



Wednesday, April 3, 2024
6:30 PM

HOW TO ATTEND

- **In-person:** Council Chambers, Lakewood City Hall, 6000 Main St SW.
- **Virtually:** Online or by phone.
Online: <https://us06web.zoom.us/j/83938455756>.
Phone: (253) 215-8782 and enter participant ID: 819 1842 8672 and use meeting ID 839 3845 5756.
- **Livestream:** <https://YouTube.com/CityofLakewoodWA>

Persons requesting special accommodation or language interpreters should call 253-983-7767 as soon as possible in advance of the meeting so that an attempt to provide special accommodations can be made.

PUBLIC COMMENT

Public comments or testimony on public hearings are accepted by mail, email, or by in-person or virtual attendance. Mail comments to Karen Devereaux, Planning Commission Clerk, 6000 Main Street SW Lakewood, WA, 98499 or email kdevereaux@cityoflakewood.us. Comments received by noon the day of the meeting will be provided to the commission electronically.

IN-PERSON/VIRTUAL COMMENTS

Those attending in person will be called on by the Chair. Those attending via Zoom should use the “raise hand” function to indicate they wish to speak. Once the Chair calls your name, you will be unmuted. First state your name and city of residence. Each person has 3 minutes. Attendees are allowed to speak during public comment or public hearings only.

WELCOME/CALL TO ORDER

ROLL CALL

APPROVAL OF MEETING MINUTES dated March 20, 2024

AGENDA UPDATES

PUBLIC COMMENT

PUBLIC HEARING

- None

UNFINISHED BUSINESS

- None

NEW BUSINESS

- 2024 Shoreline Restoration Activities Update (Guest, Dr. Derek Faust, Vice Chair of the Chambers-Clover Creek Watershed Council (CCWC))
- Review of Preliminary Draft 2024 Comprehensive Plan Transportation Element

NEXT STEPS

REPORTS FROM CITY COUNCIL LIAISON, CITY STAFF, PLANNING COMMISSION MEMBERS

Attachments

- Staff Report: 2024 Shoreline Restoration Activities
- Staff Report: Preliminary Review of Draft 2024 Comprehensive Plan Transportation Element



Lakewood Planning Commission March 20, 2024 Meeting Minutes

WELCOME/CALL TO ORDER

Mr. Robert Estrada, Chair, called the meeting to order at 6:30 p.m.

ROLL CALL

Planning Commission Members Present Robert Estrada, Chair; Phillip Combs, Vice Chair; Mark Herr, Ellen Talbo, and Philip Lindholm.

Planning Commission Members Excused Sharon Wallace

Planning Commission Members Absent Linn Larsen

Staff Tiffany Speir, Long Range & Strategic Planning Manager; and Karen Devereaux, Administrative Assistant

Youth Council Liaison None in attendance

Council Liaison Councilmember Paul Bocchi was not present.

APPROVAL OF MINUTES

The minutes of the meeting held on March 6, 2024, were approved by voice vote 5-0 as written. M/S/C Herr/Lindholm.

AGENDA UPDATES None.

PUBLIC COMMENT None.

PUBLIC HEARING None.

UNFINISHED BUSINESS None.

NEW BUSINESS

Climate Change 101 Guest Speaker Alyssa Wilbur, ICLIE

Due to technical difficulties, Ms. Wilbur's presentation was not possible. Ms. Wilbur would provide a recording for the City in the near future.

Community Development Block Grant (CDBG) and HOME Annual Action Plan

Jeff Gumm, Lakewood Housing Programs Manager, presented the 2024 CDBG/HOME Annual Action Plan to the Commission. Mr. Gumm explained that the Plan is part of the City's FY 2024 (July 1, 2024 – June 30, 2025) CDBG and HOME funding process as required by HUD. He also reported that 2024 would be year 5 of current 5-YR 2020-2024 Consolidated Plan, and the 2025-2030 Consolidated Plan would be developed by Lakewood and Tacoma for adoption and implementation by July 1, 2025.

The five primary goals established in the 2020-2024 Consolidated Plan include, in no particular order and of equal weight:

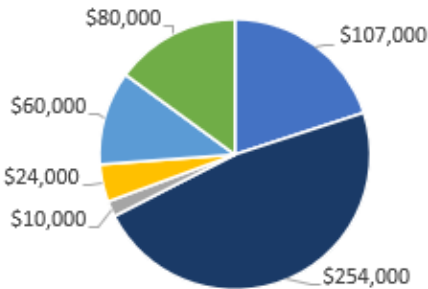
1. Stabilize existing residents;
2. Increase rental and homeownership opportunities.
3. Prevent and reduce homelessness;
4. Need for accessible, culturally competent services; and
5. Support of public infrastructure improvements.

Due to the unanticipated effects of the COVID-19 pandemic, the outcomes during the 2020-2024 Consolidated Plan were not completely consistent with the set goals, not meeting some and exceeding others:

| GOALS | Measure | # Proposed | # Actual | Percent Complete |
|---|---|------------|----------|------------------|
| 1. Stabilize existing residents | Homeowner Housing Units Rehabilitated | 50 | 24 | 48.00% |
| | Tenant-Based Rental Assistance- Persons | 50 | 415 | 824.00% |
| | Jobs Created/Retained | 5 | 38 | 760.00% |
| | Businesses Assisted | 2 | 15 | 750.00% |
| 2. Increase rental and homeownership opportunities | Homeowner Housing Added | 30 | 1 | 3.33% |
| | Rental Housing Units Rehabilitated | 64 | 64 | 100.00% |
| 3. Prevent and reduce homelessness | Public Service Activities- Persons | 80 | 160 | 200.00% |
| | Homelessness Prevention- Persons | 50 | 553 | 1106.00% |
| 4. Need for accessible, culturally competent services | Public Service Activities | 50 | 8515 | 170300.00% |
| 5. Support of public infrastructure improvements | Public Infrastructure- Persons | 25,775 | 5,345 | 20.74% |

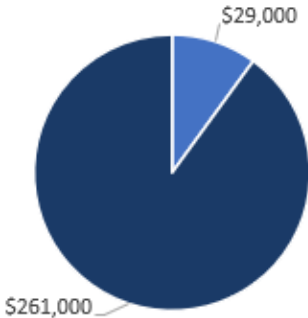
Mr. Gumm also presented the proposed Lakewood CDBG & HOME fund allocations in 2024 that would be reviewed by the City Council starting on March 25:

CDBG - \$535,000



- Administration
- Major Home Repair
- CDBG Admin of HOME Housing
- EADR
- Habitat for Humanity- Aging-In-Place Rehab.
- CDBG Emergency Payments

HOME - \$290,000



- Administration (Tacoma 10%)
- Affordable Housing Fund

REPORTS

Council Liaison Comments None.

City Staff Comments None.

NEXT MEETING The Planning Commission would next meet on April 3, 2024.

ADJOURNMENT Meeting adjourned at 7:40 p.m.

Robert Estrada, Chair

Karen Devereaux, Clerk

Chambers- Clover Creek Watershed Council & the City of Lakewood

- City of Lakewood is a charter member of the Council
- City of Lakewood boundary is entirely within the watershed
- Lakewood has many waterbodies to manage
 - Lakes- Gravelly, Steilacoom, American, Waughop, Wards, Louise, Lost, Lorrai Pond, Seeley, Carp, Boyles
 - Creeks – Clover, Chambers, Flett, Leach, Ponce de Leon, Garrison Springs
- City of Lakewood contributes \$10,000 annually to our Small Grants program (Thank you!)



