pick-up/Drop-off	Provide pickup/drop off parking at the cul-de-sac on 115th Street Ct SW
B4	Bridgeport Way SW/McChord Dr SW Transit Improvements	Improve the Pierce Transit bus stops at McChord Drive SW and Lincoln Ave SW to provide improved passenger amenities, such as a shelter, trash can, and lighting. Provide a crosswalk of McChord Dr SW near the Pierce Transit bus stops
A18	47th Ave SW/McChord Dr SW Nonmotorized Improvements	Provide sidewalks, curb, gutter, pavement, and shared bicycle markings on 47th Ave SW and McChord Drive SW
A19	47th Ave SW New Nonmotorized Bridge	Construct new nonmotorized overpass of I-5
A20	Bridgeport Way SW Nonmotorized Crossing Improvements	Implement pedestrian half signal at Bridgeport Way and 115th Street to facilitate access to transit stops; construct new ADA curb ramps and crosswalks; provide improved street lighting at crossing.
A21	Micromobility Parking	Provide parking for micromobility modes, such as scooters, bicycles, etc.
B5	Bridgeport Way SW/115th Street SW Southbound Bus Stop Improvements	Provide improved passenger amenities including shelter improvements and lighting
B6	Bridgeport Way SW/115th Street SW Northbound Bus Stop Improvements	Provide improved passenger amenities including shelter improvements and lighting
B8	Pacific Highway Transit Improvements	Provide transit capital improvements along Pacific Highway to support potential Pierce Transit bus operations for Route 206 to serve the station. This includes improvements between Bridgeport Way SW and Lakewood Station on Pacific Highway. Includes modify the right-turn lane from Pacific Highway to Bridgeport Way SW to better accommodate transit turning movements.
B12	Bridgeport Way SW/McChord Dr SW Southbound Bus Stop Improvements	Improve existing Pierce Transit bus stop; provide passenger amenities, including pedestrian-scale lighting, shelter, and bench. Provide sidewalk to the intersection of Bridgeport Way SW
A23	Bridgeport Way SW/Seattle Ave SW Pedestrian Crossing	Provide a signalized pedestrian crossing of Bridgeport Way SW at Seattle Ave SW with a median pedestrian refuge to facilitate safe crossings at the Pierce Transit bus stops.

Table 3-1 Access Improvements (continued)

ID	Name	Description
B13	Bridgeport Way SW/San Francisco Ave SW Bus Stop Improvements	Improve the existing Pierce Transit bus stop at Bridgeport Way SW and San Francisco Ave SW to include passenger amenities, such as shelter, benches, and pedestrian-scale lighting.
B14	Bridgeport Way SW/San Francisco Ave SW Bus Stop Improvements	Improve the Pierce Transit bus stop at Bridgeport Way SW and San Francisco Ave SW to include passenger amenities, including shelter improvements and lighting.
B15	Bridgeport Way SW/Seattle Ave SW Bus Stop Improvements	Improve the Pierce Transit bus stop at Bridgeport Way SW/Seattle Ave SW to include passenger amenities, including shelter, benches, and pedestrian-scale lighting.
B16	Bridgeport Way SW/Seattle Ave SW Bus Stop Improvements	Improve the Pierce Transit bus stop at Bridgeport Way SW and Seattle Ave SW to include passenger amenities, including shelter, benches, and pedestrian-scale lighting.
A25	Pacific Highway Sharrows	Transition bike lane to sharrows from station to north of BNSF prior to Lakewood Station Garage entrance
E1	Public Address System	Install public address (PA) system
B17	Shelter Retrofits at Station	Include shelter for mini high access (ADA ramp for access onto the train) so riders with mobility devices can wait below shelter near where they board the train. Consider future platform extensions (mini-high location may change with longer trains sets)
E2	Station Stair Design Improvements	Retrofit stairs and other station components that are currently collecting trash, bird droppings
A27	Internal Bike Parking Upgrades	Upgrade internal bike parking to a bike cage or other more secure bicycle parking
A28	North of Tracks Bike Storage	Provide bicycle lockers at pick up/drop off location on Kendrick Street SW north of station or near overcrossing elevators
E3	Wayfinding to Pick-Up/Drop-off Location	Provide wayfinding signage to pick up/drop off location on Kendrick Street SW and to the Station on streets north of the station
C1	Improve Fencing Along Rail Corridor	Update fencing to improve safety and reduce crossing of the tracks
D7.A	Southwest Surface Parking B	Provide surface parking
D7.B	Southwest Structure Parking B	Provide parking structure
A29	Davisson Rd SW Bike Lanes	Construct bike lanes, curb, gutter, sidewalk on Davison Rd SW between 108th Street SW and 111th Street SW, and on Highland Street SW between 111th Street SW and 112th Street SW
A30	Clover Park High School Connection	Install bike lanes, curb, gutter, and sidewalks on 111th Street SW between 60th Ave SW and Davisson Rd SW
E4	Bird Deterrent Retrofit	Include bird deterrent system; includes shelter reconstruction

Table 3-1 Access Improvements (continued)

ID	Name	Description
A33	47th Ave SW Bridge Nonmotorized Access Only	Retrofit 47th Ave Bridge to a nonmotorized only bridge; would require signage and treatments to prevent auto traffic from crossing bridge
A34	Lincoln Ave SW Nonmotorized Improvements	Construct curb, gutter, sidewalks and install street lighting on Lincoln Ave SW between McChord Drive SW and San Francisco Ave SW.
A35	Chicago Ave SW Nonmotorized Improvements	Construct curb, gutter, sidewalks and install street lighting on Chicago Ave SW between McChord Drive SW and Springbrook Lane SW.
A36	Boston Ave SW Nonmotorized Improvements	Construct curb, gutter, sidewalks and install street lighting on Boston Ave SW between McChord Drive SW and 57th Ave Ct SW.
A37	San Francisco Ave SW Nonmotorized Improvements	Construct curb, gutter, sidewalks and install street lighting on San Francisco Ave SW between Springbrook Ln SW and Bridgeport Way SW.
B19	Bridgeport Way SW and Pacific Highway SW Southbound Bus Stop Improvements	Improve the Pierce Transit bus stop at Bridgeport Way SW and Pacific Highway SW to include passenger amenities, such as shelter, bench and lighting.
A38	Bridgeport Way SW ADA Improvements	Improve driveways and curb ramps to be ADA accessible
E5	Station Accessibility Improvements for Sight Impaired and Non-English Speakers	Provide accessible wayfinding for sight impaired at station, such as tactile strips between platform and drop-off areas, brail for ticketing, etc. Also provide signage that can be understood by non-English speakers (e.g., signage that uses universal symbols) at station.
A39	Clover Creek Dr SW Pedestrian Improvements	Provide sidewalks on Clover Creek Dr SW between Hillcrest Dr SW and Pacific Highway SW; improve accessibility and safety at at-grade rail crossing by providing sidewalks, signage and crossing arms
D8.A	Northeast Structure Parking C	Provide parking structure
D8.B	Northeast Surface Parking C	Provide surface parking
E6	Street Lighting Improvements	Install street lighting on arterials within 0.25 mile of the station
A40	Pacific Highway SW Sidewalk Improvements	Widen the sidewalks along Pacific Highway SW under the Rail Line Trestle
A41	Station Area Curb Ramp Retrofits	Retrofit/upgrade 35 curb ramps within 0.5 mile of station
B20	Lincoln Ave SW Transit Improvements	Provide improved passenger amenities including benches, shelters, and lighting at Pierce Transit bus stops.

