Participate online: Oct. 6 – Oct. 26, 2021

South Tacoma and Lakewood Stations Access Improvements

Welcome

SOUNDER
South Tacoma and Lakewood stations

Getting to regional transit should be easy. That's why Sound Transit is making investments near our South Tacoma and Lakewood stations to make Sounder train and regional bus connections more convenient for all.

Access improvements could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; improved wayfinding and signage; additional weather shelters; parking options and more.

Now we want your feedback on these potential improvements for South Tacoma Station and Lakewood Station. We'll incorporate your input into our continuing evaluation, which will then help the Sound Transit Board determine which ideas to study further through formal environmental review next year.

Join us for a virtual Q&A session -

These sessions will start with a short presentation that will be provided in English with live Spanish interpretation available.

- South Tacoma Station:
  - Monday, Oct. 18, 12 - 1 p.m.
  - Join now | Add to calendar
- Lakewood Station:
  - Wednesday, Oct. 20, 12 - 1 p.m.
  - Join now | Add to calendar

Join us in person -

We are hosting drop-in sessions to provide an overview of the project and answer questions. Come by anytime during a drop-in session to learn more, provide input and find out about next steps.

- South Tacoma Station: Tuesday, Oct. 12, 4:30 - 7 p.m.
- Lakewood Station: Thursday, Oct. 14, 4:30 - 7 p.m.
- Fresh Express Mobile Market at the Asia Pacific Cultural Center (4851 South Tacoma Way): Friday, Oct. 15, 12 - 2 p.m.

Process

We've identified potential improvements and started evaluating which ones will best improve access to South Tacoma and Lakewood stations. Improvements are targeted to be completed by 2030. Here's what we've done so far and how your input now can help us move forward.

Gather ideas -

We started by assessing current conditions and identifying gaps and potential improvements to make it easier to access stations.

We didn't do this step alone! The more than 35 ideas we started with for each station were drawn from city, county and transit agency plans, discussions with project partners, and ideas from Sounder riders and other community members during our outreach this spring.

Evaluate -

We evaluated each of the improvement ideas using criteria based on our goals. In this early analysis, we put greater emphasis on the three equitable access criteria below to determine which improvements are the most promising, but all of the criteria are important.

1. Would this improvement benefit underserved communities?
2. Does it address a major barrier to access?
3. Is it close to the station?

Learn more about our **evaluation criteria.**

Sort and group

We sorted the potential improvements into three lists based on how they meet our project goals:

1. Higher-performing: **Potential improvements**
2. Middle-performing: **Possible alternates**
3. Lower-performing: **Not proposed for further consideration**

We grouped individual higher-performing ideas into bigger groups of potential improvements based on location and what types of need they address. Our partners, such as the City of Tacoma, City of Lakewood, Pierce Transit and Metro Parks Tacoma, provided input to help us refine our lists.

Check our work

Now we want to hear from you! Review the improvements for South Tacoma and Lakewood and fill out the South Tacoma survey and Lakewood survey.

South Tacoma Station

We created three catgories of improvements based on our evaluation: potential improvements (higher-performing), possible alternates (middle-performing), and not proposed for further consideration (lower-performing).

Sounder at South Tacoma Station

Dependable, congestion-free weekday service connecting South Tacoma to Seattle.

Did you know?

7 weekday morning and evening trips

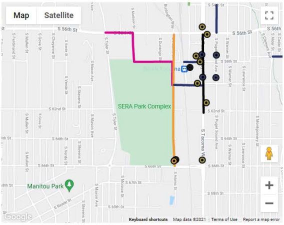
70 minutes from South Tacoma to ➔Seattle

Sounder also runs for select Seahawks games and other events.

Potential improvements (higher-performing)

These improvements address a significant barrier for underserved communities, are close to the station, and generally performed higher on the other evaluation criteria. Many are intended to fill gaps in walking or bicycling routes, and to complement the City of Tacoma's current projects.

Click the map to explore, or expand the names below for a more detailed description.



