



Winter 2022-2023 Engagement Summary

Executive summary


Sound Transit is collaborating with the City of Lakewood to build a better-connected network, so more people can walk, roll, bike and take transit to Lakewood Station and other neighborhood destinations. After gathering ideas and gauging interest on a variety of improvements in 2021, we hosted an online open house to receive community input on the proposed changes, in the winter of 2022-2023. The online open house was open from Dec. 8, 2022, through Jan. 5, 2023, and drew over 425 visitors, including over 12 visitors to our sites in Tagalog and Spanish.


We received more than 30 survey responses across five surveys in the online open house, including one response in Spanish. Feedback was largely positive, with an average of 78% of respondents expressing excitement about the proposed changes and an average of 9% of respondents expressing concern, though there was a more mixed response to proposed surface parking. One theme from comments across the surveys was concern that sharrows are insufficient protection for bicyclists. (Read more about sharrows in our [Frequently Asked Questions](#).)

The online open house was publicized by mailers sent out to area homes and businesses, posters and handouts provided to local businesses and organizations. We also distributed electronic flyers to nearby schools, had an advertisement in the Tacoma News Tribune, and sent emails to the project listserv. Finally, we tabled at three community events and held one briefing with a community-based organization.


We'll take the feedback captured in this summary into consideration when working with the City of Lakewood. Sound Transit will follow up with project updates later this year, letting you know how the design and environmental review is progressing. By then, we will have the estimated costs of the improvements and will seek your feedback on which improvements to prioritize. In 2024, the Sound Transit Board will select a set of improvements to build. All improvements are targeted to be completed by 2030.


 Over **425 users** visited the online open house from Dec. 8, 2022– Jan. 5, 2023

 More than **30 people** completed at least one survey, resulting in more than **95 surveys** (5 surveys in the site)


 Engaged with over **55 people** at **3 in-person events** in Lakewood

 Sent over **7,600 trilingual mailers** to project area and distributed flyers to local businesses

 **2 project email updates** sent to more than **1,300 recipients**

 Briefing with **1 community group**

 Over **24,000 impressions** and **192 clicks** on a social media ad and **59,000 impressions** and **40 clicks** on online newspaper ad

 **Almost 900 impressions** on a digital flyer shared to a local elementary and high school

Engagement by the numbers

Jump to [summary of feedback](#).

Resumen ejecutivo

Sound Transit está colaborando con la ciudad de Lakewood para construir una red mejor conectada para que más personas puedan caminar, circular, andar en bicicleta y tomar el transporte público a la estación de Lakewood y otros destinos en el vecindario. Después de reunir ideas y evaluar el interés en una variedad de mejoras en 2021, organizamos una jornada de puertas abiertas en línea con información adicional sobre los cambios propuestos y reunimos aportes de la comunidad en el invierno de 2022-2023. La jornada de puertas abiertas en línea se transmitió desde el 8 de diciembre hasta el 5 de enero de 2023 y atrajo a más de 425 visitantes, incluidos más de 12 visitantes a nuestros sitios web en tagalo y español.

Recibimos más de 30 respuestas a encuestas de cinco encuestas que se realizaron en la jornada de puertas abiertas en línea, incluida una respuesta en español. Los comentarios fueron en gran medida positivos, donde un promedio del 78% de los encuestados mostraron entusiasmo por los cambios propuestos y un promedio del 9% de los encuestados expresaron preocupación, aunque hubo una respuesta más mixta a la propuesta de estacionamiento en superficie. Un tema de los comentarios en las encuestas fue la inquietud de que las marcas de carril compartido no son protección suficiente para los ciclistas.

La jornada de puertas abiertas en línea se publicitó mediante correos que se enviaron a hogares y negocios del área, carteles y folletos que se proporcionaron a negocios y organizaciones locales, volantes electrónicos distribuidos a escuelas cercanas, un anuncio en el Tacoma News Tribune y correos electrónicos a un servidor de listas de proyectos. Finalmente, presentamos tres eventos comunitarios y organizamos una sesión informativa con una organización comunitaria.

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



Participación y compromiso en cifras


Ehekutibong Buod


Nakikipagtulungan ang Sound Transit sa Lungsod ng Lakewood para makagawa ng network na may mas magandang koneksyon, nang sa gayon ay mas maraming tao ang makapaglakad, makagamit ng gulong, makapagbisikleta, at makasakay ng pampublikong transportasyon papunta sa Istasyon ng Lakewood at iba pang destinasyon sa komunidad. Pagkatapos mangalap ng mga ideya at matukoy ang interes sa iba't ibang pagpapahusay noong 2021, nag-host kami ng online na open house na may karagdagang impormasyon tungkol sa mga iminumungkahing pagbabago at inalam namin ang opinyon ng komunidad sa Taglamig ng 2022-2023. Binuksan ang online na open house mula Dis. 8, 2022 hanggang Ene. 5, 2023, at binisita ito ng mahigit sa 425 bisita, kung saan mahigit 12 bisita ang pumunta sa aming site na nasa Tagalog at Spanish.


Nakatanggap kami ng mahigit sa 30 sagot sa survey sa limang survey sa online na open house, pati ng isang sagot sa Spanish. Positibo ang naging feedback sa pangkalahatan, at sa average, 78% ng mga respondent ang nagsabing nasasabik sila sa mga iminumungkahing pagbabago, at 9% ang nagpabatid ng pagkabahala, pero mas halo ang reaksyon sa iminumungkahing surface parking. Ang isang tema mula sa mga komento sa mga survey ay ang pagkabahalang hindi sapat na proteksyon ang mga sharrow para sa mga siklista.


Ang online na open house ay isinapubliko sa pamamagitan ng pagpapadala ng mail sa mga bahay at negosyo sa lugar, pagbibigay ng mga poster at handout sa mga lokal na negosyo at organisasyon, pamamahagi ng mga electronic na flyer sa mga paaralan sa malapit, at paglalagay ng advertisement sa Tacoma News Tribune at pagpapadala ng mga email sa isang project listserv. Panghuli, nagsagawa kami ng tatlong event sa komunidad at nagdaos kami ng isang briefing kasama ng isang organisasyon sa komunidad.


Isasaalang-alang namin ang feedback na makukuha sa buod na ito habang patuloy kaming nakikipagtulungan sa Lungsod ng Lakewood. Magfa-follow up kami tungkol sa mga update sa proyekto sa huling bahagi ng taong ito para ipaalam sa inyo ang pag-usad sa proseso ng disenyo at pagsusuri sa kapaligiran. Pagsapit noon, mas alam na namin ang mga tinatayang gastusin sa mga pagpapahusay at hihingin namin ang feedback ninyo sa kung aling mga pagpapahusay ang isasaprioridad. Sa 2024, pipili ang Sound Transit Board ng hanay ng mga pagpapahusay na isasama sa pinal na disenyo at konstruksyon. Tina-target na makumpleto ang lahat ng pagpapahusay sa 2030.


 Mahigit **425 user** ang bumisita sa online na open house mula Dis. 8, 2022 – Ene. 5, 2023


 Mahigit **30 tao** ang sumagot ng hindi bababa sa isang survey, na nagresulta sa mahigit sa **95 survey** (5 surveysa site)


 Nakipag-ugnayan sa mahigit sa **55 tao** sa **3 in-person** event sa Lakewood

 Nagpadala ng mahigit sa **7,600 trilingual na maile** sa lugar ng proyekto at namahagi ng mga flyer sa mga lokal na

 Nagpadala ng **2 updates** sa email tungkol sa proyekto sa mahigit sa **1,300 tatanggap**

 Briefing sa **1 gruposa** komunidad

 Mahigit **24,000 impressio** at **192 pag-click** sa ad sa social media at **59,000 impressio** at **40 pag-click** sa ad sa online na pahayagan

 Mahigit **900 impressio** na digital na flyer na ibinahagi sa isang lokal na elementarya at high school

Pakikipag-ugnayan sa numero

Summary of feedback

The online open house included five surveys for people to provide feedback about the proposed walking, rolling, biking and transit improvements near Lakewood Station. In total, we heard from over 30 respondents with more than 95 total responses across the five surveys. We've summarized feedback from these surveys in the sections below. See [Appendix A](#) for more information about the other engagement activities during this period.