Clover Creek

1. Dry creek bed

2. Paved creek bed



Clover Creek

1. Trash next to the
creek in
Springbrook
Park

2. Dry creek with
unpermitted
deck



Clover Creek

Dry creek and fish ladders →
dead fish





Steilacoom Lake

Like most waterbodies
in Lakewood → water
levels fluctuate with
groundwater level



Steilacoom Lake

Experiences toxic
algae blooms

[photos from 2021
bloom]



American Lake

Experienced toxic algae blooms

Residents are aware of the state of the shoreline and regularly patrol it

Reporting usually to the American Lake Improvement Club , which tries to address problems



Waughop Lake in Late Spring



Waughop Lake in Late Summer

Like most
waterbodies in
Lakewood → water
level fluctuates with
groundwater level





Waughop Lake

Ecology - less
wildlife & aquatic
vegetation - has
changed
following alum
treatment



Chambers-Clover Creek Watershed Council Report

City of Lakewood Shoreline Restoration 2023- 2024

- Dr. Derek Faust, Vice-Chair, CCWC
- Environmental Sciences and Technology Faculty, CPTC
- April 3, 2024



- **Mission:** To promote the protection and enhancement of the Chambers-Clover Creek Watershed
- Provides an opportunity for local agencies and citizen groups to coordinate their efforts to benefit the watershed
- Volunteer-based organization working with other organizations to:
 - Reduce environmental risks
 - Encourage enforcement of environmental policies
 - Promote environmental sustainability
 - Improve fish habitat, water quality
 - Foster a sense of stewardship among watershed residents

Major CCW

Issue –

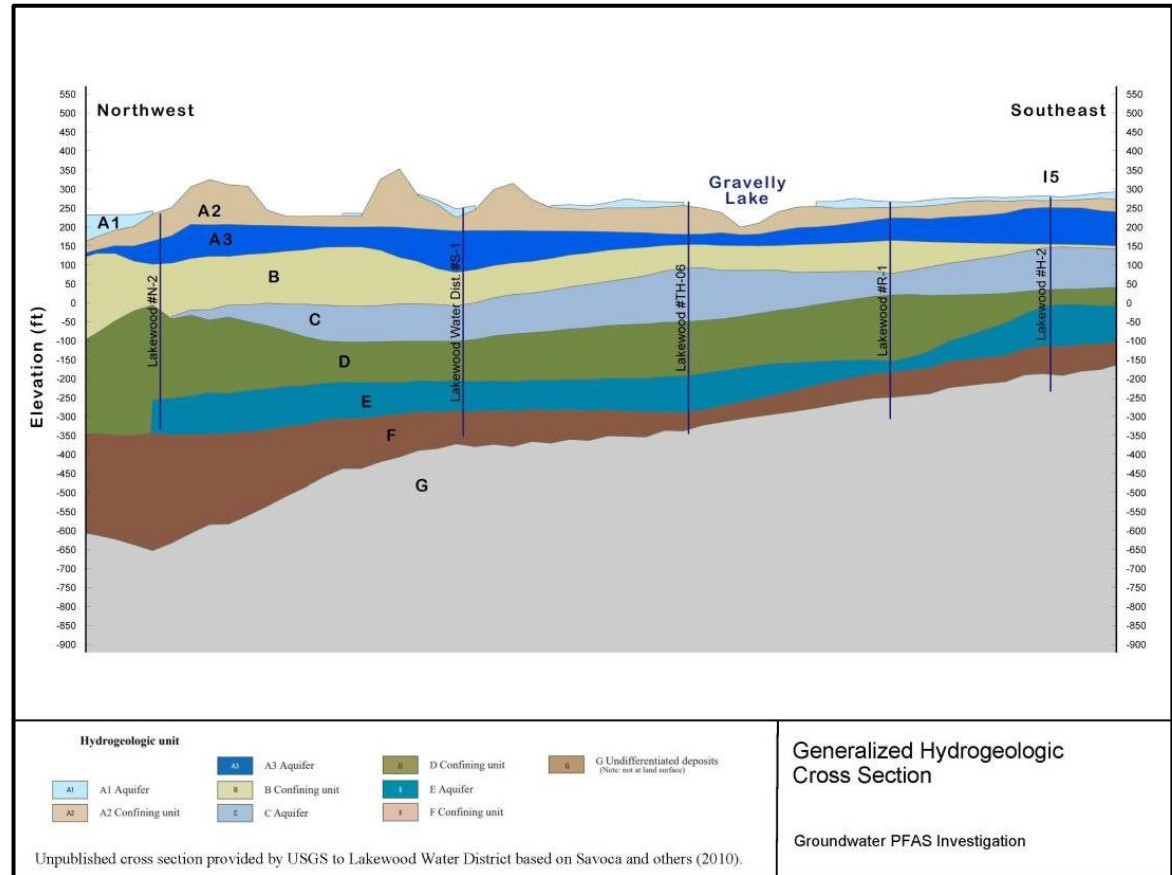
Water Quality

- Toxic algal blooms → nutrients
- PFOS
- 6-PPD quinone & other stormwater pollutants



Major CCW Issue – **Water Quantity**

- Dry Creeks
- Low Lake Levels

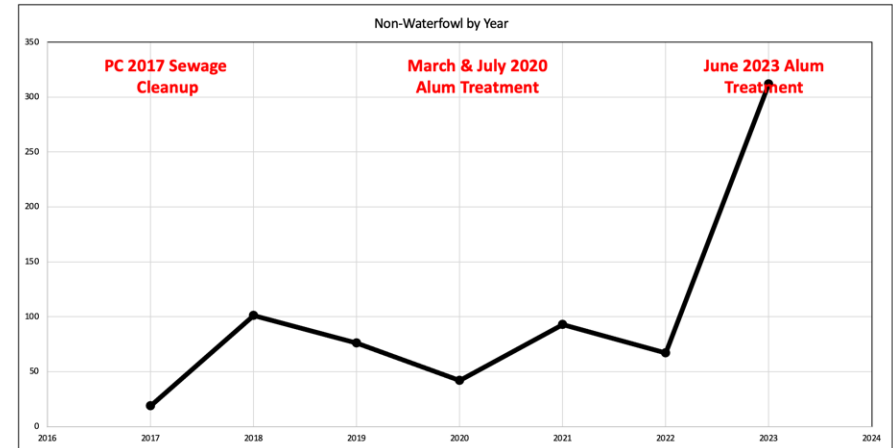
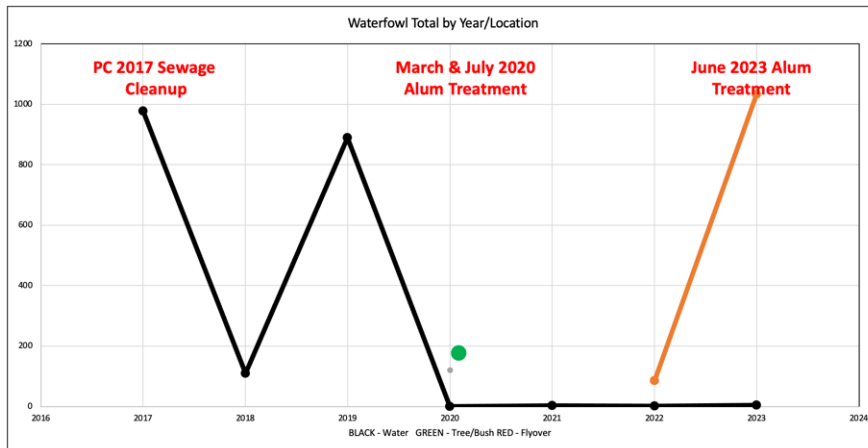


