

Lakewood Station Access Improvements

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

[Give us your input by Oct. 12! >>](#)

Welcome

Sound Transit is partnering with the City of Lakewood to make upgrades to streets around the Lakewood Station area. This would help more people walk, roll, bike and take transit to the station and other nearby community destinations. Whether you catch the train or bus at Lakewood Station, or live or work in the area, the upgrades will make navigating these areas safer and more accessible for everyone.

In fall of 2022, we released a set of potential street and sidewalk improvements. We expect to build most of the improvements, but the costs of design and construction may require Sound Transit to prioritize certain improvements over others. Read on and learn more, then give us your opinion on which improvements you'd like to see built!

The City of Lakewood is also conducting a review of the 2021 Station District Subarea Plan that governs land use in this part of Lakewood. [Find out more.](#)

Visit us in-person

Saturday, Sep. 23, 3-5 p.m.: Visit our table at the Springbrook Connections Community Meal, Springbrook Park, 12601 Addison St SW, Lakewood, WA.

Wednesday, Oct. 4, 4:30-7 p.m.: Visit our table at Lakewood Station, 11424 Pacific Hwy SW., Lakewood, WA.



Sounder trains and regional buses give Lakewood residents a comfortable and congestion-free travel option to Tacoma, Seattle, and other destinations in between. **We want more people to [join us on the journey!](#)**

Our priorities



Building as many improvements to Lakewood Station area as possible

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

[Give us your input!](#)

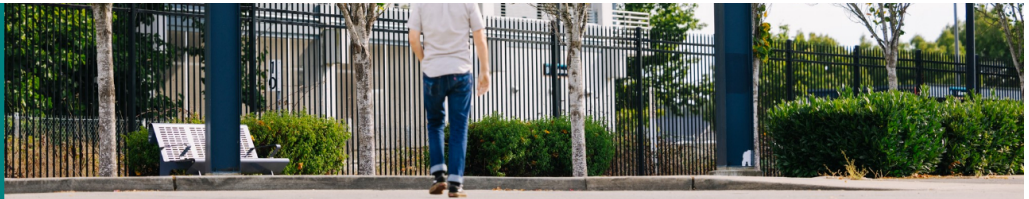
Project highlights

More direct connections to Lakewood Station from 115th and Bridgeport Way

These improvements will transform how you get to Lakewood Station from the north if you're walking, rolling, or biking.

[A new path to the station](#)





Getting across the 47th Avenue SW Bridge

An upgraded bridge would improve how you walk, bike, or roll to Lakewood Station.

[A better pedestrian crossing over I-5](#)

Coloring activity

At our summer events, youth and families showed off their coloring skills and excitement for this project. Check out some of their creations! If you weren't able to attend these events, you can also [download and print your own](#). Feel free to share your artwork with us at melanie.mayock@soundtransit.org.



A coloring sheet filled by a visitor at a neighborhood event.

More improvements

Interested in learning more about the potential improvements in the Lakewood Station area? The **Priority 1** group of projects include:

112th Street SW connections

- Improve walking, rolling and biking access on 112th Street SW by adding sidewalks, curb ramps, planting strips, and **bike lanes** improvements:
 - On the south side between Gravelly Lake Drive and Highland Street SW, to complement the City of Lakewood's planned investment on the north side.
 - On the south side between Clover Park Drive SW and 58th Avenue SW, then on both sides of the street from 58th Avenue SW to Bridgeport Way SW.
- **Environmental findings:** No significant issues have been identified.
- **Preliminary cost estimate:** \$\$\$

Springbrook neighborhood connections (Priority 1 portion)

- Provide better access, including to bus stops, for people walking, rolling and biking by:
 - Completing sidewalks and upgrading curb ramps to meet ADA standards on the following streets:
 - New York Avenue SW, including the bridge across I-5.
 - McChord Drive SW.
 - Lincoln Avenue SW.
 - Upgrading Pierce Transit Route 206 bus stops in the area with improvements such as lighting, benches and

Cost estimate guide*

\$ - \$50,000 - \$1M

\$\$ - \$1M - \$3M

\$\$\$ - \$3M - \$6M

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

trash receptacles.