3.1 Evaluation of Access Improvement Alternatives

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

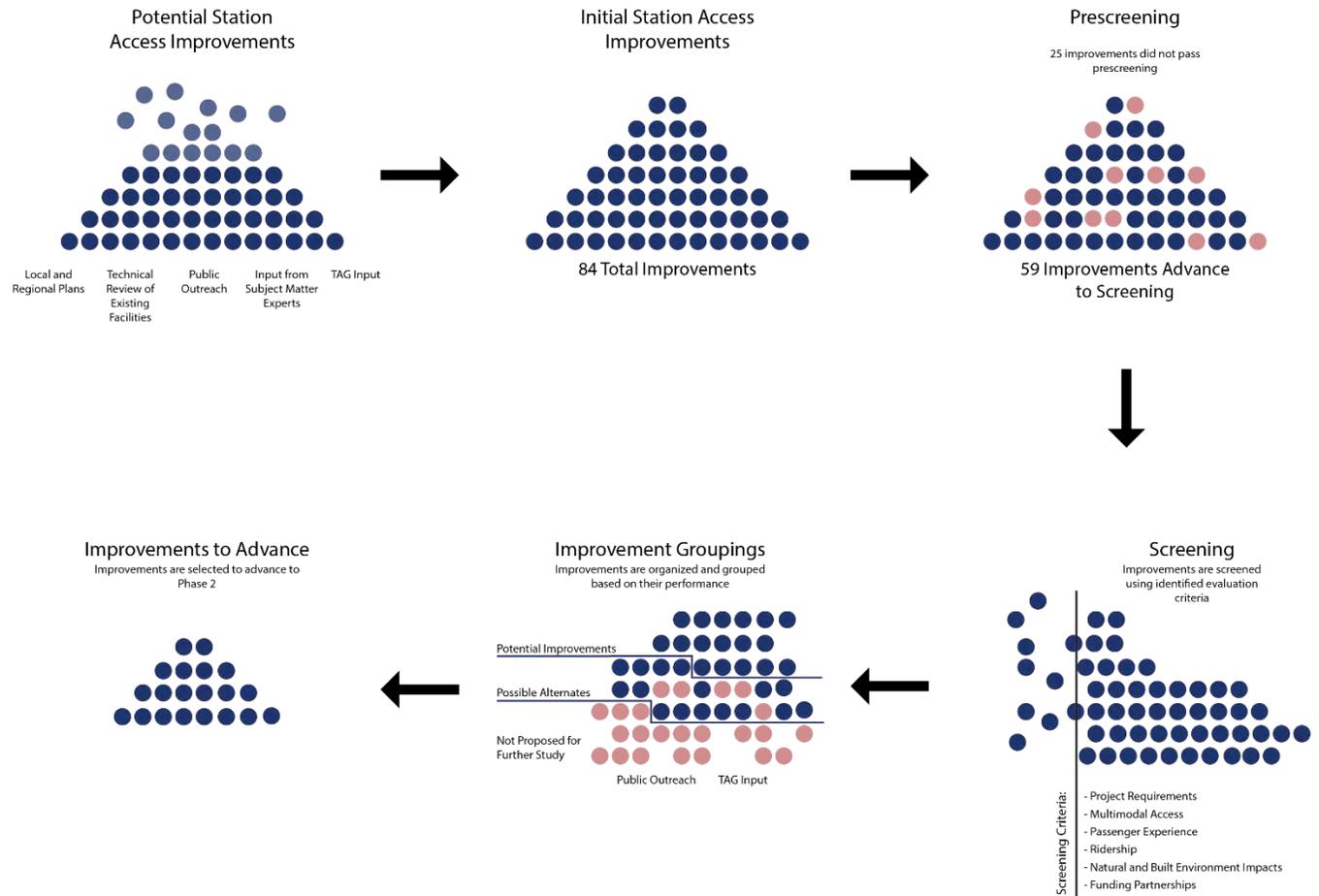


Figure 3-1 Access Improvements Development and Evaluation Process

3.1.1 Prescreening

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

- **Scope:** does this improvement support the project goals and provide an access improvement for current or potential Sounder riders? And does this improvement duplicate facilities that are existing or soon to be constructed or that are included as part of other proposed improvements?
- **Jurisdictional and Agency Support:** does the improvement lack jurisdictional support or is the improvement inconsistent with the jurisdictional plans for the corridor?

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- Regulatory Constraints/Policy Limitations: will the improvement likely encounter major regulatory constraints, is the improvement not supported by Sound Transit policy, or is the improvement not fundable by project funds?

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

- Project Requirements – consistent with the Sound Transit Financial Plan
- Provide and improve multimodal access connections, including improving opportunities for underserved communities⁵ to Station.
- Enhance the experience of passengers at the station, with an emphasis on underserved communities.
- Maintain existing ridership and attract new riders with an emphasis on underserved communities.
- Minimize potential negative project impacts to the built and natural environment and to underserved communities
- Enhance the overall connections between the Station to the adjacent neighborhoods, with an emphasis on underserved neighborhoods, in partnership with the City and Stakeholders

If an improvement was unable to meet the three prescreening criteria, it was not advanced into the Screening tier of the evaluation. There were a total of 84 improvements identified at the beginning of the study, and 25 projects did not advance beyond prescreening. Programmatic improvements (transit frequency improvements) typically did not advance prescreening tier because ST2 capital expansion funds cannot be used for ongoing services or operations by other agencies. Other improvements did not advance prescreening because they were inconsistent with local priorities and plans, or they were duplicative of existing or soon-to-be constructed facilities. Finally, some improvements did not advance beyond prescreening because they were duplicative of other access improvements that were also identified for evaluation in the Screening tier. The improvements that did not advance the prescreening tier and did not advance to the Screening tier of the evaluation are identified in Table 3-2.

Table 3-2 Result of Prescreening

ID	Project Name	Project Description	Reason Not Advancing
A1	Clover Creek Nonmotorized Connection	Complete nonmotorized connection over Clover Creek near Springbrook Park	Duplicate of existing facility
A3	Pacific Highway Bike Lanes	Construct bike lanes on Pacific Highway	Duplicate of existing facility
A4	Bridgeport Way Bicycle Facility	Provide shared lane markings on Bridgeport Way	Inconsistent with jurisdictional plans for the corridor

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

Table 3-2 Result of Prescreening (continued)

ID	Project Name	Project Description	Reason Not Advancing
A5	St Claire Shared-Use Path	Construct shared-use path along southern edge of St Claire Hospital property	Duplicative of other proposed access improvement
D1	108th Street Roadway Patching and Overlay	Complete roadway patching and overlay	Project to be constructed by City in 2021
A6	Veterans Drive Nonmotorized Improvements	Install curb, gutter, sidewalks, bike facilities, street lighting, drainage, and overlay	Project constructed by City in 2021
A9	112th/111th Street Nonmotorized Improvements	Initiate construction of identified improvements on 111th Street and 112th Street	Project to be constructed by City in 2021
A11	Gravelly Lake Nonmotorized Improvements	Provide sidewalks, curb, and gutter along Gravelly Lake Drive SW between Nyanza Road SW and Nyanza Road SW	Project to be constructed by City in 2022
A13	Pacific Highway Nonmotorized Improvements	Provide and improve sidewalks, provide bicycle lanes by Park-and-Ride	Duplicative of other proposed access improvements; duplicative of existing facilities
B1	47th Transit Improvements	Provide turnaround for transit on 47th Avenue SW near Clover Creek	Inconsistent with Agency plans
D2	Pacific Highway and Sharondale Street Improvements	Install signal using existing channelization and signal length consistent with adjacent intersections	Improvement inconsistent with project scope
D3	Pacific Highway and Bridgeport Improvements	Signal timing revisions, including optimizing cycle lengths and coordination offsets on Bridgeport Way from 108th Street SW to the NB I-5 Ramp. Change signal phasing for the northbound right turn to include an overlap with the eastbound left turn phase.	Improvement inconsistent with project scope
D5	Bridgeport Way and I-5 SB Ramp Improvements	Signal timing revisions, including optimizing cycle lengths and coordination offsets on Bridgeport Way from 108th Street SW to the NB I-5 Ramp.	Improvement inconsistent with project scope
B2	123rd Street Transit Improvements	Provide improvements for transit on 123rd Street SW to connect to improvements on 47th Avenue SW.	Inconsistent with Agency plans
B3	47th Ave/123rd Street transit only improvements	Construct transit improvements along 47th Avenue SW and 123rd Street SW	Inconsistent with Agency plans
B7	Route 206 Frequency Increase	Increase the frequency of Route 206 during the peak periods to 15-minute headways	Improvement not fundable by project funds

Table 3-2 Result of Prescreening (continued)