Major CCW Issue – **Water** **Quantity**

- Lakewood Water District (LWD) directly serves approximately 63,300 people (Lakewood population)
 - Also serves the entirety of the Town of Steilacoom (~6,700 people)
- LWD also provides water to other systems that have some from and some from LWD (exact allocation from each source unknown).
 - Summit Water and Supply Company (~15,000 people)
 - Spanaway Water Company (~30,000 people)
 - Firgrove Mutual Water Company (~30,000 people)
 - Washington Water Service's South Sound Water System (~40,000 people)
 - Two customers in the City of Tacoma
 - 866 customers in unincorporated Pierce County between Lakewood and Steilacoom
- LWD wholesale customers → difficult to measure how many people are served with District water compared to other water sources
 - LWD tracks how much water delivered, but not wholesale customers' total usage for their entire water system
 - Providing ~5 million gallons per day to the wholesale customers east of LWD

Major CCW Issue – Inability to Support Wildlife

- Dry creeks
- Struggling lakes
 - Waughop Lake – Tahoma Bird Alliance Christmas Bird Count
 - 2023 count observed more birds flying **over** than **in** the lake



Critical Restoration Needs in CCWC



- Photos, bird data, water quality data

Clover Park Rotary)

- Flett Wetland restoration
- Pearson Property restoration project

- Garry Oak Coalition “Habitat Enhancement in Lakewood, Partnering with Property owners

Monitor the CCWC water flow and shoreline health in Clover Creek, Ponce de Leon Creek, Flett Creek, & Lake Steilacoom

Community Support local organizations & programs

Projects

- Pierce County Conservation District Habitat Stewardship Training

Climate Change & Resilience

What is the CCWC doing?

Expand the program to a regional elementary school to raise salmonid eggs and provide buses for student transportation to release the fry into Chambers Creek

- Also supported

Support classroom programs & restoration through the Cooperative Small Grants Program, the CCWC,

providing the eggs and permit for release

- Grant for this program awarded multiple times

Flett Wetland Restoration at Clover Park Technical College



Derek Faust

Faculty Instructor – Environmental Sciences & Technology

Clover Park Technical College

Successes & Work Completed



- \$18,900 grant (with \$20,000 of match) from WA DNR Community and Urban Forestry to support this work
- Restored ~10,000 ft² of habitat
 - 7,000 ft² wetland
 - 3,000 ft² Garry oak
- Planted large variety of native trees and seeded native mixes
- Educated ~20 students in restoration techniques
- Community stewardship events
 - Over 2 years
 - Over 600 hours of volunteer time

Pearson Property Riparian Restoration Project

• Three-year restoration of approximately 10 acres on Flett Creek off Bridgeport

- Steep ravine covered with ivy and other non-native invasive species
- Pearson family:
 - Carefully created a walkway
 - Removed invasive plants
 - Covered the cliffside with sword ferns and various native shrubs and riparian plants
- Following effective riparian practices promoted by the CCWC and Pierce Conservation District



Clover Creek Flow Update

Provided by Kris Kaufman and Al Schmauder

- As much as 10 cfs (6,462,720 gal/day or 4,488 gal/min) streamflow at the gage at old 99 on Clover Creek
- All flow infiltrating before getting to Lake Steilacoom when the "A-1" aquifer is below the stream level
- When we get intense rain events, the creek will flow until the line sink function takes over
- Precipitation has been below normal the past few years
- Until the aquifer level gets high enough to make the stream a gaining (flowing) reach instead of a losing reach, the creek will go dry
- **Increasing demand for water from these aquifers affects flow**



No stream flow in main channel of Clover Creek at 136th St on 11 Jan 2023.

Our 22-23 Recommendations to City of Lakewood

| 2022-2023 Recommendation | Accomplished |
|---|--|
| Support the CCWC Small Grants program | YES – Thank You! |
| Consult with Lakewood Water District and Pierce County to use the USGS model on steps that could be taken to improve creek flow | Not yet – model not yet released, but have not heard that Lakewood is pursuing doing this |
| Continue annual review & and update, if needed, the Lakewood Shoreline Restoration Plan | Annual Review – Yes (here we are) Update – Is update needed or rather follow current plan? |
| Support staff attendance at CCWC meetings and provide updates on City activities | Occasional attendance. Would be great to have consistent attendance and receive updates |

Additional Recommendations



Follow Shoreline Restoration Plan
Component of the Shoreline Master Program
CCWC contributed to its formulation

Comprehensive Plan goals and policies relating to shoreline and other natural features → serve as foundation of the City's restoration strategy

Restoration policies

- System-wide
- Shoreline Management Act
- CCWC Action Plan



2019 Shoreline Management Plan includes:

Targets for reducing shoreline armoring

Need for homeowner education about runoff (pesticides and fertilizers)

Value of native plants

Management plans for City's lakes (water quality, aquatic vegetation management, & upland vegetation enhancement)

BUT no management of the lakes, except for Waughop Lake (Alum treatments) & American Lake and Lake Loise (homeowner driven)

Additional Recommendations



Better manage stormwater & critical areas

- e.g., retrofits, green stormwater infrastructure
- Growth Management act requires protection of critical functions and values
- Use best available science
- Conservation and protection measures to preserve or enhance salmonid & other anadromous fisheries



Collaborate with Pierce Conservation District on shoreline restoration, management, and education

- Including funding
- Engage PCD-trained citizens & PCD to work in areas needing restoration to use their training and educate the public
- Education & outreach (e.g., pamphlets, info sheets, mailers, etc.)



CCW does not exist in isolation of municipality boundaries & challenges are not limited to a city's jurisdiction → requires collaboration and communication between jurisdictions

- Successful model with Chambers Creek trail system
- Chambers Dam removal possibility



Include CCWC in plans for the Edgewater Park renovation plans that should be in alignment with the Shoreline Management Plan



Promote Water Conservation

- Could include an analysis of Lakewood Water District pumping stats



Conclusions

- **Lakewood is growing** - We recognize that the WA state government often dictates the rate of growth.
 - Best management practices must be first and foremost in planning processes.
- **The community must grasp the intricate connection between groundwater recharge, withdrawals, and repercussions on the sustainability of surface water flows in our watershed.** Extracting water from streams may diminish groundwater levels, and conversely, pumping groundwater can deplete water in streams, lakes, or wetlands.
- **Surface water pollution can lead to the deterioration of groundwater quality, while groundwater pollution can adversely impact surface water.**
- **We are not anti-development!** We encourage smart development and the use of scientifically supported management practices.
- My dad (pictured) owns a plumbing, HVAC, water pumps, water heaters, etc. business. He is also an avid outdoorsman.



Together, we can do better!



Questions???