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

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

Overall themes

Here are some key takeaways from the public feedback:

- Respondents were largely excited about the proposed changes, with an average of 78% expressing excitement.
- Several respondents were opposed to the use of sharrows, citing safety concerns related to bicyclists sharing the street with vehicle traffic – noting a preference for separated and/or protected bike infrastructure. The most common concern cited by respondents throughout the surveys was insufficient protection for cyclists. (See the [Frequently Asked Questions](#).)
- People had a more mixed response to the surface parking proposal, with less than half of respondents expressing excitement.

Spotlight improvements

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

- Bridgeport Way and 115th connections
- 47th Avenue S.W. connections
- Springbrook neighborhood connections
- 112th Street S.W. connections

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

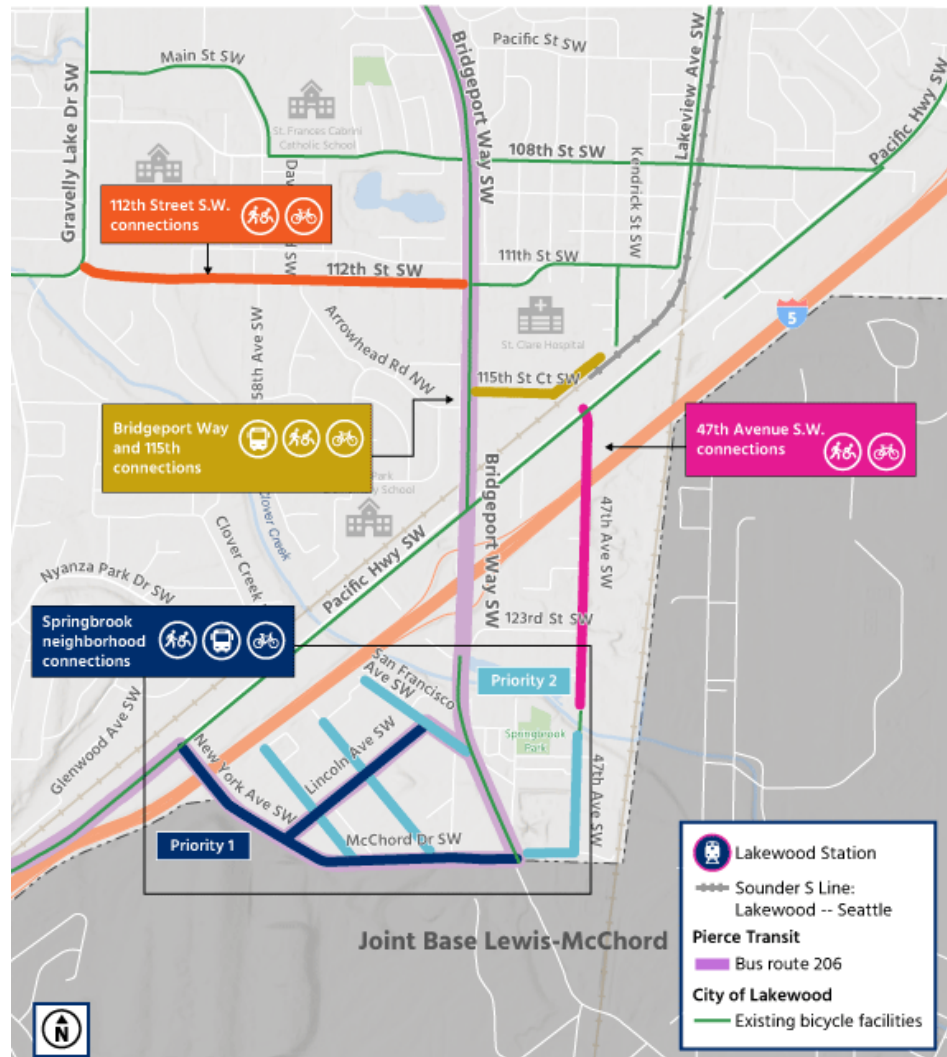
Each spotlight improvement was accompanied by a survey with the following questions:

- Question 1: How do you feel about the changes proposed in the [spotlight improvement]?
- Question 2: Which aspects of the changes do you like?

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

SPOTLIGHT CORRIDORS



Most of the spotlight improvements are Priority 1, but the Springbrook neighborhood connections include some Priority 2 improvements.

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

Bridgeport Way and 115th connections

This set of changes would improve access for people walking, rolling, biking or taking transit by making the following upgrades.

On Bridgeport Way S.W.:

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- Installing a pedestrian/bike activated signal at the intersection with 115th Street Court S.W. (a [Pierce Transit Route 206](#) stop) and adding curb ramps and crosswalks.
- Upgrading the bus stops by adding lighting.

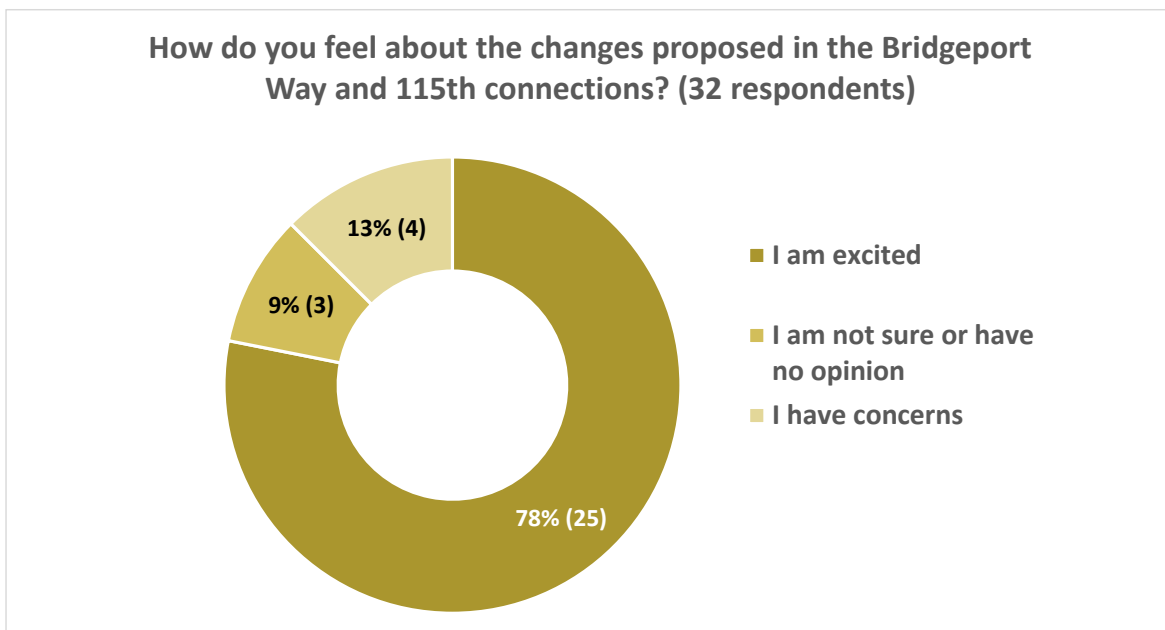
On 115th Street Court S.W.:

- Supplying sidewalks and curb ramps on the north side of the street; this could involve the loss of some (about 20) on-street parking spaces.
- Adding sharrows for bikes to share the street with cars.
- Marking a passenger pickup/drop-off area at the cul-de-sac and adding wayfinding signage to the station.

To the station:

- Providing a new shared use path north of the railroad tracks, to connect 115th Street Court S.W. to the pedestrian bridge and station.

Over three quarters of the 32 respondents who answered this survey were excited about the proposed improvements, mentioning that they most liked the crosswalk and pedestrian/bicycle-activated signal on Bridgeport Way S.W and the shared use path. Less than fifteen percent of respondents shared that they had concerns; the top concern cited was not enough protection for bicyclists.



Among the thirteen responses to the open-ended question ("Do you have any comments or questions?") were safety concerns about sharrows, general support, and a perceived lack of demand for the proposed improvements.

"Do not like the safety aspects of sharrows for bike to share the street with cars."