S. 56th St. bicycle pathway

Description:

Would provide a connection for bikes from S. Tyler St. to the station by:

- Widening the south sidewalk on **S. 56th St. from S. Tyler St. to S. Madison St.** to a 12-foot wide path.
- Continuing the pathway **south along the City right of way (across from S. Madison St.)** to the northern edge of SERA park.
- **Following the northern edge of SERA park and S. 58th St. to S. Adams St.**
- Turning south on **S. Adams St. to S. 60th St.**
- Connecting to **S. 60th St. to the station.**

How well does this improvement meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	High	High

S. Adams St. connections

Description:

Would improve access for bicyclists, pedestrians and transit users (Pierce Transit Route 53) by:

Completing the sidewalks on S. Adams St. on both sides of the street from S. 56th St. to S. 66th St. and **upgrading curb ramps** to meet ADA standards.

Upgrading the bus stops at S. 66th St. and S. Adams St. to include a shelter.

Providing an enhanced crossing at the intersection of S. 66th St. and S. Adams St. for pedestrians and bicyclists

How well do these improvements meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	High	High

Station area improvements

Description:

Would include station accessiblity improvements for people with disabilities and non-English speakers and other station upgrades, including:

Improving wayfinding, adding a public address (PA) system, and installing tactile pavement.

Improving pedestrian safety at the railroad crossing between the station and nearby parking lot with the addition of a crossing bar and other changes.

Adding a shelter for the ADA train boarding ramp for people with disabilites or mobility devices, such as wheelchairs or walkers. This also includes **making curb ramp retrofits**.

Adding micromobility parking (e.g., parking for electric scooters or bikes).

How well do these improvements meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	High	High

S. 58th St. and S. 60th St. connections

Description:

Would add pedestrian and bike connections east of the station along S. 58th St. and S. 60th St., and bike lanes on S. Puget Sound Ave.

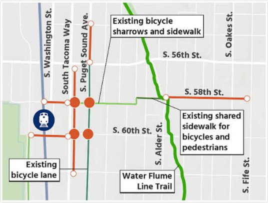
To complement the City of Tacoma investments **on S. 58th St. Sound Transit's improvements would include:**

- Making sidewalk, curb ramp, and bike boulevard improvements from S. Alder St. to S. Fife St.
- Including bike/pedestrian priority at the signal on S. Tacoma Way and S. 58th St.
- Improving the sidewalk on the south side of S. 58th St. from S. Tacoma Way to the station.

S. 60th St. improvements would include:

- Adding sidewalk, curb ramp, and bike lanes on S. 60th St. from S. Adams St. to S. Tacoma Way.
- Installing a pedestrian activated light at S. 60th St., and adding curb bulb outs.

Adding bike lanes on S. Puget Sound Ave. between S. 54th St. to S. 56th St., with crossing improvements at S. 58th St. and S. 60th St.



The potential improvements on S. 58th St., S. 60th St., and S. Puget Sound Ave. would help fill in gaps and make connections to existing bicycle and pedestrian facilities in the area.

How well do these improvements meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	High	High

Bus and bus stop improvements

Description:

Would include changes to traffic signals and bus stops for riders of Pierce Transit's Route 3, including:

Adding transit signal priority on South Tacoma Way at S. 66th St., S. 58th St. and S. 56th St. for Pierce Transit's Route 3.

Relocating a bus stop and **providing a pedestrian crossing at South Tacoma Way and S. 60th St.** adjacent to the stop.

Adding shelters and lighting to bus stops near the station.

How well do these improvements meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	High	High

Bike connections

Description:

Would provide bicycle lanes and connections that complete gaps in the City's bicycle plan around the station area:

- On South Tacoma Way between S. 47th St. and S. Pine St.
- On S. Washington St. between S. 54th St. and S. 47th St.
- On Sprague Ave. between South Tacoma Way and S. 37th St., and west on S. 37th St. to S. Steele St.
- On S. Oakes St. between S. 47th St. and S. 74th St.
- On S. 35th St. between S. Pine St. and S. Sprague Ave.

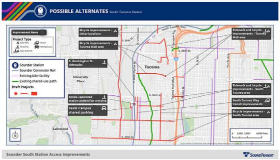
Some could have impacts to parking or vehicle lanes, which will be determined by further study.

How well do these improvements meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	Medium	Low to Medium

Possible alternates (middle-performing)

These ideas ranked in the middle during our initial evaluation and met at least one of the core criteria. Some of these may move into environmental review and conceptual engineering based on your input and other considerations.