MEMORANDUM

| | | | |
|-----------------|--|------------|------------|
| Date: | October 2, 2023 | TG: | 1.22324.00 |
| To: | Andrew Bjorn, BERK | | |
| From: | Jon Pascal, PE, Transpo Group John Lewis, Transpo Group | | |
| cc: | Tiffany Speir, City of Lakewood | | |
| Subject: | Lakewood Comprehensive Plan Update: Transportation Element Audit | | |

The Transportation Element of Lakewood's Comprehensive Plan plays a crucial role in guiding transportation development in a way that promotes sustainability, accessibility, safety, and efficiency while supporting the broader goals of a community's Comprehensive Plan. It serves as a roadmap for transportation decisions and investments. Lakewood's adopted Comprehensive¹ Plan focused on a planning horizon year of 2030. The update to the plan that is underway will assess conditions for a planning horizon year of 2044.

Purpose of the Audit

The objective of this analysis is to utilize data from readily available sources to estimate likely transportation conditions in Lakewood for the new horizon year 2044 in support of the comprehensive plan update. Additionally, it aims to determine whether further travel demand analysis is necessary and present options for moving forward to maintain the Lakewood Transportation Element in compliance with PSRC certification standards while ensuring alignment with other elements of the Comprehensive Plan.

The following approach was developed based on data that was readily available for this analysis. The main elements are:

- 1. Understand Planned Growth Dynamics.** The updated socioeconomic data contained in the Lakewood Travel Demand Model in support of the *Downtown Plan: Draft Planned Action Environmental Statement*, which was based on recent subarea plans and associated land use assumptions for Year 2035 will be compared to the adopted Comprehensive Plan (Year 2030) and Year 2044 control totals to better understand the level of additional growth that can be expected since the last plan was adopted.
- 2. Ascertain Recent Trends in Traffic Levels.** Recent traffic counts will be obtained and used to help illustrate recent trends in traffic levels on local and regional facilities. These near-term trends may provide insights into the likelihood of the longer term forecasts that are part of the adopted plan as well as the proposed plan.
- 3. Evaluate Magnitudes of Growth in Vehicle Miles Travelled.** Outputs from the travel demand models will be used to estimate the magnitude of change in vehicle travel at locations within the city where change is expected and how that growth is related to changes in land use assumptions.
- 4. Explore Analysis Approaches for the Next Phase.** Considering the analysis findings, we will delve into potential strategies for the Phase 2 analysis, aimed at facilitating the update of the Comprehensive Plan. These strategies will consider factors such as data accessibility, the extent of anticipated changes, and the required level of resources.

¹ City of Lakewood, Comprehensive Plan, July 2000, Revised August 2023

Planned Land Use Growth

The land use forecasts were reviewed and are primarily composed of the number of households and employees in a given future year. The land use information is used as inputs to the Lakewood Travel Demand Model. The travel model has data available for three different time horizons:

1. Year 2014 – The model base year. Represents when the model was last calibrated and compared to existing travel patterns and behaviors.
2. Year 2030 – The horizon year for the currently adopted comprehensive plan; and
3. Year 2035 – Option 3 of Planned Action Scenario for a subarea plan for Lakewood’s Central Business District (CBD) or “Downtown”.²

Land use totals for forecasted households and employment were summarized at the district level within the City’s boundary. The districts were identified based on areas identified as potential growth areas. These include the CBD area of Lakewood and the Transit Station Subarea, (see Figures 1 & 2). In addition, citywide control totals for households and employment to support the new comprehensive plan (Year 2044) were provided by BERK for this analysis.

Figure 1 – Lakewood Central Business District

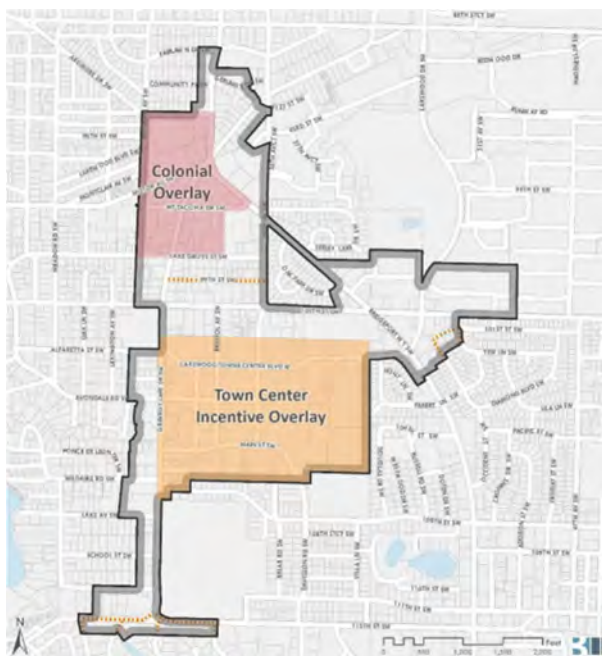


Figure 2 – Station Area Subarea



Review of Expected Growth in Households

Table 1 shows the total households assumed within the travel model for Year 2014, the 2030 Horizon Year (Adopted Comprehensive Plan), Year 2035 Planned Action Scenario, and the control totals for the 2044 Horizon Year (Updated Comprehensive Plan)³.

² https://cityoflakewood.us/wp-content/uploads/2018/06/2018-03-21_PC_Agenda-.pdf

³ District level data were not available.

Table 1. Estimated Change in Land Use: Households

| District | Year 2014 (When Comprehensive Plan last Updated) | 2030 Horizon Year (Adopted Comprehensive Plan) | 2035 – Planned Action (CBD and Station Area Plans) | 2044 Horizon Year (Updated Comprehensive Plan) |
|---------------------------|--|--|--|--|
| Central Business District | 744 | 792 | 2,688 | N/A ¹ |
| Station Area | 839 | 1,723 | 2,553 | N/A ¹ |
| Other City | 22,315 | 29,369 | 29,199 | N/A ¹ |
| Total | 23,898 | 31,884 | 34,440 | 36,377 |
| Percent Change | | 2014 to 2030 | 2030 to 2035 | 2035 to 2044 |
| Central Business District | | 6% | 239% | N/A ¹ |
| Station Area | | 105% | 48% | N/A ¹ |
| Other City | | 32% | -1% | N/A ¹ |
| Total | | 33% | 8% | 6% |

1. District Level data not available for Year 2044.

The estimated change in households as shown in Table 1 illustrates the following key findings:

- In 2014 there were a total of 23,898 households.
- The number of households is estimated to increase to 31,884 by the year 2030 (33%).
- The planned action for 2035 envisions continued growth to 34,440 households (8%).
- By the year 2044, households are estimated to increase to 36,377 (6%).

In the coming years, the Central Business District is poised for remarkable expansion in terms of households, with an anticipated threefold increase from the base year to the targeted year of 2035. Similarly, the Station Area is expected to see substantial growth in households, nearly tripling its numbers from the base year to 2035. Conversely, in the rest of the City, while there was considerable growth observed from the base year to 2030, projections for 2035 show a slight decline in the number of households. This suggests that most of the planned household growth is concentrated within the CBD and Station Area districts. As an overall trend, the total number of households across all districts is projected to continue its upward trajectory, rising from 34,440 households in 2035 to 36,377 households by 2044, marking a 6 percent increase in that period.

Review of Expected Growth in Employment

Table 2 presents forecasts for changes in employment across different districts over the same time frame as that for households above.