"The path to the station from this side will be really helpful for anyone getting to the station from Bridgeport or other neighborhoods to the north."

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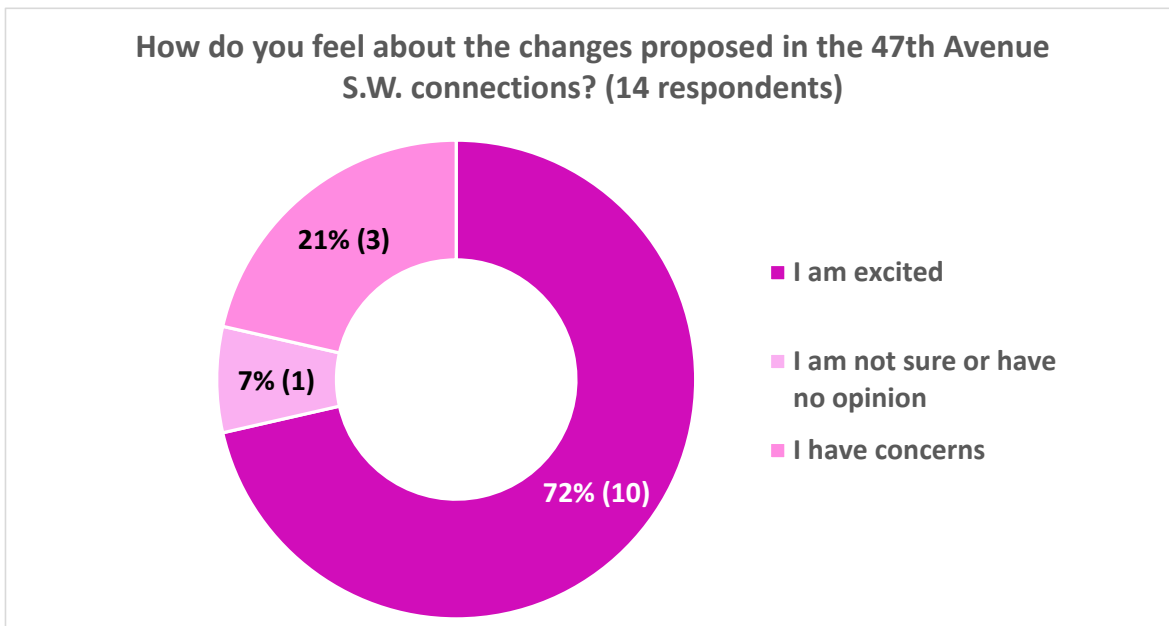
“It seems silly to do a lot of pedestrian improvements when there’s no high density housing nearby. But a crosswalk at Bridgework would surely allow a few more people to walk safely.”

47th Avenue S.W. connections

These changes would improve walking, rolling and biking safety on 47th Avenue S.W. and the bridge over I-5 by:

- Reconfiguring the top of the bridge to have a 5- to 8-foot sidewalk on the west side of the roadway and removing the sidewalk on the east side. This will require upgrades to the bridge structure and will be refined after further study.
- North of the bridge, adding a southbound bike lane and sidewalks on the west side of 47th Ave S.W. There are already sidewalks on the east side.
- South of the bridge, adding and improving sidewalks on the west side of the street and adding sharrows, so bikes share the street with cars.

Most respondents were excited about the proposed improvements, mentioning that they most liked the proposal for a reconfigured sidewalk on the bridge along 47th Avenue S.W. Less than a quarter of respondents expressed concern, with the most citing not enough protection for bicyclists.



There were seven comments on this survey. The most prominent theme expressed by over half of respondents was the notion that sharrows aren’t effective. ([See FAQ for more information on sharrows.](#)) People also support improved safety and mobility for pedestrians.

“A safe north-south connection over I-5 is super important for connecting Springbrook to the station and other destinations along Pacific Highway. Please make the best sidewalk across the bridge you can.”

“This is really the best we can do? Sharrows are completely useless. Provide protected ped crossing north of the bridge but south of the car dealership so peds can access either side of the street with a narrow roadway cross-section (before the turn lanes phase-in)”

Springbrook neighborhood connections

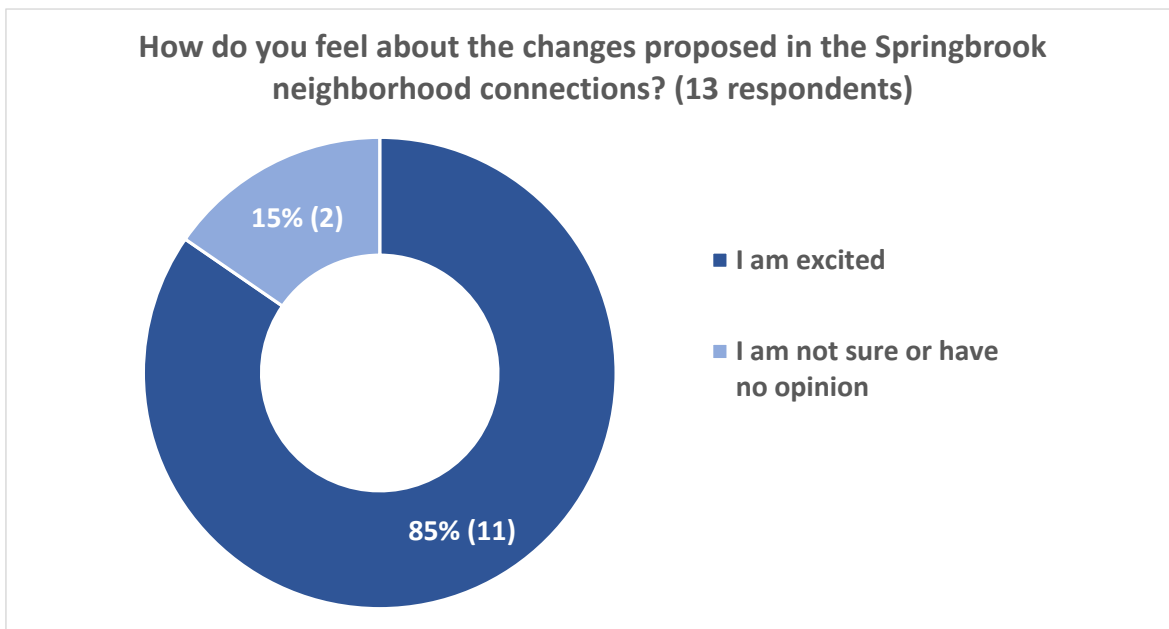
These improvements would boost access to the station and other destinations for people walking, rolling and biking by:

- Completing sidewalks and upgrading curb ramps to meet Americans with Disabilities Act standards on the following streets:
 - New York Avenue S.W.
 - McChord Drive S.W.
 - Lincoln Avenue S.W.
 - Bridgeport Way S.W.
- Upgrading [Pierce Transit Route 206](#) bus stops in the area with improvements such as lighting, benches and trash receptacles.

If funding allows, Priority 2 improvements could include adding sidewalks on the following streets and bicycle improvements where mentioned:

- Boston Avenue S.W.
- Chicago Avenue S.W.
- San Francisco Avenue S.W.
- 47th Avenue S.W. from 127th Street to McChord Drive S.W., including sharrows for bikes to share the road with cars.
- McChord Drive from Bridgeport Way to 47th Avenue S.W., including sharrows for bikes.

Thirteen people took this survey and most were excited about the proposed changes, in particular the sidewalks and curb ramp improvements. Concerns among respondents varied, but the top response was “not enough protection for bicyclists.”



Topics among the eight responses to the open-ended question included general support for the improvements, opposition to bike sharrows, and a stated priority for the sidewalk improvements.

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“Can’t wait to see the proposed improvements they will be very well appreciated in the area and are needed for sure.”

“Avoid use of sharrows. Motorists do not understand them.”