ID	Project Name	Project Description	Reason Not Advancing
B9	Intercity Transit Frequency Increases	Increase the frequency of Routes 612 and 620 during the peak periods to 15-minute headways	Improvement not fundable by project funds
B10	McChord Drive and Lincoln Ave SW Bus Stop Improvements	Provide Pierce Transit bus stop improvements to support potential bi-directional service on McChord Drive SW. Bus stop improvements would include passenger amenities, such as shelters, benches, and pedestrian-scale lighting. Include pedestrian crossing signal at bus stops to allow safe crossings of McChord Drive SW.	Duplicative of other proposed access improvements
B11	Bridgeport Way and McChord Dr Northbound Bus Stop Improvements	Provide northbound transit stop consistent with Pierce Transit service on Bridgeport Way SW to support potential bi-directional transit service on Bridgeport Way SW/McChord Drive SW.	Duplicative of other proposed access improvements
A22	Bridgeport Way SW and McChord Drive SW Intersection Improvements	Signalize the intersection and upgrade crosswalks and curb ramps to comply with ADA.	Duplicative of other proposed access improvements
A24	Pacific Highway Bicycle Lane Transitions	Add transitions from bike lane to the sidewalk north of Pacific Highway S prior to Lakewood Station Garage entrance	Inconsistent with jurisdictional plans for the corridor
A26	Pacific Highway Bicycle Lanes	Complete bike lanes between Lakewood Station and north of rail trestle by widening underneath bridge	Inconsistent with jurisdictional plans for the corridor
A31	Shared Use Path Connection	Build a shared-use path north of the I-5 right-of-way between Murray Road SW and Pacific Highway SW	Duplicative of existing facilities
B18	Pacific Highway and Bridgeport Way Transit Turning Movement Improvements	Modify the right-turn lane from Pacific Highway S to Bridgeport Way SW to better accommodate transit turning movements	Duplicative of other proposed access improvements

3.1.2 Screening Evaluation Criteria

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

Table 3-3 Evaluation Criteria and Scoring Methodology

Goal/Criteria	Methodology	Scoring Scheme
Project Requirements		
Consistent with ST 2021 Financial Plan Estimate	Consistency with Sound Transit funding plan; evaluate and consider estimated scope and cost of proposed project and how well that fits within the ST 2021 Financial Plan Estimate. Collectively the package of improvements identified need to be within the Financial Plan Estimate.	<p>Lower: Projects costs are more than ST Financial Plan</p> <p>Moderate: Project costs are greater than/equal to \$10M but within the ST Financial Plan</p> <p>Higher: Project costs are less than \$10M and within ST Financial Plan</p>
Provide and improve multimodal access connections, including improving opportunities for underserved communities⁶ to Station.		
Improves connections for underserved communities	Quantitative/qualitative assessment of how well improvement provides connections to underserved communities; will assess the number of persons served by an improvement based on demographic data within a reasonable distance of the improvement.	<p>Lower: Very high, high opportunity index</p> <p>Moderate: Moderate opportunity index</p> <p>Higher: Very low, low opportunity index</p> <p>If improvement is located near any underserved community with the following densities: Percent people of color: 60% or more, Foreign Born Individuals: 25% or more, Limited English Proficiency: 15% or more, Low-income Individuals: 50% or more, People with disabilities: 20% or more</p> <p>If improvement provides a benefit for persons with disabilities or limited English proficiency</p>

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

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

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

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

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

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

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

3.1.3 Screening Evaluation Results

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

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

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Sound Transit and the TAG to identify the best performing access improvements. The three criteria used to determine the best performing access improvements include:

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

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

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

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

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

ID	Name	Description
Recommend Advance All to Phase 2		
Bridgeport Way Connections via 115th Street Ct SW		
A8	115th Street Ct SW Nonmotorized Connection	Provide curb, gutter, sidewalk, and sharrows on 115th Street Ct SW that connect to a shared-use path north of the rail right-of-way, connecting to the north station entrance
A20	Bridgeport Way SW Nonmotorized Crossing Improvements	Implement pedestrian half signal at Bridgeport Way and 115th Street to facilitate access to transit stops; construct new ADA curb ramps and crosswalks; provide improved street lighting at crossing
A38	Bridgeport Way SW ADA Improvements	Improve driveways and curb ramps to be ADA accessible
B5	Bridgeport Way SW/115th Street SW Southbound Bus Stop Improvements	Provide improved passenger amenities, including shelter improvements and lighting
B6	Bridgeport Way SW/115th Street SW Northbound Bus Stop Improvements	Provide improved passenger amenities, including shelter improvements and lighting
C1	Improve Station Fencing	Update fencing to improve safety, and reduce crossing of the tracks

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

ID	Name	Description
D6	115th Street Ct SW Pick-up/Drop-off	Provide pickup/drop off parking at the cul-de-sac on 115th Street Ct SW
Route 206 Bus Stops and Sidewalks		
A14	New York Ave SW/McChord Dr SW Sidewalk Improvements	Construct curb, gutter, and sidewalks on New York Ave SW and McChord Dr SW between Bridgeport Way SW and Pacific Highway SW
A23	Bridgeport Way SW/Seattle Ave SW Pedestrian Crossing	Provide a signalized pedestrian crossing of Bridgeport Way SW at Seattle Ave SW with a median pedestrian refuge to facilitate safe crossings at the Pierce Transit bus stops
A34	Lincoln Ave SW Nonmotorized Improvements	Construct curb, gutter, sidewalks and install street lighting on Lincoln Ave SW between McChord Drive SW and San Francisco Ave SW
B4	Bridgeport Way SW/McChord Dr SW Transit Improvements	Improve the Pierce Transit bus stops at McChord Drive SW and Lincoln Ave SW to provide improved passenger amenities, such as a shelter, trash can, and lighting. Provide a crosswalk of McChord Dr SW near the Pierce Transit bus stops
B12	Bridgeport Way SW/McChord Dr SW Southbound Bus Stop Improvements	Improve existing Pierce Transit bus stop; provide passenger amenities, such as pedestrian-scale lighting, shelter, and bench. Provide sidewalk to the intersection of Bridgeport Way SW
B13	Bridgeport Way SW/San Francisco Ave SW Bus Stop Improvements	Improve the existing Pierce Transit bus stop at Bridgeport Way SW and San Francisco Ave SW to include passenger amenities, such as shelter, benches, and pedestrian-scale lighting
B14	Bridgeport Way SW/San Francisco Ave SW Bus Stop Improvements	Improve the Pierce Transit bus stop at Bridgeport Way SW and San Francisco Ave SW to include passenger amenities, including shelter improvements and lighting
B15	Bridgeport Way SW/Seattle Ave SW Bus Stop Improvements	Improve the Pierce Transit bus stop at Bridgeport Way SW/Seattle Ave SW to include passenger amenities, including shelter, benches, and pedestrian-scale lighting
B16	Bridgeport Way SW/Seattle Ave SW Bus Stop Improvements	Improve the Pierce Transit bus stop at Bridgeport Way SW and Seattle Ave SW to include passenger amenities, including shelter, benches, and pedestrian-scale lighting