POSSIBLE ALTERNATES South Tacoma Station
Improvement Name
Project Type
Bike Only
Ped Only
Bike and Ped
Transit
Parking/Auto
Sounder Station
Sounder Commuter Rail
Existing bike facility
Existing shared-use path
Draft Projects
Bicycle improvements - Other locations
Bicycle improvements - Tacoma Mall area
S. Washington St. sidewalks
Grade-separated station pedestrian crossing
SERA Campus shared parking
Sidewalk and bicycle improvements - Tacoma Mall area
Sidewalk and bicycle improvements - South Tacoma area
South Tacoma Way transit improvements
Bicycle improvements - South Tacoma area
Tacoma
University Place
Lakewood
South Tacoma Way
S. 38th St.
S. 56th St.
S. 74th St.
0 1,000 2,000 4,000 Feet
Sounder South Station Access Improvements
SoundTransit

Map of the possible alternates for South Tacoma Station | Click to expand

Possible alternates by improvement type, click to explore

Bicycle and pedestrian

Would add sidewalk and bicycle improvements in the following areas:

South Tacoma area

- S. 56th St. across I-5.
- S. 60th St. between S. Adams St. and S. Prospect St. (portions of this corridor would be improved as a part of other improvements, see S. 58th St. and S. 60th St. connections).

How well do these improvements meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	Medium	Low - High

Tacoma Mall area

- S. Steele St. from S. 35th St. to just south of S. 42nd St.
- S. 47th. St./Tacoma Mall Blvd intersection.
- S. 48th St. across I-5.

How well do these improvements meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	Low - Medium	Low

Bicycle-only

Would add bicycle improvements in the following areas:

South Tacoma area

- S. 66th St: Would upgrade existing bicycle lanes to cycle track or protected bike lanes between Lakewood Dr. W. and Tacoma Mall Blvd.
- S. 74th St. from Lakewood Dr. W. to S. Alaska St.
- S. Fife St from S 54th St. to S. 74th St.

How well do these improvements meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	Medium	Low - Medium

Tacoma Mall area

- S. 36th St./S. California St. from South Tacoma Way to S. Steele St.
- S. 42nd St./S. Fife St. from S. Pine St. to S. Steele St.
- S. 47th St. from S. Washington St. to the Tacoma Mall Transit Center.

How well do these improvements meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	Medium - High	Low

Other locations

- S. Pine St. connection to Water Flume Line Trail between Center St. and South Tacoma Way.
- S. Tyler St. bike corridor from S. 19th St. and S. 74th St.

How well does this improvement meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	Medium	Low - Medium

Pedestrian-only

Grade-separated station pedestrian crossing

Would include a raised crossing over the rail right-of-way between the station and the park-and-ride to the west.

How well does this improvement meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
Medium	Medium	High

S. Washington St. sidewalks

Would add sidewalks on S. Washington St. from S. 56th St to S. 58th St.

How well does this improvement meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
Medium	Medium	High

Transit

South Tacoma Way transit improvements

Would add transit improvements on South Tacoma Way from S. 56th St. to S. 66th St.

How well does this improvement meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
Medium	Low	High

Parking

SERA Campus shared parking

Would upgrade existing SERA (South End Recreation + Adventure) Campus parking to provide approximately 200 stalls for riders. This would require a shared parking agreement with Metro Parks Tacoma. Would also include an ADA pathway between the parking area and S. Adams St.

How well does this improvement meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
Low	High	High

Not proposed for further study (lower-performing)

We studied other improvements that did not address the three core criteria. Some of these would take too much of the overall project budget to implement or scored poorly on another evaluation criterion.

Not proposed (learn more) -

Pierce Transit bus re-routes

We considered improvements that would support rerouting Pierce Transit bus routes 53 and 3 directly into the South Tacoma Station. Due to substantial right-of-way and sight distance issues, these improvements are not likely to advance.

I-5 crossing improvements (two locations)

We considered improving connections across I-5 for bikes and pedestrians at S. 64th St. and S. 66th St. These improvements tend to be costly and would not serve a significant volume of station users as they are further from the station.