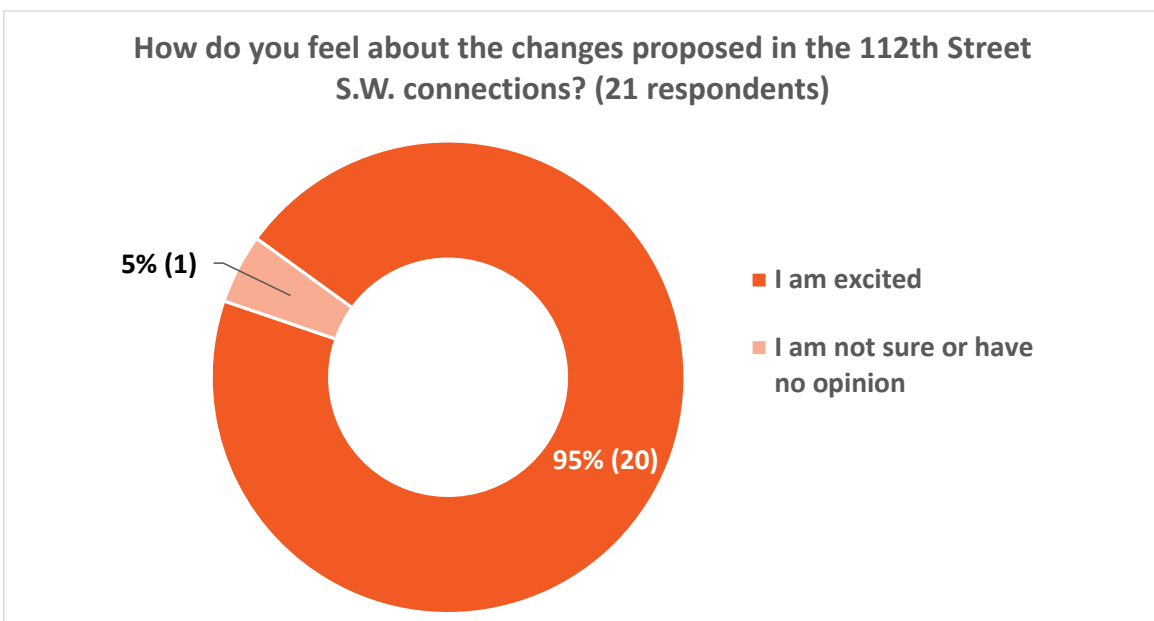
“I’d rather sidewalks be a higher priority for this area than bus stop lights.”

112th Street S.W. connections

This set of changes would improve walking, rolling and biking access on 112th Street S.W. by adding sidewalks, curb ramps, gutters, planter strip and bike lane improvements:

- On the south side between Gravelly Lake Drive and Highland Street S.W., to complement the City of Lakewood’s planned investment on the north side.
- On both sides of the street from Highland Street S.W. to Bridgeport Way S.W.

Twenty out of 21 respondents were excited about the proposed changes. Sidewalk and curb ramp improvements were most popular among respondents, but the most common concern cited was ADA access.



Six respondents submitted written comments, which were largely supportive, with some suggesting additional improvements.

“Heavy pedestrian traffic with the school there, long overdue.”

“Will there be enough space for sidewalks, a planting strip, and bike lanes on this street? If it is too narrow at certain points, I think wider sidewalks would be the highest priority. But some more trees would be nice in a planting strip if possible.”

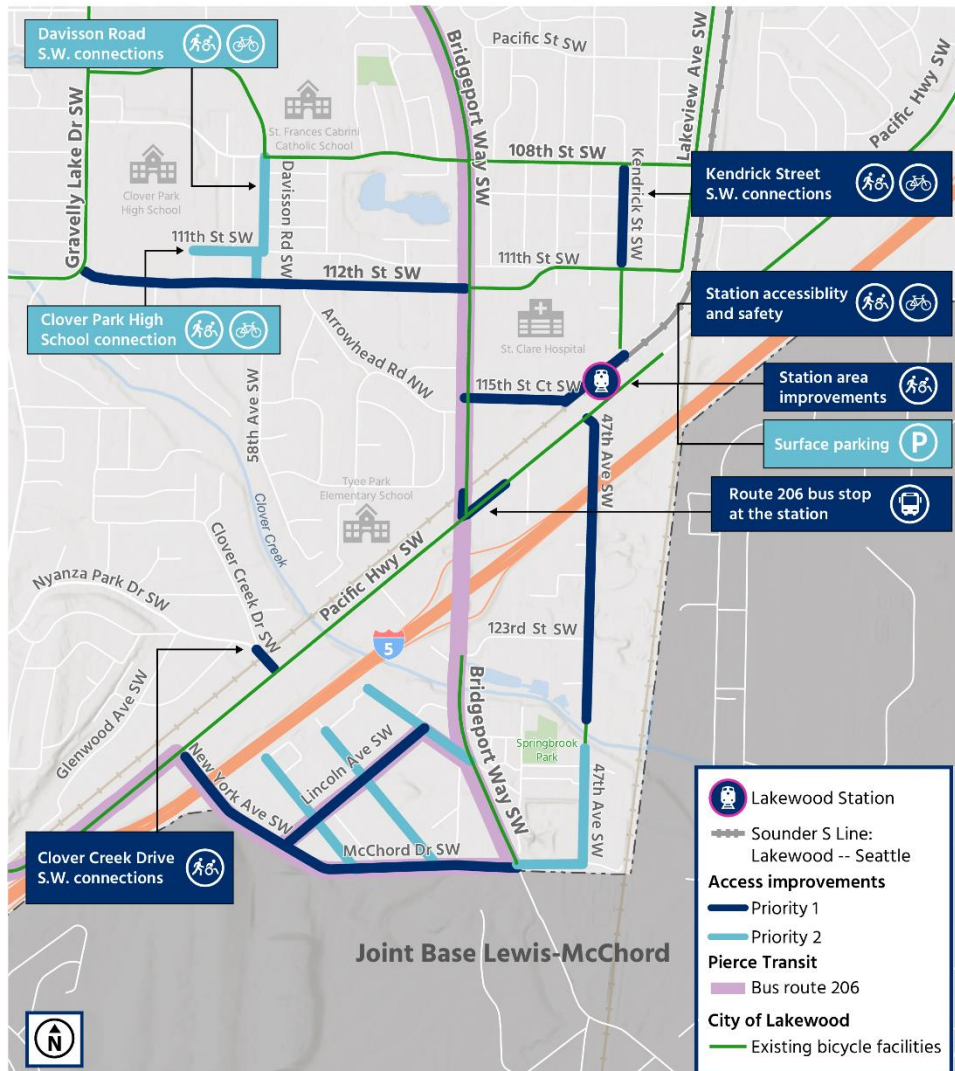
“An auditory crossing at 112th and Gravelly would be extremely helpful for our visually impaired child who uses this intersection daily.” ([See FAQ for more information.](#))

Other improvements

In addition to the spotlight improvements, there are eight other improvements we're studying to improve access to Lakewood Station.

- **Station accessibility and safety** – upgrades at the station such as a public address system, additional retrofitted curb ramps, an ADA shelter on the platform, and micromobility parking (e.g., parking for electric scooters or bikes).
- **Station area improvements** – sidewalk and curb ramp improvements within a half-mile of the station and wayfinding signage to the station and to the pickup/drop-off location on Kendrick Street S.W.
- **Route 206 bus stop at the station** – changes to allow Pierce Transit Route 206 to stop at the station.
- **Kendrick Street S.W. connections** – rebuilding Kendrick Street S.W. from 111th Street S.W. to 108th Street S.W., including sidewalks and curb ramps, traffic calming (speed humps), gutters, street lighting and bike lanes.
- **Clover Creek Drive S.W. connection** – adding new sidewalks, curbs, signage and crossing improvements for pedestrians at the rail crossing between Hillcrest Drive S.W. and Pacific Highway.
- **Clover Park High School connection** – rebuilding 111th Street S.W. to include bike lanes, sidewalks and curb ramps next to Clover Park High School.
- **Davisson Road S.W. connection** – rebuilding the street to include bike lanes, sidewalks and curb ramps.
- **Surface parking** – adding up to 80 surface parking stalls northeast of the station on Sound Transit property.

OTHER IMPROVEMENTS



The other improvements include a mix of Priority 1 and Priority 2 improvements.