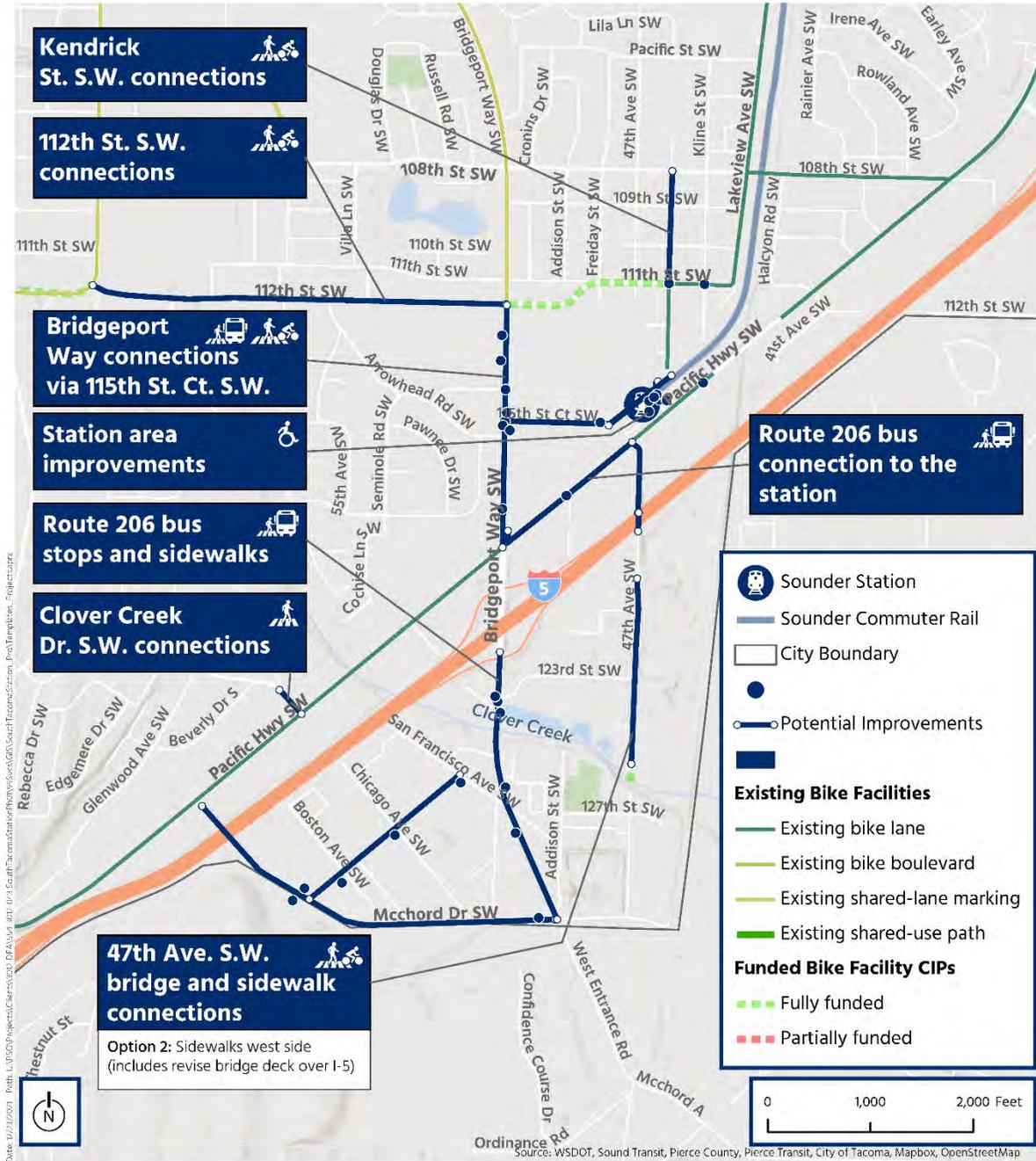
Table 3-4 Recommended to Study in Phase 2 – Potential Improvements (continued)

ID	Name	Description
B19	Bridgeport Way SW and Pacific Highway SW Southbound Bus Stop Improvements	Improve the Pierce Transit bus stop at Bridgeport Way SW and Pacific Highway SW to include passenger amenities, such as shelter, bench and lighting.
B20	Lincoln Ave SW Transit Improvements	Provide improved passenger amenities including benches, shelters, and lighting at Pierce Transit bus stops
Route 206 Bus Connection to the Station		
B8	Pacific Highway Transit Improvements	Provide transit capital improvements along Pacific Highway to support potential Pierce Transit bus operations for route 206 to serve the station. This includes improvements between Bridgeport Way SW and Lakewood Station on Pacific Highway. Includes modify the right-turn lane from Pacific Highway to Bridgeport Way SW to better accommodate transit turning movements.
Station Area Improvements for ADA, Sight Impaired, and Non-English Speakers		
A21	Micromobility Parking	Provide parking for micromobility modes, such as scooters and bicycles.
A41	Station Area Curb Ramp Retrofits	Retrofit/upgrade 35 curb ramps within 0.5 mile of station
B17	Shelter Retrofits at Station	Include shelter for mini high access so riders with mobility devices can wait below shelter near where they board the train. Consider future platform extensions (mini-high location may change with longer trains sets)
E1	Public Address System	Install PA system
E2	Station Stair Design Improvements	Retrofit stairs and other station components that are currently collecting trash, bird droppings
E4	Bird Deterrent Retrofit	Include bird deterrent system; includes shelter reconstruction
E5	Station Accessibility Improvements for Sight Impaired	Provide accessible wayfinding for sight impaired at station, such as tactile strips between platform and drop-off areas, brail for ticketing. Also provide signage that can be understood by non-English speakers (e.g., signage that uses universal symbols) at station.
47th Ave SW Bridge and Sidewalk Connections		
A7	47th Ave SW Nonmotorized Improvements South of I-5	Provide curb, gutter, sidewalk (west side), and sharrows on 47th Ave SW (between Clover Creek and 120th Street SW)

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

ID	Name	Description
A17	47th Ave SW Nonmotorized Improvements North of I-5	Construct curb, gutter, sidewalk from bridge to Pacific Highway SW. Include bike lane on one side/sharrow on the other lane
A16.D	47th Ave SW Bridge Add Bike Lanes/Sidewalks West Side Only	Modify bridge to provide sidewalk on west side separated from travel lanes with barrier and sharrows
Other Potential Improvements		
A10	A10: 112th Street SW Nonmotorized Improvements	Improve sidewalks and install curb, gutter, and bicycle lanes
A12	A12: Kendrick Street SW Nonmotorized Improvements	Provide curb, gutter, sidewalks, bike lanes and lighting on Kendrick Street SW
A39	A39: Clover Creek DR SW Pedestrian Improvements	Provide sidewalks on Clover Creek Dr SW between Hillcrest Dr SW and Pacific Highway SW; improve accessibility and safety at at-grade rail crossing by providing sidewalks, signage, and crossing arms

POTENTIAL IMPROVEMENTS Lakewood Station



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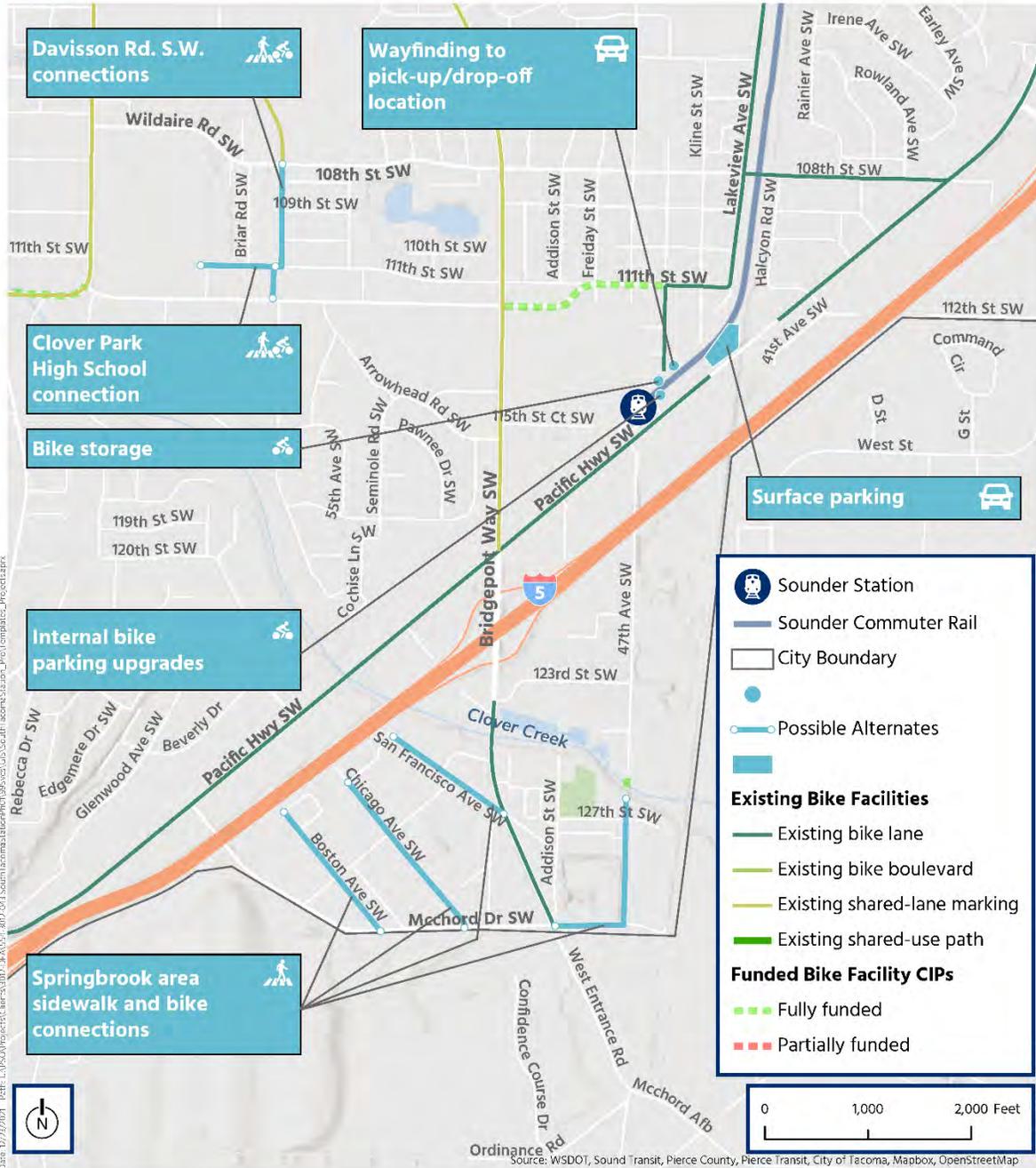