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

Station accessibility and safety

- We are studying options for upgrading accessibility and safety upgrades at the station, such as:
 - Adding a public address system and installing additional tactile pavers and retrofitted curb ramps to help guide people with disabilities through the station area.
 - Adding a shelter for the ADA train boarding ramp for people with disabilities and those who use mobility devices such as wheelchairs or walkers.
 - Adding micro mobility parking (e.g., parking for electric scooters or bikes).
- **Environmental findings:** No significant issues have been identified.
- **Preliminary cost estimate:** \$

Station area improvements

- Improvements in the area around the station, including:
 - Upgrading curb ramps within a half-mile of the station.
 - Wayfinding signage that uses universal symbols to Lakewood Station and to the pickup/drop-off location on Kendrick Street SW north of the station.
 - Adding features for sight-impaired riders such as tactile strips between platform and drop-off areas and brail signage for ticketing purposes.
- **Environmental findings:** No significant issues have been identified.
- **Preliminary cost estimate:** \$\$\$

Route 206 bus stop at the station

- Allow Pierce Transit Route 206 to stop at Lakewood Station by changing the turn radius from Pacific Highway SW (southbound) to Bridgeport Way; today, the turn is too tight for buses to maneuver.
- **Environmental findings:** No significant issues have been identified.
- **Preliminary cost estimate:** \$

Kendrick Street SW connections

- Rebuilding Kendrick Street SW, from 111th Street SW to 108th Street SW, to improve access for people walking, rolling and biking to the station from the north. Consistent with the City of Lakewood's Station District Subarea Plan, the rebuilt street would include:
 - Sidewalks and curb ramps to meet ADA standard.
 - Bike lanes.
- Today, Kendrick St. SW includes gravel shoulders, which are not accessible for ADA. The sidewalks and bike lanes would tie into existing facilities on Kendrick St. SW south of 111th St. SW
- **Environmental findings:** No significant issues have been identified.
- **Preliminary cost estimate:** \$\$

Clover Creek Drive SW connections

- Improve accessibility and safety on Clover Creek Drive SW by:
 - Adding new sidewalks, curbs, signage and crossing improvements for pedestrians at the rail crossing between Hillcrest Drive SW and Pacific Hwy to connect to City of Lakewood sidewalks on the other side of the tracks.
- This crossing provides access to and from the neighborhood to the north to transit and other services along Pacific Hwy. The nearest designated crossings are half a mile to the northeast and nearly a mile to the southwest.
- **Environmental findings:** The changes would require some minor tree removal. No significant issues have been identified.
- **Preliminary cost estimate:** \$

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

[Explore our Lakewood improvements booklet](#)

Next steps

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

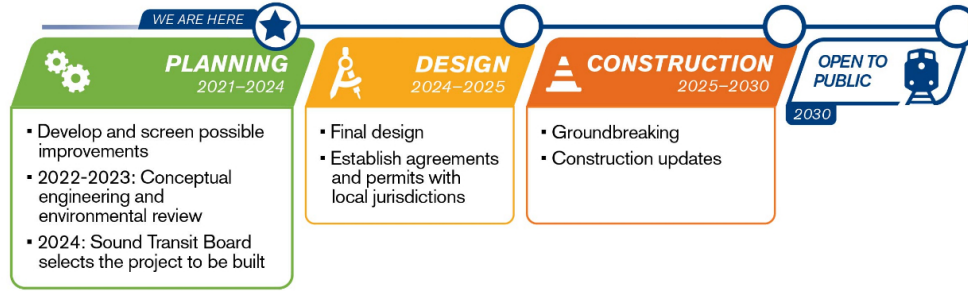
From there, Sound Transit and the City of Lakewood will confirm agreements for construction. We anticipate

What can I expect as a project neighbor?

From there, Sound Transit and the City of Lakewood will commit agreements for construction. We anticipate Lakewood will construct most of the improvements in the City's **right-of-way** with Sound Transit constructing certain elements, such as the shared use path from the 115th St. Ct. SW cul-de-sac to the station and reconfigured sidewalk on the 47th Avenue SW bridge. All improvements are set to be completed by 2030.

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

The City will work with individual property owners during the next stage of design to resolve right-of-way usage.