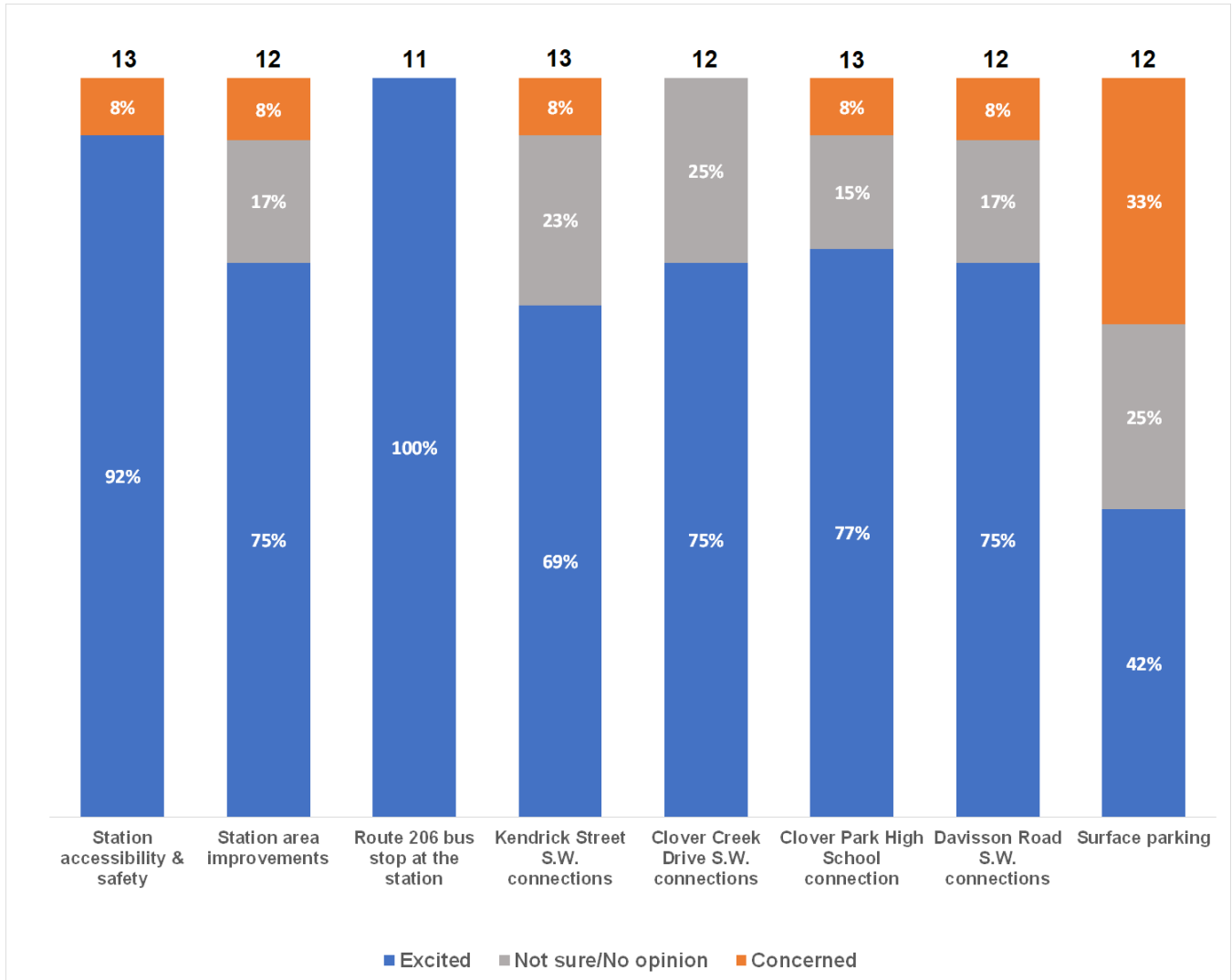
The two questions on the other improvements survey were:

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

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

A total of sixteen people completed the other improvements survey, though not everyone responded about every improvement. Excitement was the top response for all the improvements, though lowest for surface parking (42%). The Route 206 bus stop at the station received the highest level of excitement, at 100% of the 11 respondents to that question.

Lakewood Station Access Improvements



Most of the improvements received one or more comments. Examples are shared below.

The Route 206 bus stop at the station had a strongly supportive comment.

"I am extremely excited for this. As many bus routes as reasonably possible should be coming out of the Lakewood Station or at least making stops there. People from all over the Lakewood should be able to access the train station by bus without making multiple transfers along the way."

Responses to the surface parking proposal were more mixed, with some commenters expressing a desire to limit new parking.

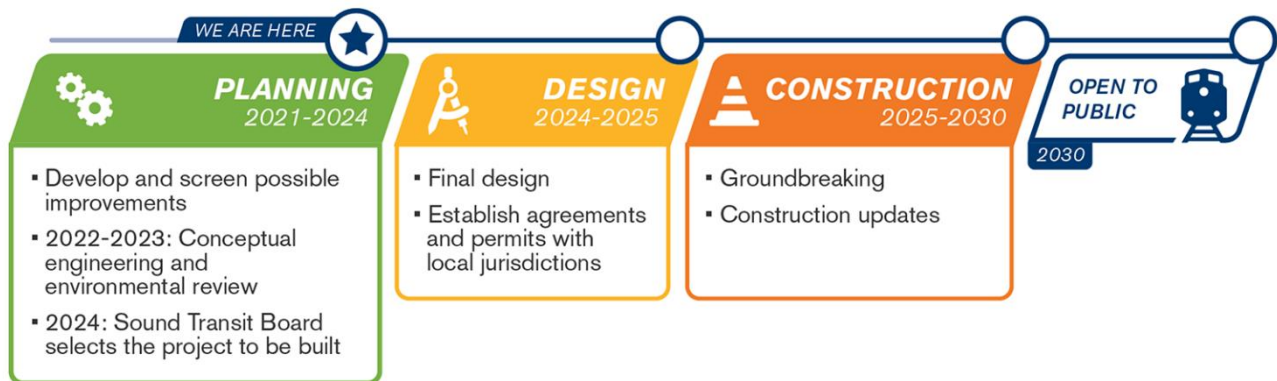
"Would be nice to have less parking."

Next steps

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

Lakewood Station Access Improvements

Later this year, we'll conduct our environmental review, where we study how a proposed change will affect the natural and built environment. This will help inform possible changes to our plans. We'll follow up with project updates later this year, to let you know how the preliminary designs and environmental review is progressing. By then, we will have a better idea about the estimated costs of the improvements and seek your feedback on which improvements to prioritize. In 2024, the Sound Transit Board will select a set of improvements to build. All improvements are targeted to be completed by 2030.



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

To stay informed:

- Contact Melanie Mayock, Senior Engagement Specialist: melanie.mayock@soundtransit.org or 206-689-4877
- Visit the project website for information or to sign up for project updates by email: [Lakewood Station Access Improvements](#)
- Read the [Frequently Asked Questions](#) for responses to some of the questions we heard in the community

Appendix A: Engagement activities

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

Community events

While tabling at the **Nourish Mobile Food Bank** on Dec. 14, we talked to about 18 people. We shared information about the project, handed out ORCA cards, and encouraged people to fill out the survey.

While tabling alongside the **Library Pop-Up at Lakewood City Hall** on Dec. 15, we talked to about five people. We shared information and answered questions about planned improvements in the Springbrook neighborhood and on Davisson Road S.W.

We tabled at the **Springbrook Connections Holiday Giveaway** on Dec. 17, where we spoke with about 33 people. We shared information about the project and encouraged them to participate in the online surveys. Project staff also talked to Springbrook Connections about possible street parking changes connected to sidewalk improvements.



Nourish Food Bank attendees receiving project information.

Briefings and community updates

We provided a briefing at the Springbrook Connections meeting on Dec. 15.

Notifications

We used several notification tools to share information about the online open house and the opportunity to comment. We sent a mailer with text in English, Spanish and Vietnamese to over 7,600 residential and business addresses, and we sent two email updates to the 1,300+ people on the project listserv. We distributed a digital poster through the Lakewood School District's PeachJar system that was sent to over 1,600 subscribers connected to Clover Park High School and Tye Park Elementary Middle School, generating almost 900 impressions.