Figure 3-2 Recommended to Study in Phase 2 – Potential Improvements

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

ID	Name	Description
Recommended to Study in Phase 2		
A18	47th Ave SW/McChord Dr SW Nonmotorized Improvements	Provide sidewalks, curb, gutter, pavement, and shared bicycle markings on 47th Ave SW and McChord Drive SW
A27	Internal Bike Parking Upgrades	Upgrade internal bike parking to a bike cage or other more secure bicycle parking
A28	North of Tracks Bike Storage	Provide bicycle lockers at pickup/drop-off location on Kendrick Street SW north of station or near overcrossing elevators
A29	Davisson Rd SW Bike Lanes	Construct bike lanes, curb, gutter, sidewalk on Davison Rd SW between 108th Street SW and 111th Street SW, and on Highland Street SW between 111th Street SW and 112th Street SW
A30	Clover Park High School Connection	Install bike lanes, curb, gutter, and sidewalks on 111th Street SW between 60th Ave SW and Davisson Rd SW
A35	Chicago Ave SW Nonmotorized Improvements	Construct curb, gutter, sidewalks and install street lighting on Chicago Ave SW between McChord Drive SW and Springbrook Lane SW
A36	Boston Ave SW Nonmotorized Improvements	Construct curb, gutter, sidewalks and install street lighting on Boston Ave SW between McChord Drive SW and 57th Ave Ct SW
A37	San Francisco Ave SW Nonmotorized Improvements	Construct curb, gutter, sidewalks and install street lighting on San Francisco Ave SW between Springbrook Ln SW and Bridgeport Way SW
D8.A	Northeast Surface Parking C	Provide surface parking
E3	Wayfinding to Pick-Up/Drop-off Location	Provide wayfinding signage to pickup/drop-off location on Kendrick Street SW and to the Station on streets north of the station
Not Recommended to Study in Phase 2		
A15	Steilacoom Blvd Sidewalks	Construct curb, gutter, and sidewalks on Steilacoom Blvd between 87th Ave SW and city limits
A25	Pacific Highway Sharrows	Transition bike lane to sharrows from station to north of BNSF prior to Lakewood Station Garage entrance
A40	Pacific Highway SW Sidewalk Improvements	Widen the sidewalks along Pacific Highway SW under the Rail Line Trestle

POSSIBLE ALTERNATES Lakewood Station



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

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

ID	Name	Reason Not Advanced
A16.A	47th Ave SW Bridge Retrofit to Add Bike Lanes/Sidewalks	Cost prohibitive
A16.B	47th Ave SW Bridge Lane Width Reductions to Add Bike Lanes/Sidewalks	Project need not met
A16.C	47th Ave SW Bridge One Bi-Directional Travel Lane to Add Bike Lanes/Sidewalks	Project need not met
A19	47th Ave SW New Nonmotorized Bridge	Cost prohibitive
A2	Gravelly Lake Nonmotorized Improvements	Project need not met
A33	47th Ave SW Bridge Retrofit for Nonmotorized Access Only	Project need not met, no agency support
D4.A	North Surface Parking A Partial Parcel	Project need not met
D4.B	North Structured Parking A Full Parcel	Cost prohibitive, Project need not met
D4.C	North Structured Parking A Partial Parcel	Cost prohibitive, Project need not met
D4.D	North Surface Parking A Full Parcel	Project need not met
D7.A	Southwest Surface Parking B	Project need not met
D7.B	Southwest Structure Parking B	Cost prohibitive, Project need not met
D8.A	Northeast Structure Parking C	Cost prohibitive, Project need not met
E6	Street Lighting Improvements	Project need not met

3.1.4 Public Outreach Summary

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

- Station access and safety: Several respondents noted that lighting improvements at the station and on surrounding streets would help them feel safer.
- Parking: Several participants supported additional parking at or near the station.
- Pedestrian infrastructure and experience: Ideas included adding sidewalks, crosswalks, lighting and shelters near the station, and widening existing sidewalks.

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- Bicyclist infrastructure and safety: A lack of cyclist infrastructure in the surrounding neighborhood was mentioned, and suggestions for improvements were provided.

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

- Safer pedestrian and bicycle access from the Springbrook neighborhood to the station, including on 47th Ave SW and the 47th Ave SW bridge over I-5.
- Better bicycling routes between Lakewood Town Center and the station.
- Better sidewalks and lighting in the neighborhood.

Sound Transit also conducted public outreach in fall 2021 to present the findings of the access improvements evaluation and gather additional feedback on the improvements proposed to advance to Phase 2. Sound Transit hosted an online open house and survey from October 6 through October 26. Sound Transit also hosted a table at Lakewood Station on October 14 as well as a Virtual Q&A session on October 20. The results from this outreach effort, which are described in detail in the South Tacoma and Lakewood Stations Access Improvements Fall 2021 Engagement Summary, were used to help further refine and confirm which improvements advance to Phase 2. Feedback on the Proposed Improvements from the fall outreach included the following:

- 47th Ave SW Bridge and Sidewalk Connections: There was general support for the improvements providing a better connection between communities as well as concerns about safety and utilization of sharrows by cyclists. Requests included widening sidewalks for more space to share between pedestrians and bicycles. There was also support for having sidewalks only on the west side of the bridge (ID A16.D).
- Bridgeport Way Connections via 115th Street Ct SW: There was a request to include a connection to the St. Clare Hospital.
- Station Area Improvements: There was support for improved ADA access and requests for improved pickup/drop-off access near the station.
- Route 206 Bus Connection to the Station: There was general feedback in support of improved bus connections and bus stops.
- Route 206 Bus Stops and Sidewalks: The only comment for this improvement was in support of improved ADA access.
- 112th Street SW Connections: Comments were in support of improvements for safer pedestrians and bike access, including connections to Clover Park High School, nearby neighborhoods, and the Towne Center. There was also a request to add a traffic circle at 112th Street SW and 58th Ave SW.