Connections west of the station (across SERA Campus)

We evaluated a potential bicycle and pedestrian connection across the SERA (South End Recreation + Adventure) Campus. Due to the change in elevation across the park, the trail would need to be supported by retaining walls, which would be very costly. The S. 56th St. bicycle pathway serves a similar purpose and shows more promise.

New parking structure

We evaluated converting the South Tacoma Station parking lot into a parking garage structure. This change would require a significant portion of availabile project funds.

Your input for South Tacoma Station

How important do you think each of the potential improvements (higher-performing) are for improving access to South Tacoma Station?

	Not important	Less important	Neutral or no opinion	Somewhat important	Very important
S. 56th St. bicycle pathway	○	○	○	○	○
S. Adams St. connections	○	○	○	○	○
Station area improvements	○	○	○	○	○
S. 58th St. and S. 60th St. connections	○	○	○	○	○
Bus and bus stop improvements	○	○	○	○	○
Bike connections	○	○	○	○	○

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

☐ S. 56th St. bicycle pathway
☐ S. Adams St. connections
☐ Station area improvements
☐ S. 58th St. and S. 60th St. connections
☐ Bus and bus stop improvements
☐ Bike connections
☐ No, I would not like to comment.

Do you have feedback about any of the ideas we identified as possible alternates (middle-performing)?

○ No
○ Yes

Have you ever taken Sounder from South Tacoma Station?

☐ Yes
☐ No

Would you like to answer some optional demographic questions? Including information about yourself will help Sound Transit better understand if we are engaging a population that is representative of the community.

○ Yes
○ No

Stay engaged!

Get upcoming project news and public involvement opportunities by signing up for our project email updates below.

Sign up!

Submit

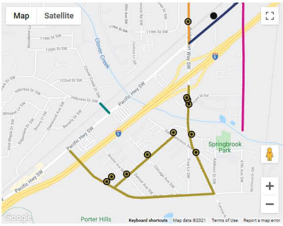
Lakewood Station

We created three catgories of improvements based on our evaluation: potential improvements (higher-performing), possible alternates (middle-performing), and not proposed for further consideration (lower-performing).

Potential improvements (higher-performing)

These improvements outlined address a significant barrier for underserved communities, are close to the station, and generally performed higher on the other evaluation criteria. Many are intended to fill gaps in walking or bicycling routes, and to complement the City of Lakewood's current projects.

Click the map to explore, or expand the names below for a more detailed description.



47th Ave. S.W. bridge and sidewalk connections

Description:

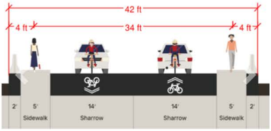
Would improve walking and bicycling facilities on 47th Ave. S.W., including on the bridge over I-5. These improvements include:

Two options for bicycle and pedestrian facilities on the bridge:

- Option 1: **Widening the bridge and increasing sidewalk width** from two to five feet on both sides of the roadway, if feasible. This option would include bike sharrows in the roadway.
- Option 2: **Reconfiguring the bridge to provide a five-foot sidewalk on the west side of the roadway** and removing the sidewalk on the east side. There wouldn't be enough space to add bike sharrows in the roadway.

North of the bridge, **adding a sidewalk** and a **bike lane (southbound) on the west side of 47th Ave. S.W.** Currently, there is only a sidewalk on the east side.

South of the bridge, **adding and improving sidewalks** on the west side of the street and **adding sharrows to 47th Ave. S.W**.



Option 1 for the 47th Ave. S.W. bridge would involve widening the bridge by eight feet, if feasible, to provide sidewalks on both sides of the road.

○ ○

How well do these improvements meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	High	High

Bridgeport Way connections via 115th St. Ct. S.W.

Description:

Would improve connections between the transit stops on Bridgeport Way S.W. and the station via 115th St. Ct. S.W. This would include:

Sounder at Lakewood Station

Dependable, congestion-free weekday service connecting Lakewood to Seattle.

Did you know?

7 weekday morning and evening trips

75 minutes from Lakewood→ Seattle

Sounder also runs for select Seahawks games and other events.

Adding lighting to the bus stops on Bridgeport Way S.W.

Improving the pedestrian crossing by **adding a crosswalk or signalized crossing on Bridgeport Way S.W. at 115th St. Ct. S.W.**

Adding a sidewalk to the north side of 115th St. Ct. S.W. This would potentially involve loss of about 20 street parking spaces.