We dropped off posters for display at more than 10 local businesses and community destinations in the area and hung posters at Lakewood Station. We also ran a social media campaign from Dec. 12-18, which garnered 24,000 impressions and 192 clicks, and asked our project partners to share information to their networks. Additionally, we ran an advertising campaign with Tacoma News Tribune, from Dec. 16, 2022 to Jan. 4, 2023, which generated over 59,000 impressions and 41 clicks.



Digital ads used during Tacoma News Tribune ad campaign.



Front side of mailer promoting online open house sent to over 7,600 Lakewood addresses

Lakewood Station Access Improvements



Tell us what you think by Jan. 6:
 Diganos qué opinas antes del 6 de enero
 Ipasalam sa aming bago samahp ang 6 sa Ene. 6!

lakewoodstation.participate.online

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

Better walking, rolling, biking and transit connections to Lakewood Station

Las mejores conexiones para caminar, circular, montar en bicicleta y de transporte a la estación de Lakewood

Mas mabuting mga koneksyon para sa paglalakad, pag-roll, pagbibisikleta, at transit patungo sa Istasyon ng Lakewood



Sound Transit is planning a better-connected network, so more people can walk, roll, bike and take transit to Lakewood Station and community destinations. This could include filling in missing sidewalks and curb ramps, adding bike lanes, updating bus stops and more.

Sound Transit planea la creación de una red mejor conectada, para que más personas puedan caminar, circular, andar en bicicleta o tomar el transporte público a la estación de Lakewood y a los destinos comunitarios. Esto puede incluir el reemplazo de aceras y rampas en las aceras faltantes, añadir caminos para bicicletas, la remodelación de las paradas de autobús y más.

Ang Sound Transit ay nagpapalano ng network na nakakonekta nang mas mabuti, para mas maraming tao ang makapaglalakad, maka-roll, makapegbisikleta, at makasakay sa transit papunta sa istasyon ng Lakewood at mga destinasyon ng komunidad. Puwedeng kasama rito ang paglalagay ng mga kulang na bangketa at curb ramp, pagdaragdag ng mga bike lane, pag-update sa mga bus stop at higit pa.

What do you think about our plans for new sidewalks and bike facilities near Lakewood Station?

¿Qué opina de nuestros planes para las nuevas aceras e instalaciones para bicicletas cerca de la estación de Lakewood?

Ano ang opinyon mo tungkol sa mga plano namin para sa mga bagong sidewalk at pasilidad ng bisikleta malapit sa istasyon ng Lakewood?

Tell us what you think by Jan. 5:

Diganos qué opina antes del 5 de enero:

Ipaalam sa amin bago sumapit ang 5 sa Ene. 5:



lakewoodstation.participate.online

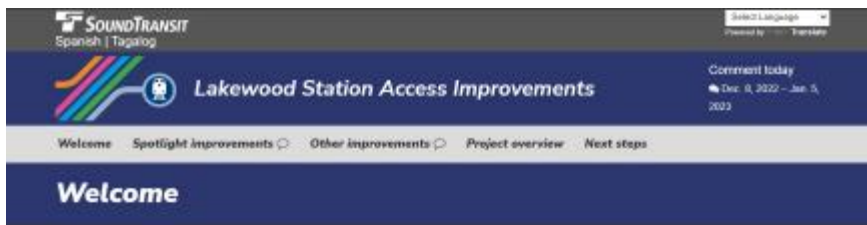
 **SOUNDTRANSIT**

Poster promoting online open house given to businesses and organizations within the project area and posted at the station. This was also distributed via PeachJar, the local school district's eFlyer distribution platform, which reached over 1,600 subscribers and included over 900 impressions.

Appendix B: Online open house

The online open house was an interactive website that was live from Dec. 8, 2022, to Jan. 5, 2023, with detailed information about potential changes to improve walking, rolling, biking and transit access near Lakewood Station. The site was organized in two main sections: one for "spotlight improvements" and another for "other improvements." There were five surveys to capture feedback: one survey for each of the four spotlight improvements, and a fifth for those grouped as other improvements. The site also listed the next steps, a project overview, and contact information.

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



Better walking, rolling, biking and transit connections

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

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

Building a more connected network

Lakewood station area



This project will build upon existing and planned pedestrian, bicycle and transit networks in Lakewood, to help connect people to transit and community destinations. This map shows the existing Pierce Transit Route 205 (local bus) and existing bicycle facilities around Lakewood Station.

Join us!

Wednesday, Dec. 14, 1-3 p.m.

Visit our table at Nourish Pierce County Mobile Food Bank at Clover Park Technical College, Building 5 (4600 Stillacoom Boulevard S.W.)

Thursday, Dec. 15, 9 a.m. - 12 p.m.

Visit our table next to the Lakewood Library co-op at City Hall 6000 Main Street S.W.

Saturday, Dec. 17, 12-4 p.m.

Visit our table at Springbrook Connections' Holiday Giveaway! Centerforce, 6204 Solberg Drive S.W. #C

Appendix C: Survey responses

Bridgepoint Way and 115th connections

	Count	Language
Total responses	33	32 English, 1 Spanish response

1. How do you feel about the changes proposed in the Bridgeport Way and 115th connections?

Value	Count	Percent
I am excited	25	78%
I am not sure or have no opinion	3	9%
I have concerns	4	13%
Totals	32	32

2. Which aspects of the changes do you like?

Value	Count	Percent
Crosswalk and pedestrian/bike activated signal	27	84%
Bus stop lighting	22	69%
Sidewalk and curb ramp improvements	22	69%
Sharrows for bikes to share the street with cars	20	63%
Passenger pick-up/drop-off area in cul-de-sac	19	59%
Shared use path to connect to the station	24	75%
None of the above	1	3%
Other	1	3%
Totals	136	32

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

3. Does anything about the changes concern you?

Value	Count	Percent
Loss of on-street parking	7	24%
ADA access	9	31%
Not enough protection for bicyclists	14	48%
None of the above	6	21%
Other (please specify in comment box below)	3	10%
Totals	19	30

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

4. Do you have any comments or questions about the Bridgeport Way and 115th connections?

There were 13 responses to this question.

- Yes! WE NEED A RESTROOM!!
- DO NOT USE SHARROWS. Sharrows are not infrastructure. I've lived on bridgeport with sharrows for 2 years. I have seen a total of ONE bicycle ride in the street with painted sharrows. Every other bicycle I've seen has been on the sidewalk. People inherently understand that riding their bicycle in the street with cars is stupid and dangerous. Painting sharrows in the street does not make cars un-dangerous to bicycles. Stop marking the street "bike lane" and put in actual separated bicycle infrastructure, please. Whoever invented sharrows needs to have their credentials suspended. In excited to see the improvements the neighborhood will greatly appreciate these improvements and utilize them to the fullest im sure!
- Share the road is a myth. When you're behind a bicycle in traffic the bicycle owns the road. Period. You can paint a line but that's all it is. A painted line on motorway. Create separate curbed bicycle paths by making sidewalks wider and paint the bicycle line on that. Stationed in Germany for 9 years, that's what they did and it worked. OBW their entire country is only about twice the size of WA. If it can be done there successfully then it can be done here.
- Not enough traffic to justify needing a shared path.
- Some of the improvements that have been installed for ADA (eg the yellow bumpy sidewalk markers) were not installed correctly and need to be improved. Will the project be utilizing the same vendor/installer? It's a waste of money to go back and fix these improvements not more than six months after completion.
- The path to the station from this side will be really helpful for anyone getting to the station from Bridgeport or other neighborhoods to the north
- Why no pedestrian/bike crossing at grade? Walk to the pedestrian bridge seems kind of inconvenient.
- Do not like the safety aspects of Sharrows for bikes to share the street with cars
- Aa
- direct access to St Clare Hospital from Lakewood station would be beneficial for hundreds of employees.
- It seems silly to do a lot of pedestrian improvements when there's no high density housing nearby. But a crosswalk at Bridgework would surely allow a few more people to walk safely.