4 NEXT STEPS

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

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

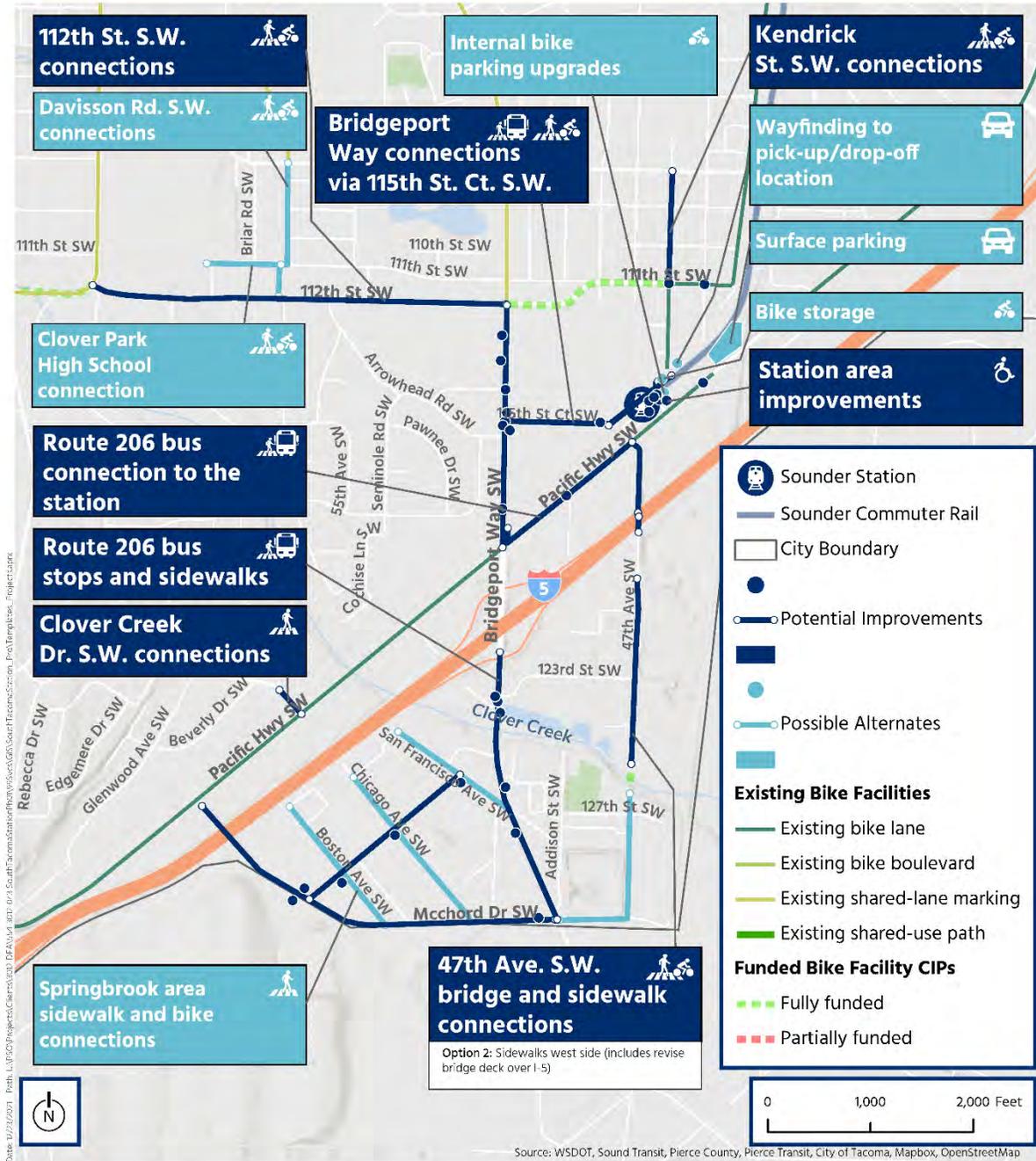
The Sound Transit team will use the 10 percent design to determine if any of the recommended potential access improvements might be infeasible due to engineering complexity, permitting issues, property impacts, or other issues that could preclude implementation by 2030. This 10 percent design review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

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

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

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

IMPROVEMENTS RECOMMENDED FOR STUDY IN PHASE 2 Lakewood Station



Sounder South Station Access Improvements



Figure 4-1 Proposed Access Improvements Recommended to Advance to Phase 2

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APPENDIX A

Screening Evaluation Results

Sounder Station Access

Lakewood

Alternatives Evaluation

Goal	Criteria	Metrics	<p style="text-align: center;">Key to Rating</p> <p style="text-align: center;">Lower Performing Higher Performing</p>	Nonmotorized at Station																	
				A21: Micromobility Parking	A27: Internal Bike Parking Upgrades	A28: North of Tracks Bike Storage	A16.A: 47th Ave SW Bridge Retrofit to Add Bike Lanes/Sidewalks	A16.B: 47th Ave SW Bridge Lane Width Reductions to Add Bike Lanes/Sidewalks	A16.C: 47th Ave SW Bridge One Bi-Directional Travel Lane to Add Bike Lanes/Sidewalks	A16.D: 47th Ave SW Bridge Add Bike Lanes/Sidewalks South Side Only	A33: 47th Ave SW Bridge Nonmotorized Access Only	A19: 47th Ave SW New Nonmotorized Bridge	A17: 47th Ave SW Nonmotorized Improvements North of I-5								
Project Requirements	Consistent with ST 2021 Financial Plan Estimate	Project Cost	Lower: Projects costs are more than ST Financial Plan Moderate: Project costs are greater than/equal to \$10M but within the ST Financial Plan Higher: Project costs are less than \$10M and within ST Financial Plan																		
Provide and improve multimodal access connections, including improving opportunities for underserved communities to Station.	Improves connections for underserved communities	Access changes for: PSRC Opportunity Index, Percent People of Color	Lower: Very high, high opportunity index Moderate: Moderate opportunity index Higher: Very low, low opportunity index If improvement is located near any underserved community with the following densities: Percent people of color: 60% or more, Foreign Born Individuals: 25% or more, Limited English Proficiency: 15% or more, Low income Individuals: 50% or more, People with disabilities: 20% or more If improvement provides a benefit for persons with disabilities or limited English proficiency																		
	Addresses substantial travel barrier	Effects to substantial travel barriers	Lower: Does not address substantial travel barrier Moderate: Addresses a travel barrier that hinders access Higher: Addresses substantial barrier that allows for a new access opportunity																		
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Lership and attract new riders with an emphasis in underserved communities.	Improves travel times to the station area for riders	Travel time changes (qualitative)	Lower: Project does not improve travel times. Moderate: Project improves travel times Higher: Project substantially improves travel times																		
	Provides new access opportunity to the station	Change in access by mode (qualitative)	Lower: Project does not provide new access opportunity. Moderate: Project provides new access opportunity for one mode Higher: Project provides new access opportunity for multiple modes																		

Sounder Station Access

Lakewood

Alternatives Evaluation

Goal	Criteria	Metrics	<p style="text-align: center;">Key to Rating</p> <p style="text-align: center;">Lower Performing Higher Performing</p>	Nonmotorized Near Station																	
				A7: 47th Ave SW Nonmotorized Improvements South of I-5	A8: 115th St SW Nonmotorized Connection	A20: Bridgeport Way SW Nonmotorized Crossing Improvements	B5: Bridgeport Way SW/115th St SW Southbound Bus Stop Improvements	B6: Bridgeport Way SW/115th St SW Northbound Bus Stop Improvements	A12: Kendrick St SW Nonmotorized Improvements	A25: Pacific Highway Sharrows	A38: Bridgeport Way SW ADA Improvements	A40: Pacific Highway SW Sidewalk Improvements	A10: 112th St SW Nonmotorized Improvements								
Project Requirements	Consistent with ST 2021 Financial Plan Estimate	Project Cost	Lower: Projects costs are more than ST Financial Plan Moderate: Project costs are greater than/equal to \$10M but within the ST Financial Plan Higher: Project costs are less than \$10M and within ST Financial Plan																		
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Souder Station Access