Adding sharrows to 115th St. Ct. S.W. for bikes to share the street.

Marking a pickup/drop-off area at the end of the cul de sac on 115th St. Ct S.W. and providing a new trail connection to the north side of the station. This would also include improving fencing along the rail corridor.

How well do these improvements meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	High	High

Station area improvements

Description:

Would include station accessiblity improvements for people with disabilities and non-English speakers and other station upgrades, including:

Improving wayfinding, adding a public address (PA) system, and installing tactile pavement.

Adding a shelter for the ADA train boarding ramp for people with disabilites or mobility devices, such as wheelchairs or walkers, and **making curb ramp retrofits.**

Retrofitting the existing parking garage by **adding micromobility parking** (e.g., parking for electric scooters or bikes) and reducing maintenance needs.

How well do these improvements meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	High	High

Route 206 bus connection to the station

Description:

Would improve access to transit on Bridgeport Way to allow Pierce Transit Route 206 to access the Lakewood Station, including:

Modifying the turn radius from Pacific Hwy S.W. (southbound) to Bridgeport Way to allow Pierce Transit to reroute Route 206 to stop at Lakewood station. Today the turn is too tight for buses to maneuver.

How well do these improvements meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	High	High

Route 206 bus stops and sidewalks

Description:

Would improve pedestrian access to transit, including:

Adding sidewalks and making ADA improvements on New York Ave. S.W., McChord Drive S.W., Lincoln Ave. S.W., and Bridgeport Way S.W.

Providing lighting, benches, trash receptacles, and ADA improvements at Pierce Transit Route 206 bus stops along the corridor.

Additional study is needed to determine if a crosswalk improvement could be made on Bridgeport Way S.W. south of I-5 in the vicinity of the bus stops.

How well do these improvements meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	High	High

112th St. S.W. connections

Description:

Would include sidewalk, curb, and gutter improvements as well as planter strip and bike lane improvements on 112th St. S.W.:

- On the south of side between Gravelly Lake Dr. and Highland St. S.W.
- On both sides from Highland St. S.W. to Bridgeport Way S.W.

How well do these improvements meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	Medium	Medium

Kendrick St. S.W. connections

Description:

Would improve bike and pedestrian access to the station from the north, including:

Providing sidewalks, curb, gutter, bike lanes and lighting on Kendrick St. S.W. from 111th St. S.W. to 108th St. S.W.

Today, Kendrick St. S.W. includes gravel shoulders, which are not accessible for ADA. The sidewalks and bike lanes would tie into existing facilities on Kendrick St. S.W. south of 111th St. S.W.

How well do these improvements meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	**Medium**	**Medium**

Clover Creek Dr. connections

Description:

Would improve accessibility and safety on Clover Creek Dr. S.W. by:

Adding new sidewalks, curbs, signage and crossing arms on Clover Creek Dr. S.W. at the rail crossing between Hillcrest Drive S.W. and Pacific Hwy

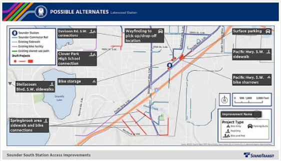
This crossing provides access to and from the neighborhood to the north to transit and other services along Pacific Hwy. The nearest designated crossings are half a mile to the northeast and nearly a mile to the southwest.

How well do these improvements meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	**Medium**	**Low**

Possible alternates (middle-performing)

These ideas ranked in the middle during our initial evaluation and met at least one of the core criteria. Some of these possible alternates may move into environmental review and conceptual engineering based on your input and other considerations.


POSSIBLE ALTERNATES Lakewood Station
Sounder Station
Sounder Commuter Rail
Existing Sidewalk
Existing bike facility
Existing shared-use path
Draft Projects
Davisson Rd. S.W. connections
Clover Park High School connection
Wayfinding to pick-up/drop-off location
Surface parking
Pacific Hwy. S.W. sidewalk
Pacific Hwy. S.W. bike sharrows
Bike storage
Steilacoom Blvd. S.W. sidewalks
Springbrook area sidewalk and bike connections
Gravelly Lake
Pacific Hwy. S.W.
Clover Creek
0 500 1,000 2,000 Feet
Improvement Name
Project Type
Bike Only
Ped Only
Bike and Ped
Parking/Auto
Sounder South Station Access Improvements
SoundTransit

Map of the possible alternates for Lakewood Station | Click to expand

Possible alternates by improvement type, click to explore

Bicycle and pedestrian

Clover Park High School connection

Would add bicycle lanes, sidewalks and ADA improvements on 111th St. S.W. from 60th Ave. S.W. to Highland St. S.W.