- Have trains run 7 days a week !
- The so-called Sharrows for bikes go against State law

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

Value	Count	Percent
Lakewood Station	19	68%
My home	9	32%
My work	8	29%
Local businesses	10	36%
Parks	5	18%
School	5	18%
None of these	8	26%
Other (please specify):	3	11%
Totals*	38	28

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

Other responses

- Downtown Seattle
- Shopping via my bicycle. Not it's [too] dangerous.
- Aa

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

Value	Count	Percent
Live nearby	11	33%
Work nearby	3	9%
Go to school nearby	3	9%
Go to appointments or businesses	14	42%

Visit nearby parks or community destinations	9	27%
Walk	7	21%
Roll (use a wheelchair or other assistive mobility device, skate or ride a scooter)	4	12.1%
Bike	9	27%
Drive	19	58%
Take transit	12	36%
None of these	5	15%
Totals*	96	33

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

47th Avenue S.W. connections

	Count	Language
Total responses	15	All English

1. How do you feel about the changes proposed in the 47th Avenue S.W. connections?

Value	Count	Percent
I am excited	10	71%
I am not sure or have no opinion	1	7%
I have concerns	3	21%
Totals	14	14

2. Which aspects of the changes do you like?

Value	Count	Percent
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Reconfigured sidewalk on bridge	13	100%
Southbound bike lane north of the bridge	9	69%
Westside sidewalks	10	77%
Sharrows for bikes to share the street with cars	6	46%
Totals	38	13

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

3. Does anything about the changes concern you?

Value	Count	Percent
Not enough protection for bicyclists	6	40%
ADA access	5	33%
None of the above	4	27%
Other (please specify in comment box below)	2	13%
Total	17	15

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

4. Do you have any comments or questions about the 47th Avenue connections?

A total of seven people responded.

- Same comments. Don't use sharrows. Sharrows are not infrastructure
- A safe north-south connection over I-5 is super important for connecting Springbrook to the station and other destinations along Pacific Highway. Please make the best sidewalk across the bridge you can.
- Sharrows are not really good...
- This is really the best we can do? Sharrows are completely useless. Provide protected ped crossing north of the bridge but south of the car dealership so peds can access either side of the street with a narrow roadway cross section (before the turn lanes phase-in).
- Drivers do not understand sharrow rules and this Sharrows for bikes to share the street with cars are less safe than bike lanes or winders charted use sidewalks.
- I have a comment. When 123rd ST SW was completed our neighborhood saw increased crime, homelessness and a huge increase of garbage dumping. Also, knowing this is a flood plain there was no drainage put in at 123rd ST SW so the street floods with several feet of standing water for weeks at a time during the rainy season. Making it impassable. How will the city mitigate the bridge being closed on

47th Ave for any length of time and an impassable 123rd ST? Also, will there be another jump in garbage dumping, crime, homeless camps with your "improvements"?

- Who the heck does this serve? Do people park at Lakewood Ford to go to Seattle? This will give the impression y'all waste money, unless this is specifically designed to drive apartments next to I-5, in which case, I'd suggest you just say that

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

Value	Count	Percent
South Tacoma Station	8	53%
My home	4	27%
My work	0	0%
Local businesses	6	40%
Parks	7	47%
School	4	27%
None of these	4	27%
Other (please specify):	1	7%
Totals	34	15

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

Other responses

- If the roads are blocked no one is getting anywhere from this neighborhood

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

Value	Count	Percents
Live nearby	5	33%
Work nearby	1	7%
Go to school nearby	0	0%
Go to appointments or businesses	9	60%

Visit nearby parks or community destinations	7	47%
Walk	6	40%
Roll	3	20%
Bike	1	7%
Drive	7	47%
Take transit	8	53%
None of these	2	13%
Total	49	15

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

Springbrook neighborhood connections

	Count	Language
Total responses	13	All English

1. How do you feel about the changes proposed in the Springbrook neighborhood connections?

Value	Count	Percent
I am excited	11	85%
I am not sure or have no opinion	2	15%
I have concerns	0	0%
Totals	13	13

2. Which aspects of the changes do you like?

Value	Count	Percent
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Sidewalk and curb ramp improvements (Priority 1)	13	100%
Upgraded bus stops	10	77%
Sidewalk and curb ramp improvements (Priority 2)	10	77%
Sharrows for bikes to share the street with cars (Priority 2)	6	46%
None of the above	0	0%
Other (please specify in comment box below)	0	0%
Totals	39	13

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

3. Does anything about the changes concern you?

Value	Count	Percent
ADA Access	2	18%
Not enough protection for bicyclists	5	46%
None of the above	3	27%
Other (please specify in comment box below)	3	27%
Totals	13	11

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

4. Do you have any comments or questions about the Springbrook neighborhood connections?

There were eight comments for this improvement.

- Same comments. Don't use sharrows. Sharrows are not infrastructure.
- Can't wait to see the proposed improvements they will be very well appreciated in the area and are needed for sure.
- There is a higher amount of broken glass and other dangerous items along Priority 2 that can't be readily identified due to mud, etc obscuring appearance. That is a great issue for me as I see a lot of elderly and youth using these streets to walk and play along. I'd rather sidewalks be a higher priority for this area than bus Stop lights.
- Sharrows are bad.

- Along Lincoln, there appear to be three bus stops (@ Boston, Chicago, and San Francisco), yet the route of the 206 does not go there.
- Avoid use of shadows. Motorists do not understand them.
- That neighborhood needs all the help it can get.
- Sidewalks and lighting at the bus stops will be great. I think people would probably bike on the sidewalks versus on the street.

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

Value	Count	Percent
Lakewood Station	6	46%
My home	3	23%
My work	2	15%
Local businesses	7	54%
Parks	4	31%
School	2	15%
None of these	3	23%
Other (please specify):	0	0%
Total	27	13

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

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

Value	Count	Percent
Live nearby	3	23%
Work nearby	1	8%
Go to school nearby	1	8%
Go to appointments or businesses	4	31%
Visit nearby parks or community destinations	6	46%

Walk	6	46%
Roll (use a wheelchair or other assistive mobility device, skate or ride a scooter)	2	15%
Bike	3	23%
Drive	4	38%
Take transit	6	46%
None of these	3	23%
Total	39	13

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

112th Street S.W. connections

	Count	Language
Total responses	21	All English

1. How do you feel about the changes proposed in the 112th Street S.W. connections?

Value	Count	Percent
I am excited	20	95%
I am not sure or have no opinion	1	5%
I have concerns	0	0%
Totals	21	21

2. Which aspects of the changes do you like?

Value	Count	Percent
Sidewalk and curb ramp improvements	19	91%

Bike lanes	17	81%
Planting strips	17	81%
Totals*	53	21

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

3. Does anything about the changes concern you?

Value	Count	Percent
ADA access	8	47%
Not enough protection for bicyclists	6	35%
None of the above	5	29%
Other (please specify in comment box below)	1	6%
Totals	20	17

4. Do you have any comments or questions about the 112th Street S.W. connections?

There were six responses to this question.

- Same comments. Don't use sharrows. Sharrows are not infrastructure.
- It's hard to tell if the bike lanes will be separated from traffic. The safest way to protect bikes is to maintain distance between them and traffic.
- Heavy pedestrian traffic with the school there, long over due.
- An auditory crossing at 112th and Gravelly would be extremely helpful for our visually impaired child who uses this intersection daily.
- There are stretches of this road that are dangerous to walk - I find myself in a dirt and gravel pavement that's slippery. I'm not sure what it has to do with the station, but hey, thanks for supporting my neighborhood.
- Will there be enough space for sidewalks, a planting strip, and bike lanes on this street? If it is too narrow at certain points, I think wider sidewalks would be the highest priority. But some more trees would be nice in a planting strip if possible.