Lakewood

Alternatives Evaluation

Goal	Criteria	Metrics	Rating Scale	Nonmotorized Near Station																	
				A7: 47th Ave SW Nonmotorized Improvements South of I-5	A8: 115th St SW Nonmotorized Connection	A20: Bridgeport Way SW Nonmotorized Crossing Improvements	B5: Bridgeport Way SW/115th St SW Southbound Bus Stop Improvements	B6: Bridgeport Way SW/115th St SW Northbound Bus Stop Improvements	A12: Kendrick St SW Nonmotorized Improvements	A25: Pacific Highway Sharrows	A38: Bridgeport Way SW ADA Improvements	A40: Pacific Highway SW Sidewalk Improvements	A10: 112th St SW Nonmotorized Improvements								
Maintain existing riding	Located within proximity of the station	Distance from Station	Lower: project is located outside of 1/2 mile Moderate: project is located within 1/2 mile but does not directly connect to station frontage Higher: project is within two blocks of the station	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	
Minimize potential negative project impacts to the built and natural environment and to underserved communities	Minimizes negative impacts to underserved communities	Impacts by Opportunity Index Area: Displaced housing Displaced businesses Displaced Parking Access Changes LOS Changes	Lower: Potential risk to have many negative impacts on underserved communities Moderate: Potential risk to have some negative impacts on underserved communities Higher: Potential risk to have minimal to no negative impacts on underserved communities	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
	Minimizes negative impacts to the built environment	Impacts to: Displaced Housing Displaced Businesses Displaced Parking Access Changes LOS Changes	Lower: Project has some risk of impacts on the built environment Moderate: Project has minimal risk of impacts on the built environment Higher: Project has no identified risk of impacts on the built environment.	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
	Minimizes potential negative environmental concerns	Wetlands Streams Floodplains Cultural Historic properties Hazardous Material Parks Visual. Stormwater treatment and detention requirements are considered in costs and not addressed as part of this criteria.	Lower: Potential risk for some impacts on the natural environment Moderate: Minimal potential risk for impacts on the natural environment Higher: Project likely has no impacts on the natural environment	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Enhance the overall connections between the Station to the adjacent neighborhoods, with an emphasis on underserved neighborhoods, in partnership with the City and Stakeholders	Consistency with existing zoning, plans, and policies including character or development plans of the station area	Zoning Development Plans City Plans	Lower: project is incompatible with plans/policies and development Moderate: project is compatible with either plans/policies or development Higher: Project is compatible with plans/policies and development	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
	Potential to leverage funding partnerships	Potential funding partnership opportunities	Lower: Project has no potential for funding partnerships/partnering with local jurisdiction Moderate: Project has moderate potential for funding partnerships/partnering with local jurisdiction with final engineering and construction management Higher: Project has strong potential for funding partnerships/partnering with local jurisdiction including mutual benefits	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green

Sounder Station Access

Lakewood

Alternatives Evaluation

				Nonmotorized > 0.5 miles from Station										
Goal	Criteria	Metrics	<p style="text-align: center;">Key to Rating</p> <div style="display: flex; justify-content: space-around; align-items: center;"> Lower Performing <div style="width: 20px; height: 10px; background-color: #d9ead3;"></div> <div style="width: 20px; height: 10px; background-color: #5cb85c;"></div> <div style="width: 20px; height: 10px; background-color: #2e6b2e;"></div> Higher Performing </div>	A2: Gravelly Lake Nonmotorized Improvements	A15: Steilacoom Blvd Sidewalks	A29: Davison Rd SW Bike Lanes	A30: Clover Park High School Connection	A34: Lincoln Ave SW Nonmotorized Improvements	A35: Chicago Ave SW Nonmotorized Improvements	A36: Boston Ave SW Nonmotorized Improvements	A37: San Francisco Ave SW Nonmotorized Improvements	A39: Clover Creek Dr SW Pedestrian Improvements	A41: Station Area Curb Ramp Retrofits	
				Project Requirements	Consistent with ST 2021 Financial Plan Estimate	Project Cost	Lower: Projects costs are more than ST Financial Plan Moderate: Project costs are greater than/equal to \$10M but within the ST Financial Plan Higher: Project costs are less than \$10M and within ST Financial Plan							
Provide and improve multimodal access connections, including improving opportunities for underserved communities to Station.	Improves connections for underserved communities	Access changes for: PSRC Opportunity Index, Percent People of Color	Lower: Very high, high opportunity index Moderate: Moderate opportunity index Higher: Very low, low opportunity index If improvement is located near any underserved community with the following densities: Percent people of color: 60% or more, Foreign Born Individuals: 25% or more, Limited English Proficiency: 15% or more, Low income Individuals: 50% or more, People with disabilities: 20% or more If improvement provides a benefit for persons with disabilities or limited English proficiency											
	Addresses substantial travel barrier	Effects to substantial travel barriers	Lower: Does not address substantial travel barrier Moderate: Addresses a travel barrier that hinders access Higher: Addresses substantial barrier that allows for a new access opportunity											
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Souder Station Access

Lakewood

Alternatives Evaluation

				Nonmotorized > 0.5 miles from Station										
Goal	Criteria	Metrics	<p>Key to Rating</p> <p>Lower Performing    Higher Performing</p>	A2: Gravelly Lake Nonmotorized Improvements	A15: Steilacoom Blvd Sidewalks	A29: Davission Rd SW Bike Lanes	A30: Clover Park High School Connection	A34: Lincoln Ave SW Nonmotorized Improvements	A35: Chicago Ave SW Nonmotorized Improvements	A36: Boston Ave SW Nonmotorized Improvements	A37: San Francisco Ave SW Nonmotorized Improvements	A39: Clover Creek Dr SW Pedestrian Improvements	A41: Station Area Curb Ramp Retrofits	
				Maintain existing riding	Located within proximity of the station	Distance from Station	<p>Lower: project is located outside of 1/2 mile</p> <p>Moderate: project is located within 1/2 mile but does not directly connect to station frontage</p> <p>Higher: project is within two blocks of the station</p>							
Minimize potential negative project impacts to the built and natural environment and to underserved communities	Minimizes negative impacts to underserved communities	Impacts by Opportunity Index Area: Displaced housing Displaced businesses Displaced Parking Access Changes LOS Changes	<p>Lower: Potential risk to have many negative impacts on underserved communities</p> <p>Moderate: Potential risk to have some negative impacts on underserved communities</p> <p>Higher: Potential risk to have minimal to no negative impacts on underserved communities</p>											
	Minimizes negative impacts to the built environment	Impacts to: Displaced Housing Displaced Businesses Displaced Parking Access Changes LOS Changes	<p>Lower: Project has some risk of impacts on the built environment</p> <p>Moderate: Project has minimal risk of impacts on the built environment</p> <p>Higher: Project has no identified risk of impacts on the built environment.</p>											
	Minimizes potential negative environmental concerns	Wetlands Streams Floodplains Cultural Historic properties Hazardous Material Parks Visual. Stormwater treatment and detention requirements are considered in costs and not addressed as part of this criteria.	<p>Lower: Potential risk for some impacts on the natural environment</p> <p>Moderate: Minimal potential risk for impacts on the natural environment</p> <p>Higher: Project likely has no impacts on the natural environment</p>											
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Sounder Station Access

Lakewood

Alternatives Evaluation

Goal	Criteria	Metrics	<p style="text-align: center;">Key to Rating</p> <p style="text-align: center;">Lower Performing Higher Performing</p>	Improvements to Support Potential Transit Route Diversion																		
				Transit Near Station	B17: Shelter Retrofits at Station	B4: Bridgeport Way SW/McChord Dr SW Transit Improvements	A14: New York Ave SW/McChord Dr SW Sidewalk Improvements	A18: 47th Ave SW/McChord Dr SW Nonmotorized Improvements	A23: Bridgeport Way SW/Seattle Ave SW Pedestrian Crossing	B12: Bridgeport Way SW/McChord Dr SW Southbound Bus Stop Improvements	B13: Bridgeport Way SW/San Francisco Ave SW Bus Stop Improvements	B14: Bridgeport Way SW/San Francisco Ave SW Bus Stop Improvements	B15: Bridgeport Way SW/Seattle Ave SW Bus Stop Improvements	B16: Bridgeport Way SW/Seattle Ave SW Bus Stop Improvements								
Project Requirements	Consistent with ST 2021 Financial Plan Estimate	Project Cost	Lower: Projects costs are more than ST Financial Plan Moderate: Project costs are greater than/equal to \$10M but within the ST Financial Plan Higher: Project costs are less than \$10M and within ST Financial Plan																			
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	Addresses substantial travel barrier	Effects to substantial travel barriers	Lower: Does not address substantial travel barrier Moderate: Addresses a travel barrier that hinders access Higher: Addresses substantial barrier that allows for a new access opportunity																			
	Provides connections to community destinations, regional growth centers, or dense housing/ employment	Connections with: Community destinations Regional Growth Centers Manufacturing and Industrial Centers Housing Density Employment Density TOD Areas	Lower: Improvement does not connect to trip generating land uses. Moderate: Improvement connects to some trip-generating land uses Higher: Improvement connects to multiple trip-generating land uses																			
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Souder Station Access