[Click to enlarge](#)

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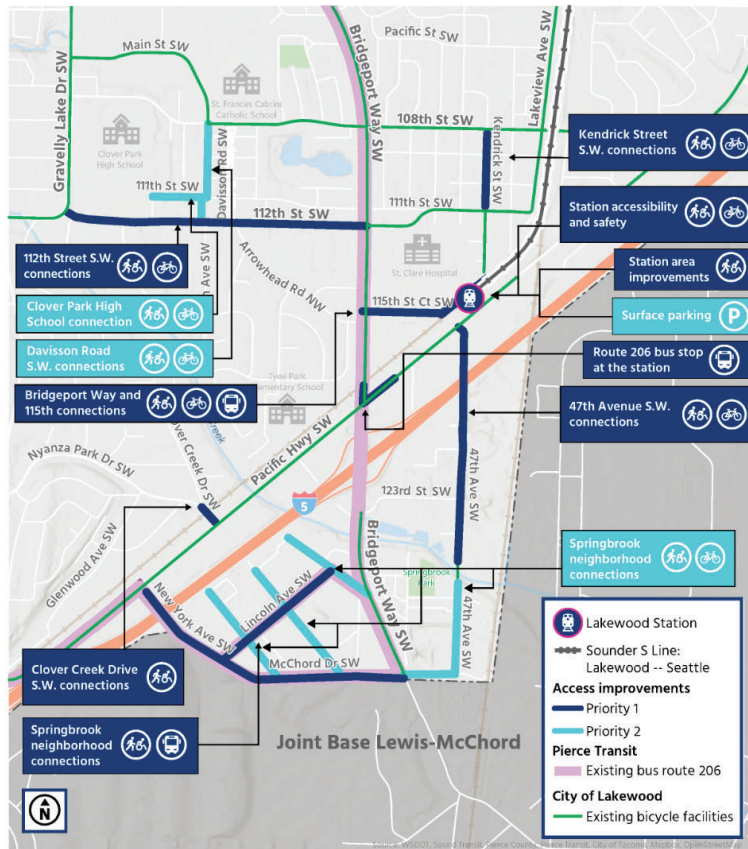
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Give us your input



Priority 1 and Priority 2 improvements include sidewalk, street and bridge upgrades, along with the addition of bike facilities and crossings. | [Click to enlarge](#)

Related stories

- [A more direct connection to the station for neighbors to the north and west](#)
- [A better pedestrian connection from Springbrook](#)

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

Fortunately, we anticipate we will have enough money to cover all the Priority 1 improvements, but we may not be able to include all Priority 2 improvements.

Below are descriptions of the four Priority 2 improvements. Read on and learn how we expect to prioritize between these four proposals, then take our brief survey to let us know what you think. We've also included a summary of any environmental findings and a preliminary cost estimate.

Priority 2 improvements

Springbrook neighborhood connections (Priority 2 portion only)

We also have several Priority 1 Springbrook improvements for sidewalks, curb ramps and bus stops - see [More improvements](#) for details.

- Add sidewalks on the following streets and bicycle improvements where mentioned:
 - Boston Avenue SW.
 - Chicago Avenue SW.
 - San Francisco Avenue SW.
 - 47th Avenue SW from 127th Street to McChord Drive SW, including sharrows (road markings for bikes to share the road with cars).
 - McChord Drive from Bridgeport Way to 47th Avenue SW, including sharrows for bikes.
- **Environmental findings:** No significant issues have been identified.
- **Preliminary cost estimate:** \$\$\$

Davisson Road S.W. connections

- Rebuild the street to include **bike lanes**, sidewalks and curb ramps on:
 - Davisson Road SW from 108th Street SW to 111th Street SW.

Cost estimate guide*

- \$ - \$50,000 - \$1M
- \$\$ - \$1M - \$3M
- \$\$\$ - \$3M - \$6M

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- Highland Street SW from 111th Street SW to 112th Street SW.