How well does this improvement meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	Medium	Low

Davisson Rd. S.W. connections

Would add bicycle lanes, sidewalks, and ADA improvements on Highland St. S.W. from 112th St. S.W. to 111th St. S.W. at Davisson Rd. S.W., and on Davisson Rd. S.W. from 111th St. S.W. to 108th St. S.W.

How well does this improvement meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	Medium	Low

Springbrook area connections

Would add sidewalks on the following streets located in the Springbrook neighborhood and bicycle improvements where mentioned:

- Boston Ave. S.W.
- Chicago Ave. S.W.
- San Francisco Ave. S.W.
- 47th Ave. S.W. from 127th St. to McChord Dr. S.W., including shared lane markings for bikes.
- McChord Dr. from Bridgeport Way to 47th Ave. S.W., including shared lane markings for bikes.

How well does this improvement meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	Medium	Low

Bicycle-only

Bike storage

Would include installing bicycle lockers at the pickup/drop-off location on Kendrick St. S.W., north of the Lakewood Station, or inside the Lakewood Station.

How well does this improvement meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	Low	High

Pacific Hwy bike sharrows

Would add sharrows on Pacific Hwy S.W., starting at the end of the bicycle lanes northeast of the BNSF railway and continuing to the Lakewood Station garage entrance.

How well does this improvement meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	Medium	High

Pedestrian-only

Steilacoom Blvd sidewalks

Would add sidewalks on Steilacoom Blvd S.W., from Farwest Dr. S.W. to 87th Ave. S.W.

How well does this improvement meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	Medium	Low

Pacific Hwy sidewalk

Would widen the sidewalks along Pacific Hwy S.W. under the Rail Line Trestle by narrowing vehicle lanes.

How well does this improvement meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	Medium	Medium

Wayfinding

Wayfinding to pickup/drop-off location

Would provide wayfinding signage to the pick-up/drop-off location on Kendrick St. and to Lakewood Station. The signage would be installed on streets north of the Lakewood Station.

How well does this improvement meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	Medium	High

Parking

Surface parking

Would add surface parking to the northeast lot on Sound Transit property. Up to 80 parking spaces could be provided.

How well does this improvement meet the project goals?

Benefits underserved communities	Removes a significant barrier	Within 1/2 mile of the station
High	Medium	High

Not proposed for further study (lower-performing)

We studied other improvements that did not address the three core criteria. Some of these would take too much of the overall project budget to implement or scored poorly on another criterion.

Not proposed (learn more) -

New surface parking or parking structure (multiple locations considered)

We considered surface and parking structures in three locations: two privately owned properties north and southwest of the station and the Sound Transit owned property northeast of the station. A surface lot on the Sound Transit owned property northeast of the station is being considered as a possible alternate. All of the remaining options would require a significant portion of the available funds, making it difficult to provide substantial improvements for other modes of travel and undeserved communities.

Gravelly Lake Dr. connections

We considered pedestrian improvements along Gravelly Lake Dr., however, due to the distance between the improvement and the station, it would not provide a significant benefit to regular station users.

47th Ave. S.W. pedestrian/bicycle bridge

We considered building a new 47th Ave. S.W. pedestrian/bicycle bridge across I-5. This improvement would require a significant portion of the available funds, making it difficult to provide substantial improvements for other modes of travel and undeserved communities.

Your input for Lakewood Station

How important do you think each of the potential improvements (higher-performing) are for improving access to Lakewood Station?