Lakewood

Alternatives Evaluation

Goal	Criteria	Metrics	Rating Scale	Improvements to Support Potential Transit Route Diversion												
				Transit Near Station	B17: Shelter Retrofits at Station	B4: Bridgeport Way SW/McChord Dr SW Transit Improvements	A14: New York Ave SW/McChord Dr SW Sidewalk Improvements	A18: 47th Ave SW/McChord Dr SW Nonmotorized Improvements	A23: Bridgeport Way SW/Seattle Ave SW Pedestrian Crossing	B12: Bridgeport Way SW/McChord Dr SW Southbound Bus Stop Improvements	B13: Bridgeport Way SW/San Francisco Ave SW Bus Stop Improvements	B14: Bridgeport Way SW/San Francisco Ave SW Bus Stop Improvements	B15: Bridgeport Way SW/Seattle Ave SW Bus Stop Improvements	B16: Bridgeport Way SW/Seattle Ave SW Bus Stop Improvements		
Maintain existing riding conditions	Located within proximity of the station	Distance from Station	Lower: project is located outside of 1/2 mile Moderate: project is located within 1/2 mile but does not directly connect to station frontage Higher: project is within two blocks of the station													
Minimize potential negative project impacts to the built and natural environment and to underserved communities	Minimizes negative impacts to underserved communities	Impacts by Opportunity Index Area: Displaced housing Displaced businesses Displaced Parking Access Changes LOS Changes	Lower: Potential risk to have many negative impacts on underserved communities Moderate: Potential risk to have some negative impacts on underserved communities Higher: Potential risk to have minimal to no negative impacts on underserved communities													
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	Potential to leverage funding partnerships	Potential funding partnership opportunities	Lower: Project has no potential for funding partnerships/partnering with local jurisdiction Moderate: Project has moderate potential for funding partnerships/partnering with local jurisdiction with final engineering and construction management Higher: Project has strong potential for funding partnerships/partnering with local jurisdiction including mutual benefits													

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Alternatives Evaluation

Goal	Criteria	Metrics	<p style="text-align: center;">Key to Rating</p> <p style="text-align: center;">Lower Performing Higher Performing</p>	General											
				88: Pacific Highway Transit Improvements	819: Bridgeport Way SW and Pacific Highway SW Southbound Bus Stop Improvements	D6: 115th St SW Pick-up/Drop-off	C1: Improve Fencing Along Rail Corridor	E1: Public Address System	E2: Station Stair Design Improvements	E4: Bird Deterrent Retrofit	E3: Wayfinding to Pick-Up/Drop-off Location	E5: Station Accessibility Improvements for Sight Impaired and Non-English Speakers	E6: Street Lighting Improvements		
Project Requirements	Consistent with ST 2021 Financial Plan Estimate	Project Cost	Lower: Projects costs are more than ST Financial Plan Moderate: Project costs are greater than/equal to \$10M but within the ST Financial Plan Higher: Project costs are less than \$10M and within ST Financial Plan												
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Sounder Station Access

Lakewood

Alternatives Evaluation

Goal	Criteria	Metrics	Rating Scale	General													
				B8: Pacific Highway Transit Improvements	B19: Bridgeport Way SW and Pacific Highway SW Southbound Bus Stop Improvements	D6: 115th St Ct SW Pick-up/Drop-off	C1: Improve Fencing Along Rail Corridor	E1: Public Address System	E2: Station Stair Design Improvements	E4: Bird Deterrent Retrofit	E3: Wayfinding to Pick-Up/Drop-off Location	E5: Station Accessibility Improvements for Sight Impaired and Non-English Speakers	E6: Street Lighting Improvements				
Maintain existing riding	Located within proximity of the station	Distance from Station	Lower: project is located outside of 1/2 mile Moderate: project is located within 1/2 mile but does not directly connect to station frontage Higher: project is within two blocks of the station														
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Alternatives Evaluation

				Parking							
Goal	Criteria	Metrics	<p style="text-align: center;">Key to Rating</p> <p style="text-align: center;">Lower Performing Higher Performing</p>	D4.A: North Surface Parking A Partial Parcel	D4.B: North Structured Parking A Full Parcel	D4.C: North Structured Parking A Partial Parcel	D4.D: North Surface Parking A Full Parcel	D7.A: Southwest Surface Parking B	D7.B: Southwest Structure Parking B	D8.A: Northeast Structure Parking C	D8.B: Northeast Surface Parking C
				Rating Scale							
Project Requirements	Consistent with ST 2021 Financial Plan Estimate	Project Cost	Lower: Projects costs are more than ST Financial Plan Moderate: Project costs are greater than/equal to \$10M but within the ST Financial Plan Higher: Project costs are less than \$10M and within ST Financial Plan								
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	Provides connections to community destinations, regional growth centers, or dense housing/ employment	Connections with: Community destinations Regional Growth Centers Manufacturing and Industrial Centers Housing Density Employment Density TOD Areas	Lower: Improvement does not connect to trip generating land uses. Moderate: Improvement connects to some trip-generating land uses Higher: Improvement connects to multiple trip-generating land uses								
Enhance the experience of passengers at the station, with an emphasis on underserved communities.	Improves comfort at the stations for people of all abilities	Security changes at station Changes to customer access at station	Lower: Project does not address security/comfort issues or include security improvements Moderate: Project includes safety, security, or comfort improvements but does not address known issue. Higher: Project directly addresses and improves an identified security and/or comfort issue.								
	Improves safety of the transportation network	Collision History (quantitative review of existing issues; qualitative for impacts) Safety Improvement by mode	Lower: Project does not specifically address safety Moderate: Improves safety for one travel mode, project at location that does not have a known safety issue Higher: Project addresses and improves known safety issue, or includes safety improvements for multiple modes								
Lership and attract new riders with an emphasis in underserved communities.	Improves travel times to the station area for riders	Travel time changes (qualitative)	Lower: Project does not improve travel times. Moderate: Project improves travel times Higher: Project substantially improves travel times								
	Provides new access opportunity to the station	Change in access by mode (qualitative)	Lower: Project does not provide new access opportunity. Moderate: Project provides new access opportunity for one mode Higher: Project provides new access opportunity for multiple modes								

Souder Station Access

Lakewood

Alternatives Evaluation

Goal	Criteria	Metrics	Rating Scale	Parking									
				D4.A: North Surface Parking A Partial Parcel	D4.B: North Structured Parking A Full Parcel	D4.C: North Structured Parking A Partial Parcel	D4.D: North Surface Parking A Full Parcel	D7.A: Southwest Surface Parking B	D7.B: Southwest Structure Parking B	D8.A: Northeast Structure Parking C	D8.B: Northeast Surface Parking C		
Maintain existing riding	Located within proximity of the station	Distance from Station	Lower: project is located outside of 1/2 mile Moderate: project is located within 1/2 mile but does not directly connect to station frontage Higher: project is within two blocks of the station										
Minimize potential negative project impacts to the built and natural environment and to underserved communities	Minimizes negative impacts to underserved communities	Impacts by Opportunity Index Area: Displaced housing Displaced businesses Displaced Parking Access Changes LOS Changes	Lower: Potential risk to have many negative impacts on underserved communities Moderate: Potential risk to have some negative impacts on underserved communities Higher: Potential risk to have minimal to no negative impacts on underserved communities										
	Minimizes negative impacts to the built environment	Impacts to: Displaced Housing Displaced Businesses Displaced Parking Access Changes LOS Changes	Lower: Project has some risk of impacts on the built environment Moderate: Project has minimal risk of impacts on the built environment Higher: Project has no identified risk of impacts on the built environment.										
	Minimizes potential negative environmental concerns	Wetlands Streams Floodplains Cultural Historic properties Hazardous Material Parks Visual. Stormwater treatment and detention requirements are considered in costs and not addressed as part of this criteria.	Lower: Potential risk for some impacts on the natural environment Moderate: Minimal potential risk for impacts on the natural environment Higher: Project likely has no impacts on the natural environment										
Enhance the overall connections between the Station to the adjacent neighborhoods, with an emphasis on underserved neighborhoods, in partnership with the City and Stakeholders	Consistency with existing zoning, plans, and policies including character or development plans of the station area	Zoning Development Plans City Plans	Lower: project is incompatible with plans/policies and development Moderate: project is compatible with either plans/policies or development Higher: Project is compatible with plans/policies and development										
	Potential to leverage funding partnerships	Potential funding partnership opportunities	Lower: Project has no potential for funding partnerships/partnering with local jurisdiction Moderate: Project has moderate potential for funding partnerships/partnering with local jurisdiction with final engineering and construction management Higher: Project has strong potential for funding partnerships/partnering with local jurisdiction including mutual benefits										