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

Clover Park High School connection

- Rebuild 111th Street SW next to Clover Park High School to include bike lanes, sidewalks and curb ramps from 60th Avenue SW to Highland Street SW.
- **Environmental findings:** No significant issues have been identified.
- **Preliminary cost estimate:** \$\$

Surface parking

- Add surface parking northeast of the station on Sound Transit property. Up to 80 parking spaces could be provided, with electric vehicle charging units at 10 percent of the stalls.
- **Environmental findings:** The proposed surface parking lot location contains several Oregon white oak trees (also known as Garry oak trees). These are considered significant trees by the City of Lakewood. If we were to move forward with building parking in this location and remove these trees, we would follow City requirements for replacing them. The changes would require some additional tree and vegetation removal as well as a minor increase in traffic. No significant issues have been identified.
- **Preliminary cost estimate:** \$\$\$

Parking at Lakewood Station

The Sound Transit 2 Plan (approved by voters in 2008) envisioned adding new parking stalls at Lakewood Station, to meet expected demand. While the current 600-stall parking garage was nearly filled to capacity most weekdays in 2019, today it is only about 26% full on average, likely due to work-from-home and hybrid schedules.

Survey

1. Of the four Priority 2 improvements, we anticipate prioritizing them as follows, based on our criteria of benefiting underserved communities, addressing a major barrier to access, and being located close to Lakewood Station:

1. Springbrook neighborhood connections (Priority 2 portion)
2. Davisson Road SW connections
3. Clover Park High School connections
4. Surface parking

Do you agree or disagree with this prioritization? Why?

- Agree
- Disagree

Comments

2. Would you prefer building more parking at Lakewood Station or building more improvements for walking, biking or rolling to the station (sidewalks, bike lanes, crossing signals, etc.)?

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

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

Submit

Questions? Contact us:

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A more direct connection to the station for neighbors to the north and west



View of Bridgeport Way SW and the 115th St. Ct. SW intersection, seen from the south. We propose to add a pedestrian/bike activated signal to help people cross from the Route 206 bus stops.

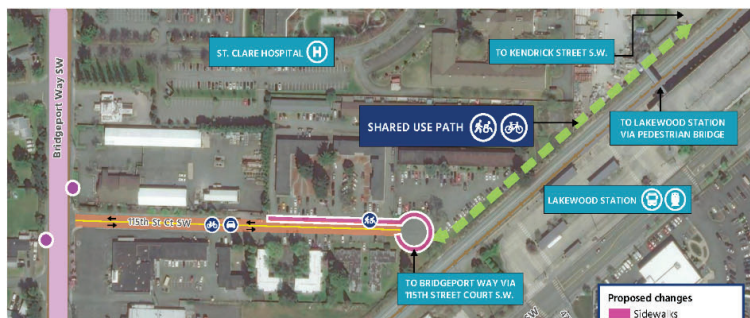
Right now, residents can reach Lakewood Station from the north via Kendrick Street or via a long route on Bridgeport Way and Pacific Highway South. The new path at the end of 115th would make this trip much faster and more convenient for people along Bridgeport Way SW.

LAKWOOD STATION



A birds-eye view of the current and proposed routes to the Lakewood Sounder station. | [Click to enlarge](#)

Zac Eskenazi, project manager for Sound Transit, says, "We're excited about the proposed Bridgeport Way and 115th connections because the connections open up a much more direct way to get to the station to take the Sounder train or buses. The new shared use path would provide a faster connection to the pedestrian bridge and the station."



Related stories

- [Share your feedback about priorities for improvements to the Lakewood Station area](#)
- [A better pedestrian connection from Springbrook](#)

Initial findings overview

Preliminary cost estimate*:
\$1M - \$3M

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

Environmental findings: The changes would require some minor tree removal. No significant issues have been identified.



The Bridgeport Way and 115th connections include a new crossing and bus stop improvements on Bridgeport Way, sidewalks, sharrow and other improvements on 115th Street Court SW. The improvement also includes a shared use path that connects walkers, bicyclists, and rollers to Lakewood Station via 115th. | [Click to enlarge](#)

We are also proposing the addition of a pedestrian/bike activated signal to help people cross Bridgeport Way at the intersection with 115th Street Court SW, where Pierce Transit Route 206 stops. Other upgrades on 115th St. Ct. SW include more sidewalks and curb ramps, sharrow, wayfinding signage and a new passenger pickup/drop-off area at the cul-de-sac at the end of 115th St. Ct. SW.

Eskenazi says, "Coupled with better wayfinding signs, these improvements could really improve access for people taking transit in the area and trying to access the station. Whether that's to take a game train to watch the Seahawks, or to commute to work, or to take a regional bus, we think this connection is super important."