Table 2. Change in Land Use - Employment

| District | Year 2014 (When Comprehensive Plan last Updated) | 2030 Horizon Year (Adopted Comprehensive Plan) | 2035 – Planned Action (CBD and Station Area Plans) | 2044 Horizon Year (Updated Comprehensive Plan) |
|---------------------------|--|--|--|--|
| Central Business District | 6,973 | 8,620 | 13,498 | N/A ¹ |
| Station Area | 2,168 | 3,127 | 3,145 | N/A ¹ |
| Other City | 16,906 | 21,694 | 22,516 | N/A ¹ |
| Total | 26,047 | 33,441 | 39,159 | 39,735 |
| Percent Change | | 2014 to 2030 | 2030 to 2035 | 2035 to 2044 |
| Central Business District | | 24% | 57% | N/A ¹ |
| Station Area | | 44% | 1% | N/A ¹ |
| Other City | | 28% | 4% | N/A ¹ |
| Total | | 28% | 17% | 1% |

1. District level data not available for Year 2044.

The estimated change in employment as shown in Table 2 illustrates the following key findings:

- In the base year of 2014, there were a total of 26,047 employees.
- By the year 2030, this number increased to 33,441 employees (28%).
- The planned action for 2035 envisions continued growth to 39,159 employees (17%).
- Citywide employment is estimated to increase modestly to 39,375 from 39,159 by Year 2044 (1%).

In the coming years, the Central Business District is poised for significant employment expansion, with expectations of nearly doubling its employment numbers by 2035 compared to the base year. Similarly, the Station Area also anticipates employment growth, but at a more moderate rate when compared to the Central Business District. Additionally, employment figures in other districts within the city are on the rise, with projections estimating that the number of employees will reach 22,516 by the year 2035. Across all districts, there is an overall uptick in total employment, expected to increase slightly to 39,735 from 2035 to 2044. These developments reflect the evolving employment landscape within the city and the region.

Key Findings from Review of the Land Use Growth Projections

Anticipated growth between 2030 and 2044, the period of interest, shows a 14 percent increase in households and 18 percent in employment, with a notable concentration in the Central Business District (CBD) and Station Area. This planned growth is likely resulting in higher housing and employment density, which has the potential to encourage more sustainable transportation choices like walking, cycling, and the use of public transit. As a result, this type of land use would likely result in a smaller rate of vehicular traffic growth, and therefore place a higher emphasis on active transportation and public transit needs.

Historical Traffic Levels

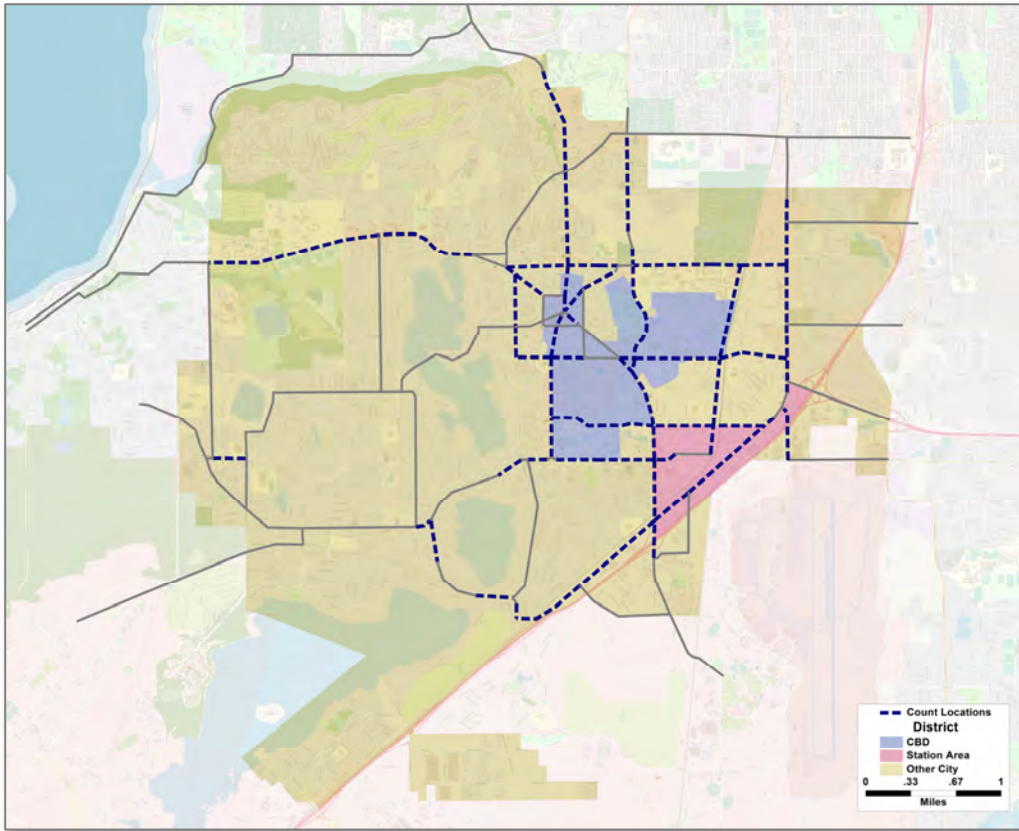
Historical traffic count data between 2013 and 2022 was obtained from the city. The data for a set of selected routes was assembled into a database and mapped using GIS. Figure 3 shows the locations where traffic counts were available and that were deemed relevant for this analysis.

To understand trends in traffic volumes, only traffic count locations that were available for multiple years were compared. There were approximately 22 locations that contained traffic count data for multiple years in common and which is summarized in Table 3. The data indicates that traffic volumes on City Streets have steadily declined between 2016 and 2022. The total traffic volume has decreased by about 5 percent when all the locations are combined together. Although, traffic count data from 2022 may have been affected by the pandemic, the decline from 2016 to 2018 indicates that traffic volumes were falling before the pandemic started.

Table 3. Traffic Count Data – Total of 22 Locations

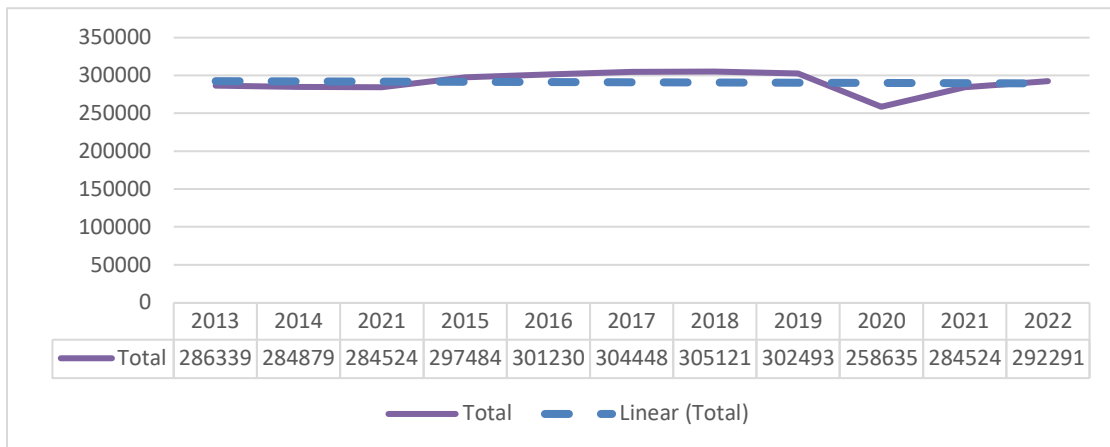
| | Year 2016 | Year 2019 | Year 2022 |
|---------------------------|-----------|-----------|-----------|
| Sum of all Traffic Volume | 345,596 | 337,107 | 328,531 |
| % Change from Year 2016 | | -2.5% | -4.9% |

Figure 3 – Count Locations



To identify trends in regional traffic levels, traffic counts on I-5 north and south of the Bridgeport Way interchange were obtained from WSDOT. The data indicates that regional traffic levels have remained mostly flat between 2013 and 2022, as shown on Figure 4.