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

Value	Count	Percent
Lakewood Station	9	45%

My home	11	55%
My work	3	15%
Local businesses	12	60%
Parks	8	40%
School	5	25%
None of these	3	15%
Other (please specify):	1	5%
Totals	52	21

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

Other responses

- Will be amazing for walks around the neighborhood

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

Value	Count	Percent
Live nearby	13	62%
Work nearby	0	0%
Go to school nearby	4	19%
Go to appointments or businesses	10	47%
Visit nearby parks or community destinations	8	38%
Walk	13	62%
Roll	3	14%
Bike	5	24%

Drive	13	62%
Take transit	7	33%
None of these	1	5%
Totals	77	21

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

Other improvements

	Count	Language
Total responses	16	All English

Station accessibility and safety

Value	Count	Percent
I am excited	12	92%
I am not sure or have no opinion	0	0%
I have concerns	1	8%
Totals	13	13

Station area improvements

Value	Count	Percent
I am excited	9	75%
I am not sure or have no opinion	2	17%
I have concerns	1	8%
Totals	12	12

Route 206 bus stop at the station

Value	Count	Percent
I am excited	11	100%
I am not sure or have no opinion	0	0%
I have concerns	0	0%
Totals	11	11

Kendrick Street S.W. connections

Value	Count	Percent
I am excited	9	69%
I am not sure or have no opinion	3	23%
I have concerns	1	8%
Totals	13	13

Clover Creek Drive S.W. connections

Value	Count	Percent
I am excited	9	75%
I am not sure or have no opinion	3	25%
I have concerns	0	0%
Totals	12	12

Clover Park High School connection

Value	Count	Percent
I am excited	10	77%

I am not sure or have no opinion	2	15%
I have concerns	1	8%
Totals	13	13

Davisson Road S.W. connections

Value	Count	Percent
I am excited	9	75%
I am not sure or have no opinion	2	17%
I have concerns	1	8%
Totals	12	12

Surface parking

Value	Count	Percent
I am excited	5	42%
I am not sure or have no opinion	3	25%
I have concerns	4	33%
Totals	12	12

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

Value	Count	Percent
Station accessibility and safety	3	27%
Station area improvements	2	18%
Route 206 bus stop at the station	4	36%

Kendrick Street S.W. connections	2	18%
Clover Creek Drive S.W. connections	3	27%
Clover Park High School connection	1	9%
Davisson Road S.W. connections	4	36%
Surface parking	3	27%
Totals	22	11

Station accessibility and safety

There were two responses to the proposed changes.

- I am excited for mobility and disability access to increase. I want to encourage parking for bicycles/motorized scooters.
- I'm sad because it's fun to tease you people on Twitter about not having loudspeakers in Lakewood. The dynamic speaker was invented in 1925 so probably about time it rolls into Lakewood.

Station area improvements

There was one response to the proposed changes.

- 115th St SW and Bridgeport Way SW: This plan highlights this area as a spot for improvement, but doesn't specify the improvements made to 115th. I would like to see a pedestrian crossing option on Bridgeport at that intersection and a footpath/bike bath that would allow people to get to the train station on foot/bike/motorized scooter, etc. As it stands now the people living in that area and in the Tyee Park area would either have to go up to 112th or down to Pacific Highway to access the station. This path would greatly improve accessibility to those residents.

Route 206 bus stop at the station

There were three responses to the proposed changes.

- Hello. I take the bus from the Woodbrook neighborhood. I think it is great that the 206 will get riders closer to the Lakewood station (LS) after the improvements. I worry that if it will be accessing LS from Pacific Avenue it will be adding more travel time to the overall route than is necessary. For example, when it is traveling towards Madigan, accessing LS from Pacific will add three left turns (two at a major intersection) to the route. This is less of an issue when traveling toward Lakewood Town Center since the bus will be making a right at those two intersections which will cause less of a delay. Is there a better drop off location for the 206 to get riders closer to the Lakewood Station? For example, it appears that 115th street is going to be improved. Maybe the 206 could drop riders off at the end of 115th, which would get them much closer to the Lakewood station but not add nearly as much time to the overall 206 route verses accessing from Pacific? In addition, if the 206 dropped people off at the end of 115th, this may make it so it is not necessary to spend the money to do the improvements to by modifying the turn radius from Pacific Hwy. S.W. (southbound) to Bridgeport Way. Thank you for your consideration.
- I am extremely excited for this. As many bus routes as reasonably possible should be coming out of the Lakewood Station or at least making stops there. People from all over the Lakewood should be able to access the train station by bus without making multiple transfers along the way.
- seems like a no-brainer for better connection between local + regional transit routes

Kendrick Street S.W. connections

There was one comment in response to the proposed changes.

- Sidewalks and lighting sound great but there are concerns about how much land that will be used to put in these, Improvements. Some recent Lakewood development plans show taking of large parcels of established yards, fences, carports, bushes, trees, etc. established back in the 1950's that have been maintained by the homeowners. It wasn't until recently that the City would have anything to do with these areas. Some of these plans show taking of parking and literally going only a couple feet away from homeowner's windows after taking of their yard which is now being redeemed as City land. This extreme amount of taken back land will devalue these properties, not add to their use and value. Will these improvements remove access to driveways? There are several elderly, disabled, low income Residents / small apartment folks living on the section of Street. If improvements are this close to their homes how will they be safe from the crime elements in the area? Plus, Kendrick ST SW is not the best direct access road or it wouldn't dead end at the elementary school. There is Bridgeport and Lakeview Ave to 111th/112th. Also, coming from the Bus/Train station taking a left onto 111th then a right onto 47th Ave goes ½ mile all the way to 100th. This would make much more sense for through traffic. 47th has much more space without really intruding onto anyone's homes for large improvements. So, it would make sense to improve this little stretch of Kendrick last and when improved do so with some basic sidewalk improvements only without taking all the land, established fences, carports, driveways, bushes, trees, etc. Basically the Homeowner's and Residence on this section of Kendrick St SW are looking for some love back for their family's long term maintenance of these areas that once the City ignored. We are hoping for some care into our concerns which so far have been ignored and/or been placated by officials. When the time comes I would be more than happy to walk anyone through this area to show the logic and concern we have. Thank you for your time [name redacted]

Clover Creek Drive S.W. connections

There were two comments in response to the proposed changes.

- Please consider unsafe speeding of traffic driving through the Nyanza Park neighborhood. During construction of gravelly lake drive the neighborhood saw a big increase in irresponsible/wreckless speeding and driving down both clover creek and nyanza park. The neighborhood has no sidewalks, and no deterrents for speeding such as speed bumps.
- Improvements are greatly needed for pedestrian, particularly ADA, crossing of tracks

Clover Park High School connection

No comments received.

Davisson Road S.W. connections

There were three comments in response to the proposed changes.

- My Concerns are: A) Loss of street parking in front of my residence on Davisson Rd. We often have several guests and/or our kids over, we would hate to lose the additional parking that street parking offers. B) Traffic control measures at Davisson and 111th St: There should be a roundabout (preferred), or a 4 way stop at that intersection, 111th is too busy, especially during morning and evening commute times, particularly when school is in session, for a 2 way stop to be adequate. Check plat maps for roundabout area, the residence on the corner of Davisson and 111th has a fence line that encroaches on city property. C) For several years, we have ran into issues with both the City and the Post Office in regards to moving our mailbox in front of our house. With this change we would like to see our mailbox in front of our house, on our side of the street. D) Bike lanes: The bike lanes should be actual bike lines, not just the share the road sign and a painted picture of a bike. Allowing cyclists their own lanes improves both safety and traffic concerns. This is true for everywhere in the city where bike lanes exist or plan to exist. E) The road's topography is uneven. When travelling between 108th and 111th on Davisson the road has several spots where it dips down then comes back up. A smoothing out of the road would be very helpful. F) Drainage of rain water: Our driveway used to flood when water would drain into it from the roadway, due to some old piping that hadn't been removed. This situation has been remedied, but we would hate to have our driveway flooding again, so proper drainage on both sides of the road is a must.

- I would hope that improvements are for both sides of Davisson Road as so many kids and adults use both sides of the road. For years we have worried about people getting hit because of no walks and traffic speed on this road. Really looking forward to this phase of the improvements.
- sidewalks would be great

Surface parking

There were three comments in response to the proposed changes.

- Limit surface parking as much as possible. Any alternative is better. Parking garage, underground parking, better transportation, anything but more parking lots.
- Would be nice to have less parking.
- We can't just keep building parking. More important to prioritize helping people connect to the station in other ways (local bus, walking, biking)