After the project finishes environmental review later this year, the Sound Transit Board will select the improvements to build. If the Bridgeport Way and 115th connections are selected, Sound Transit would construct the shared use path from the 115th St. Ct. SW cul-de-sac to the station and the City of Lakewood would construct the remaining improvements.

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A better pedestrian connection from Springbrook



Current view of the 47th Ave SW bridge, seen from the north, with narrow sidewalks on each side.

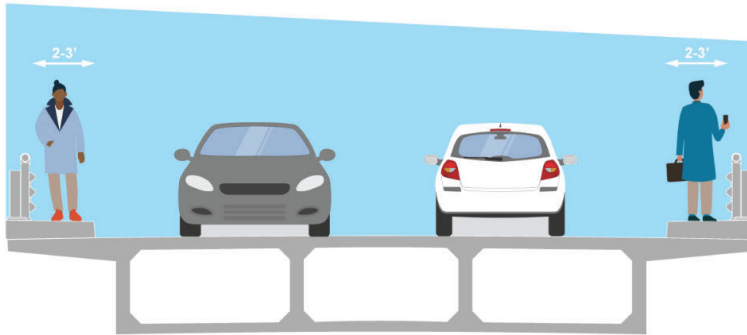
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Existing conditions

The 47th Avenue SW bridge currently has narrow sidewalks on each side of the roadway. Nearby residents have told us it feels unsafe to cross the bridge without a car.

Jesse Black, leader of the Springbrook Connections community group, says, "Improving this bridge is a top priority. I've seen parents trying to push strollers on the too-narrow sidewalk...I see this all the time."



A cross-section of the existing bridge, which depicts 2-3 foot sidewalks on each side of the bridge. | [Click to enlarge](#)

Initial findings overview

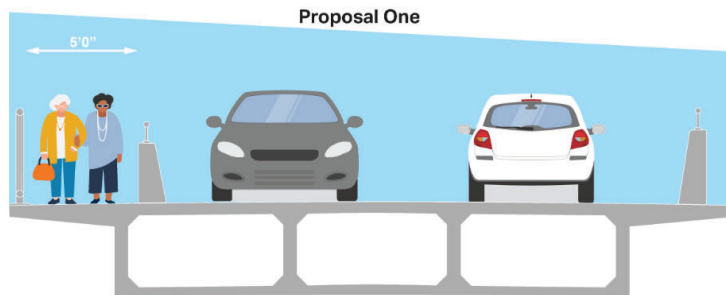
Preliminary cost estimate*:
\$1M - \$3M

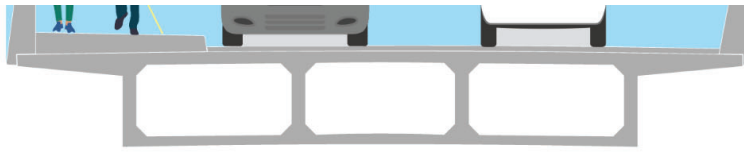
*Preliminary estimates are for construction costs based on a very early stage of design and are subject to change.

Environmental findings: No significant issues have been identified.

Proposals

We are proposing to reconfigure the 47th Avenue SW Bridge with a wider sidewalk on the west side, to make it easier to walk, bike, or roll to Lakewood Station.





Cross sections of two proposed design upgrades to the bridge. Proposal one would remove the sidewalk on one side of the bridge and widen the sidewalk on the other side of the bridge to around 5 feet. The sidewalk would be separated from the roadway by a physical barrier. Proposal two would remove the sidewalk on one side of the bridge and widen the sidewalk on the other side of the bridge to around 8 feet. There would be no physical barrier between the sidewalk and vehicle traffic. | [Click to enlarge](#)

We are also proposing new sidewalks, sharrows, and **bike lanes** along this corridor to make walking or biking to Pacific Avenue and Lakewood Station easier and broaden access to the regional transit network.

Next year the Sound Transit Board will select the improvements to be built. Melissa Flores Saxe, Development Director for Sounder South projects with Sound Transit, says, "We know that the 47th Avenue bridge upgrades are important to the community. We will be working closely with our partners at the Washington Department of Transportation to refine the design before we complete the upgrades."

All improvements are expected to be completed by 2030.

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