Figure 4 – Historical Traffic Volumes on I-5 North and South of Bridgeport Way Interchange



Key Findings from Review of Historical Traffic Counts

The analysis of recent traffic patterns reveals noteworthy developments. Local roadways have experienced a decrease in traffic, while regional traffic has followed a relatively stable trajectory, as evidenced by traffic count data. These observations imply a shift in mobility choices over the past several years.

The data suggests that travelers are increasingly inclined to opt for alternative modes of transportation, such as walking, cycling, carpooling, or public transit, instead of relying solely on single occupancy vehicles. Or alternatively, that some individuals are now choosing to forgo certain types of trips altogether, possibly due to changing work arrangements, increased telecommuting, or the availability of digital alternatives. These trends in travel behavior imply that the traffic forecasts from the adopted Transportation Element (Year 2030) might be very conservative, with the rates of background traffic growth going forward being much lower than previously predicted.

Magnitude of Vehicle Miles Traveled

To determine the magnitude of change in trip growth based on land use differences and the general locations within the city where growth is expected, the forecasted vehicle miles of travel (VMT) from the travel demand model were compared. VMT is a metric used to quantify the total distance traveled by all vehicles within a specific geographic area or over a certain period of time. VMT is a critical measure in transportation and urban planning, as it provides insights into traffic patterns, congestion, environmental impacts, and overall mobility within a region. In addition, traffic volume difference plots were prepared to help visualize where traffic increases were expected to occur with the different land use assumptions.

Table 4 shows the estimated PM peak hour VMT by analysis district for each of the travel model forecasts.

Table 4. Estimated PM Peak Hour VMT by Analysis District

| District | Year 2014 (When Comprehensive Plan last Updated) | 2030 Horizon Year (Adopted Comprehensive Plan) | 2035 – Planned Action (CBD and Station Area Plans) |
|---------------------------|--|--|--|
| Central Business District | 15,263 | 20,302 | 24,976 |
| Station Area | 41,674 | 50,594 | 54,054 |
| Other City | 276,036 | 345,932 | 363,386 |
| Total | 332,974 | 416,288 | 442,417 |
| Percent Change | | 2014 to 2030 | 2030 to 2035 |
| Central Business District | | 33% | 23% |
| Station Area | | 21% | 7% |
| Other City | | 25% | 5% |
| Total | | 25% | 6% |

Change in VMT from 2014 to 2030

The table provides insights into the anticipated trends in citywide VMT during the PM peak hour from 2014 to 2030, showing an overall expected increase of approximately 25 percent. However, this change in VMT is not uniform across the city. For example:

- The CBD area is projected to experience a 33% increase in VMT from 2014 to 2030.
- In the Station Area, VMT is estimated to grow by 21% between 2014 and 2033.

- Other areas within the city are also expected to have a 25% increase in VMT.
- When considering the entire city, the overall VMT is forecasted to rise by 25%.

These findings highlight variations in VMT trends across different regions of the city over this time frame.

Change in VMT between 2030 Baseline and 2035 Planned Action

Changes in vehicular travel between 2030 and 2035 are estimated to increase by about 6 percent citywide. However, the more focused growth patterns planned as part of the proposed Planned Action scenario show a more concentrated increase in VMT in the CBD and more modest growth in the other areas of the city. Specifically:

- The change in VMT in the CBD area is estimated to be 23%.
- Station Area VMT is estimated to increase by about 7%.
- VMT in other areas of the city are estimated to increase by 5%.
- Overall VMT is estimated to increase by 6%.

These changes in VMT are generally consistent with the forecasted changes in land use described earlier.

Change in VMT between 2030 and 2044

Since there has been no model developed for Horizon Year 2044, a direct estimate of VMT was not possible. To estimate VMT from 2030 (the horizon year of the adopted plan) to 2044 (the new horizon year for the plan), an analysis was conducted to determine the correlation between changes in land use and the resulting shifts in trip generation. Table 5 provides an overview of the data utilized to determine the relationship between land use patterns and trip-making trends.

Table 5. Change in Land Use and Vehicle Miles Traveled

| | 2014 to 2030 | 2030 to 2035 | 2035 to 2044 |
|------------|--------------|--------------|------------------|
| Households | 33% | 8% | 14% |
| Employment | 28% | 17% | 19% |
| VMT | 25% | 6% | 10% ⁴ |

The table shows:

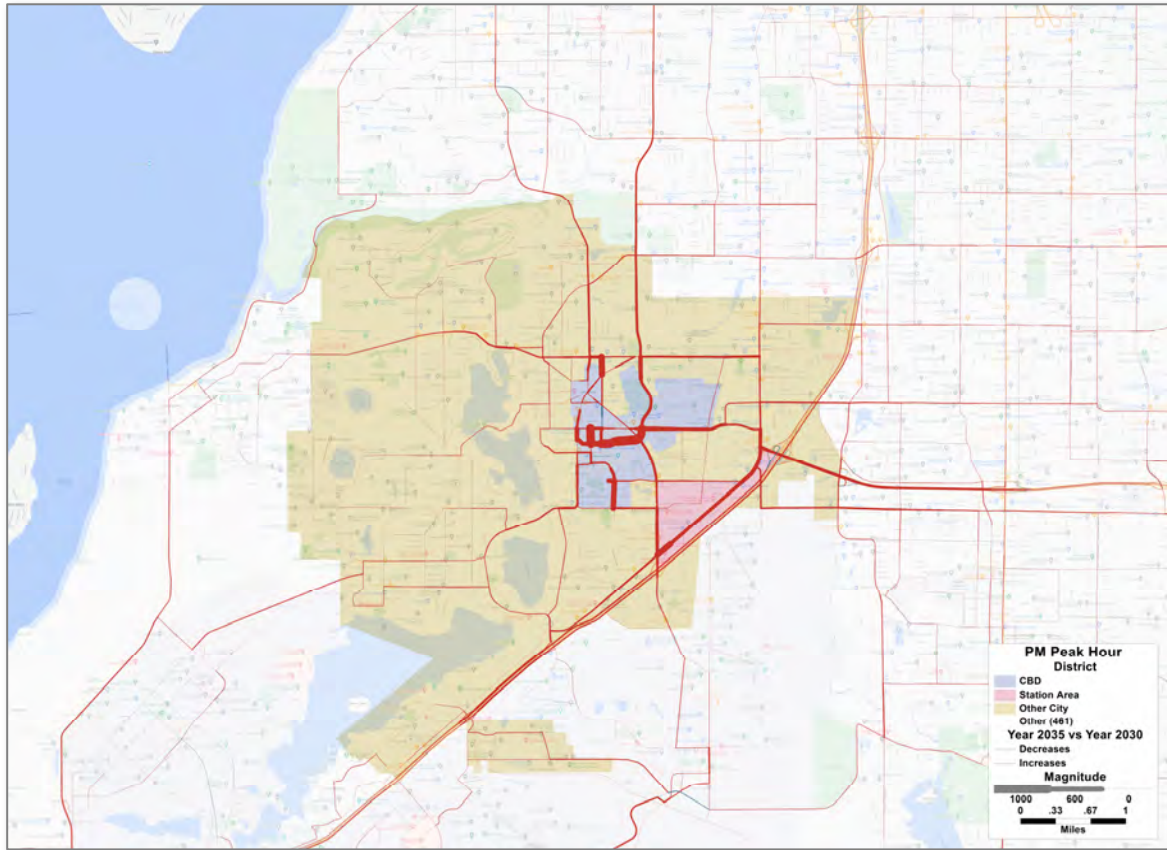
- Growth in local VMT is most closely related to the change in the number of Households.⁵
- The analysis of changes in VMT shows that for every 1% increase in households, there is about 0.75% increase in VMT.
- Using this observed relationship, the estimated increase in VMT between 2035 and 2044 is about 10%.