	Not important	Less important	Neutral or no opinion	Somewhat important	Very important
47th Ave. S.W. bridge and sidewalk connections	○	○	○	○	○
Bridgeport Way connections via 115th St. Ct. S.W.	○	○	○	○	○
Station area improvements	○	○	○	○	○
Route 206 bus connection to the station	○	○	○	○	○
Route 206 bus stops and sidewalks	○	○	○	○	○
112th St. S.W. connections	○	○	○	○	○
Kendrick St. S.W. connections	○	○	○	○	○
Clover Creek Dr. connections	○	○	○	○	○

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

☐ 47th Ave. S.W. bridge and sidewalk connections
☐ Bridgeport Way connections via 115th St. Ct. S.W.
☐ Station area improvements
☐ Route 206 bus connection to the station
☐ Route 206 bus stops and sidewalks
☐ 112th St. S.W. connections
☐ Kendrick St. S.W. connections
☐ Clover Creek Dr. connections
☐ No, I would not like to comment.

Do you have feedback about any of the ideas we identified as possible alternates (middle-performing)?

○ No
○ Yes

Have you ever taken transit from Lakewood Station?

Stay engaged!

Get upcoming project news and public involvement opportunities by signing up for our project email updates below.

Sign up!

☐ I've taken Sounder at the station
☐ I've taken ST Express buses at the station
☐ I've taken Intercity Transit buses at the station
☐ No

Would you like to answer some optional demographic questions? Including information about yourself will help Sound Transit better understand if we are engaging a population that is representative of the community.

○ Yes
○ No

Submit

Learn more

What comes next?

We'll share what we heard from you in an outreach summary. Your input will help the Sound Transit Board identify a group of improvements to move forward into environmental review and conceptual engineering. That decision is expected to happen in the first half of 2022. Then we'll begin engineering work and environmental review of potential improvements, including public engagement.

After the conceptual design and environmental review is complete, the Board will select a list of specific improvements to be built for each station that is affordable within available funding.

All improvements are targeted to be completed by 2030.

What are the project goals?

We're evaluating potential improvements in relation to these five goal areas.

Affordability

Ensure the package of improvements is consistent with the Sound Transit Financial Plan.

Environment

Minimizing negative impacts on the natural and built environment and surrounding communities.

Access

Providing and improving connections between multiple tranportation modes, particularly for underserved communities.

Partnership

Enhancing the overall connections between the station to the surrounding neighborhood in partnership with the city and stakeholders.

Passenger experience

Enhancing the experience of passengers at the station, with an emphasis on underserved communities.

What do we mean by underserved communities?

To work toward a more equitable transportation network, Sound Transit is focusing on historically underserved communities through this project – including people of color, immigrants, people with limited English proficiency, people with low incomes, and people with disabilities.

What criteria were used in the evaluation?

We evaluated each of the potential improvements using the following criteria, which are connected to our goals. All of the criteria are important, but we put greater emphasis on the **three equitable access criteria indicated below** in our evaluation to determine which projects to identify as **potential improvements**. For example, if a potential project addresses a substantial travel barrier, but would have a negative impact to the environment or take most of the project funding to build, we categorized it as a **possible alternate** or moved it to the **not proposed for further consideration** list.

Access

- Improves connections for underserved communities

In our evaluation, we looked at the percentage of underserved communities in the area of each potential improvement. If the percentage of people of color, people with limited English proficiency, immigrants, people with low incomes, or people with disabilities was above a certain percentage unique to each group, we scored the improvement high on equity. We'll delve deeper into this topic as we refine our evaluation.

- Addresses substantial travel barrier

We examined whether there was a physical barrier preventing pedestrians, bicycles, buses or other vehicles from accessing the station, such as a sidewalk gap or a missing connection to transit.

- Located within proximity of the station

We scored improvement ideas high if they were within ½ mile of the station.

- Provides connections to community destinations, regional growth centers, housing and employment opportunities

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Environment

- Minimizes negative impacts to underserved communities (such as housing or business displacement).
- Minimizes negative impacts to the natural environment (such as impacts to wetlands, streams or other natural resources).
- Minimizes negative impacts to the built environment (such as impacts to parking or buildings).

Passenger experience

- Improves comfort for people of all abilities at the station and bus stops (such as lighting, curb ramps and seating) with an emphasis on underserved communities.
- Improves safety of the transportation network.

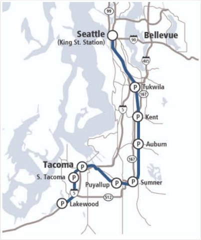
Parternship

- Consistency with existing zoning, plans and policies, as well as transit agencies' and local governments' goals.
- Supports and benefits local communities and ensures neighborhood compatibility.
- Potential to leverage funding partnerships.

Affordability

- Cost consistent with the ST 2021 Financial Plan Estimate.

About Sounder



Click to enlarge

South Tacoma and Lakewood stations are served by Sounder trains, and Lakewood Station is also served by ST Express bus service and Intercity Transit.

Sounder South trains run between Lakewood and downtown Seattle during weekday commute hours, with seven stops along the way.

A smooth, comfy, Wi-Fi enabled trip from Lakewood Station to Seattle's King Street Station takes about 75 minutes. The ride between South Tacoma and Seattle is about 70 minutes.

Lakewood to Seattle (northbound) schedule (weekdays)

Train	Lakewood	S. Tacoma	Tacoma Dome	Puyallup	Sumner	Auburn	Kent	Tukwila	Seattle
1500	4:36am	4:41am	4:50am	5:03am	5:08am	5:18am	5:25am	5:32am	5:52am
1502	5:01am	5:06am	5:15am	5:28am	5:33am	5:43am	5:50am	5:57am	6:17am
1504	5:26am	5:31am	5:40am	5:53am	5:58am	6:08am	6:15am	6:22am	6:42am
1506	5:46am	5:51am	6:00am	6:13am	6:18am	6:28am	6:35am	6:42am	7:02am
1508	6:06am	6:11am	6:20am	6:33am	6:38am	6:48am	6:55am	7:02am	7:22am
1510	6:26am	6:31am	6:40am	6:53am	6:58am	7:08am	7:15am	7:22am	7:42am
1512	6:46am	6:51am	7:00am	7:13am	7:18am	7:28am	7:35am	7:42am	8:02am
1516	:	:	7:50am	8:03am	8:08am	8:18am	8:25am	8:32am	8:52am
1520	:	:	4:06pm	4:18pm	4:23pm	4:33pm	4:40pm	4:47pm	5:07pm
1524	:	:	5:15pm	5:27pm	5:32pm	5:42pm	5:49pm	5:56pm	6:16pm

Seattle to Lakewood (southbound) schedule (weekdays)

Train	Seattle	Tukwila	Kent	Auburn	Sumner	Puyallup	Tacoma Dome	S. Tacoma	Lakewood
1503	6:35am	6:48am	6:55am	7:02am	7:12am	7:17am	7:36am	:	:
1507	2:35pm	2:48pm	2:55pm	3:02pm	3:12pm	3:17pm	3:37pm	:	:
1511	3:35pm	3:48pm	3:55pm	4:02pm	4:12pm	4:17pm	4:30pm	4:39pm	4:51pm
1513	3:55pm	4:08pm	4:15pm	4:22pm	4:32pm	4:37pm	4:57pm	:	:
1515	4:15pm	4:28pm	4:35pm	4:42pm	4:52pm	4:57pm	5:10pm	5:19pm	5:31pm
1517	4:35pm	4:48pm	4:55pm	5:02pm	5:12pm	5:17pm	5:30pm	5:39pm	5:51pm
1519	4:55pm	5:08pm	5:15pm	5:22pm	5:32pm	5:37pm	5:50pm	5:59pm	6:11pm
1521	5:20pm	5:33pm	5:40pm	5:47pm	5:57pm	6:02pm	6:15pm	6:24pm	6:36pm
1523	5:45pm	5:58pm	6:05pm	6:12pm	6:22pm	6:27pm	6:40pm	6:49pm	7:01pm
1525	6:30pm	6:43pm	6:50pm	6:57pm	7:07pm	7:12pm	7:25pm	7:34pm	7:46pm

Related links

- How to ride
- DuPont Sounder Extension
- Tacoma Dome Link Extension
- Hilltop Tacoma Link Extension
- Amtrak Cascades
- Realignment

Questions? Contact us:

Melanie Mayock
Phone: 206-689-4877
Email: melanie.mayock@soundtransit.org
Web: South Tacoma, Lakewood

Need assistance online or at an *in-person* event?

Accessibility Inquiries:
Phone: 1-800-201-4900, TTY Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.

Additional services:

General Rider Inquiries:
Phone: 1-888-889-6368, TTY Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.

Call or text Security 24/7: 206-398-5268

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