Figure 5 is a difference plot between the estimated traffic volumes for the 2035 Planned Action and 2030 Comprehensive Plan. The map shows where traffic volumes are estimated to increase, namely the CBD and Station Area districts. This is consistent with the concentrated increase in households and employment in those areas.

⁴ Estimated change in VMT

⁵ This is a feature of trip based models that balance trip attractions, which are primarily driven by employment, to trip productions, which are largely based on the number of households.

Figure 5 – Volume Differences: 2035 Planned Action vs 2030 Baseline – PM Peak Hour



Key Findings and Potential Next Steps

This summary provides an overview of key transportation and land-use trends in Lakewood, with a focus on traffic volumes, land use forecasts, and the magnitude of trip growth. The following conclusions and options for updating the Transportation Element are presented.

Conclusions

The analysis aimed to achieve two key objectives: first, to utilize readily available data sources in estimating the expected transportation conditions in Lakewood for the new horizon year of 2044; and second, to determine whether the prior travel analysis is sufficient to address the future transportation system needs to support the 2044 land use plan. The analysis indicates:

- Household and employment increases between 2030 and 2044 are significant, but concentrated into a few primary areas. The City's focus on concentrated household and employment growth in the CBD and Station Area districts could contribute to more sustainable transportation outcomes in the long term. This is because the city of Lakewood has intentionally directed its efforts and urban planning towards promoting the growth of households (residential areas) and employment centers (commercial and business areas) in specific districts, namely the Central Business District (CBD) and the Station Area. By concentrating growth in specific districts, the city may achieve more sustainable transportation outcomes.

- The overall estimated 10 percent increase in vehicle miles traveled estimated between the adopted plan year 2030 and the new plan year 2044, as revealed by the analysis, may be mitigated by recent traffic declines of about 5 percent on local streets in Lakewood observed between 2016 and 2022.
- The overall estimated increase in vehicle miles traveled between 2030 and 2044 are not evenly distributed throughout the city's streets.

These conclusions do not provide definitive answers to the specific impacts of the proposed elements of the 2044 plan or to the required level of effort required to update the Lakewood Transportation Element to meet PSRC certification standards and align with the Comprehensive Plan's other components. Therefore, we would suggest the consideration of three different options.

Options for Next Steps

Based on the above findings, we suggest the City consider the following three options. Depending on the feedback from the City, the scope and level of effort of each option would need to be confirmed.

1. **Limited Effort:** Policy makers could decide that the likely increase in vehicular travel of about 10 percent is not significant enough to warrant further analysis. In that case, the prior analysis that was done for the currently adopted plan could be transferred to the new plan and thus not require further evaluation of project needs.
2. **Selected Analysis:** As the growth in trips as evidenced by the increase in VMT is more concentrated in certain locations, namely the CBD, a more focused analysis could be undertaken. Difference plots like the one shown in Figure 5 could be used to identify locations that could be assessed in terms of potential network gaps leading to congestion or other forms of mobility limitations.
3. **Full Update:** Update the prior analysis and confirm project needs across the City. This would require the development of a model dataset for the proposed Year 2044 plan and the subsequent transportation needs analysis, a much larger undertaking.

12 Transportation

12.1 Introduction

Expected growth in Lakewood over the next 20 years, coupled with projected regional growth, will require Lakewood to develop creative solutions for meeting increased demands on local transportation systems. This includes several different modes of transportation in the City:

- **Vehicular traffic**, including single-occupancy vehicles (SOVs) and freight truck transportation that use the City's street network for access to destinations;
- **Transit**, including both bus and bus rapid transit (BRT) solutions that use the street network, as well as the Sound Transit commuter rail system; and
- **Active transportation** such as walking and bicycling, which can be a critical component to local accessibility and may include both facilities paired with the current street network and separate infrastructure.

This Transportation Element is the policy foundation for these solutions and provides transportation-related goals and policies for the City over the next two decades. To this end, the Element addresses topics such as:

- connections between transportation and land use;
- approaches to increase travel options for residents, workers, and visitors;
- opportunities to improve the performance of transportation facilities with respect to accessibility, sustainability, and aesthetics; and
- directions to maintain a fiscally sustainable system that can support the City into the future.

From this, the Element will be essential in providing the policy guidance to enhance mobility and accessibility for pedestrians, cyclists, transit users, and motorists in a transportation network that supports safe and diverse travel choices suitable for people of all capabilities.

The content of this Transportation Element is consistent with state law, regional and countywide policies, and other elements of the Lakewood Comprehensive Plan, and will positively contribute to the region's transportation system over time. The goals and policies included here are based on local priorities but are also coordinated with the Comprehensive Plans of University Place, Tacoma, Steilacoom, and Pierce County.

12.2 Background

12.2.1 Overview

This section provides an overview of the current state of transportation in the City of Lakewood. This material reflects technical information from the 2015 Transportation Background Report and 2024 supplements to that report. The 2015 Transportation Background Report provided information on then-existing transportation facilities, travel forecast data, transportation systems planning, levels of service, and options for implementation.

For the purposes of management of City streets, a hierarchy of street classifications is provided in Exhibit 12-1 below. This identifies all principal, minor, and collector arterials for transportation policy.

12.2.2 Policy

The goals and policies contained in the Transportation Element are informed by the City Council's 2023-2024 Strategic Plan. In this Plan, Council identified transportation projects as high priorities and adopted a Goal 2 to "provide safe, clean, well-maintained, and dependable infrastructure" with the following specific objectives:

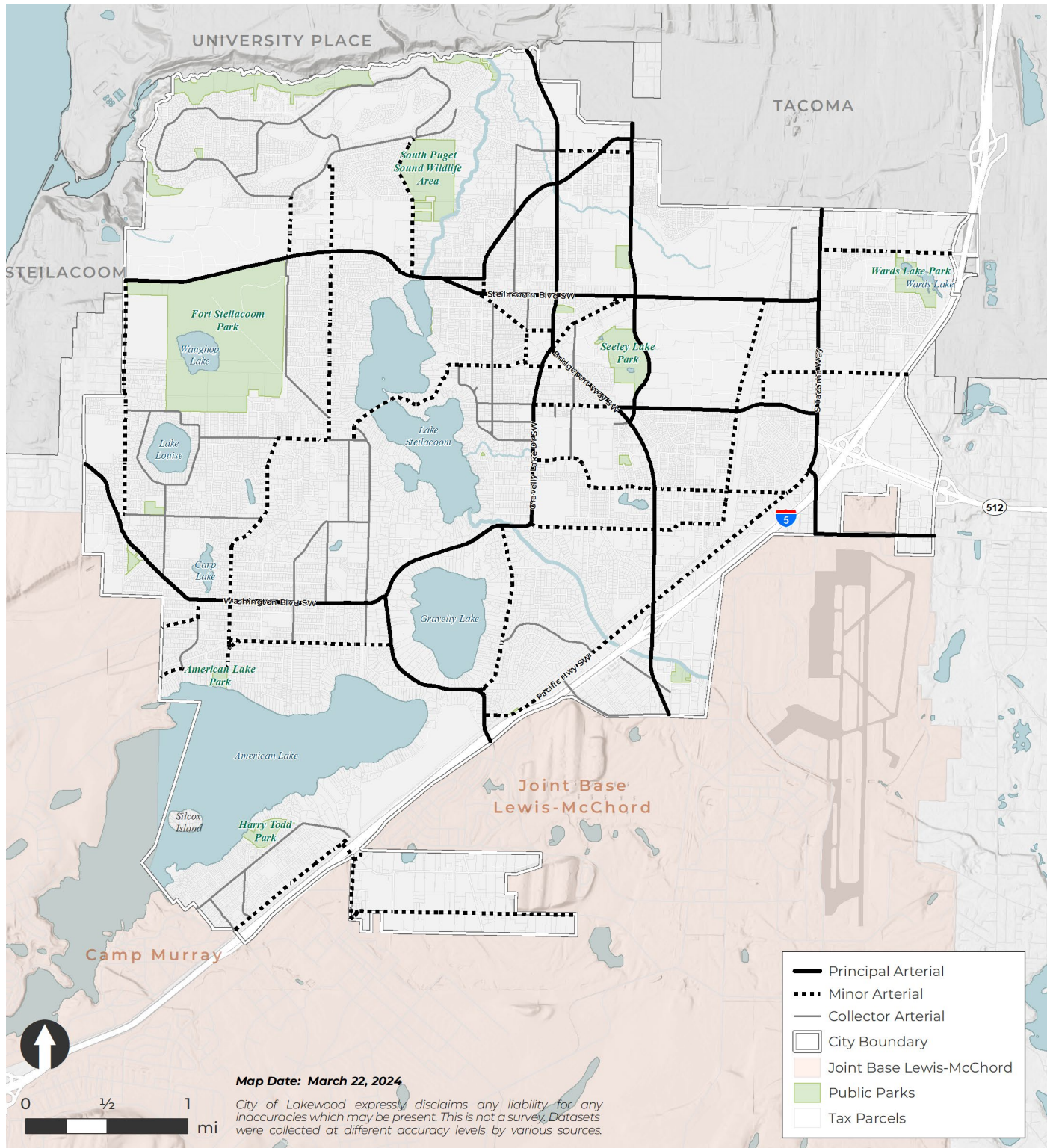
- Implement capital infrastructure projects to improve transportation, park, and utility systems;
- Invest in preventative maintenance of facilities, parks, and streets to protect City assets;
- Advance infrastructure projects that enhance the City's identity and diversity;
- Increase connectivity and accessibility.

The Council also adopted an Objective to "advocate for increased transportation and parks infrastructure funding."

To accomplish these goals, the general principles underlying this Element include:

- Promote safe, efficient, and convenient access to transportation systems for all people.
- Recognize transit, bicycling, and walking as fundamental modes of transportation of equal importance compared to driving when making transportation decisions.
- Create a transportation system that contributes to quality of life and civic identity in Lakewood.
- Reduce mobile source emissions to improve air quality.
- Integrate transportation-oriented uses and facilities with land uses in a way that supports the City's land use as well as transportation goals.
- Increase mobility options by actions to diminish dependency on SOVs.
- Focus on the movement of both people and goods.

Exhibit 12-1. Arterial Classifications, City of Lakewood.



Source: City of Lakewood, 2024.

12.2.3 Current Issues

There are several issues affecting transportation planning and implementation in Lakewood:

- **Barriers to transportation.** Natural obstacles, especially American Lake, Gravelly Lake, and Lake Steilacoom, constrict traffic flow options between the east and west halves of the City to a few arterial connections. Additionally, restricted road access with JBLM can also serve as a barrier to transportation. These constraints can limit the options for improving connectivity with different areas of the City.
- **Existing development patterns and road networks.** Before incorporation, the City street system developed from a sprawling network where a limited number of principal roadways linked to largely unconnected cul-de-sacs. This has led to a pattern of largely unconnected neighborhoods with less accessibility for through-traffic. Additionally, I-5 and SR 512 form specific primary connections with the rest of the region.
- **Active transportation modes.** There are few realistic alternatives to driving across Lakewood. While much has been done to improve nonmotorized transportation systems since incorporation, the City's incomplete bicycle and pedestrian network does not provide safe links between many commercial areas, schools, community facilities, and residential neighborhoods.
- **Transit connectivity.** Local and regional transit options are provided by Pierce Transit and Sound Transit. Inter-city and commuter transit options are expected to improve over time as commuter rail service is expanded to Tillicum and areas further south. Successful use of transit in the City may require a greater focus by the City on first-mile/last-mile connectivity between destinations and transit hubs.
- **Changes in travel patterns.** Ongoing changes in travel behavior due to workers telecommuting/working from home may change anticipated transportation demands in the City, especially with respect to commuting. Additionally, efforts to build mixed-use neighborhoods and promote programs for trip reduction may also change the expected future demands on transportation systems.

12.3 Goals and Policies

/ TR-1 Provide a balanced, multimodal transportation system that supports the safe and efficient movement of people and goods.

TR-1.1 Provide for the needs of drivers, public transportation riders, bicyclists, and pedestrians of all ages and abilities in the planning, programming, design, construction, reconstruction, operations, and maintenance of the City's transportation system.

TR-1.2 Minimize the negative impacts of transportation improvements on low-income, historically disadvantaged, and special needs populations, as well as youth and older adults.

TR-1.3 Maximize the availability of alternative transportation modes such as walking, biking, carpooling, and transit, especially for people without access to a vehicle or with special mobility needs.

/ TR-2 Ensure Lakewood's transportation system is designed for comprehensive, integrated, and safe access for all users of all ages, abilities, and transportation modes, including pedestrians, bicyclists, motorists, transit riders and operators, and truck operators.

TR-2.1 Classify all streets according to the following classification for policy and planning:

- Principal arterials;
- Minor arterials;
- Collector arterials; and
- Local access roads.

TR-2.2 Maintain the Lakewood Engineering Design Standards to provide standards for each roadway classification to guide implementation and attain the Complete Streets Objective.

TR-2.3 Allow deviations from the Lakewood Engineering Design Standards that consider context and user needs to provide flexibility and ensure that supporting goals and policies are achieved.

TR-2.4 Apply the functional classification system and transportation design standards to guide the development of new and upgraded transportation infrastructure.

TR-2.5 Design transportation facilities to fit within the context of the surrounding built or natural environments.

TR-2.6 Maintain a street light placement policy for new development and redevelopment, including pedestrian-oriented lighting in targeted areas.

TR-2.7 Develop an ADA Transition Plan compliant under federal regulations to identify and remove barriers to access for individuals with disabilities.

/ TR-3 Maximize transportation connectivity without negatively impacting residential and mixed-use neighborhoods.

- TR-3.1 Identify future street connections through undeveloped parcels and ensure that connections are made as development occurs.
- TR-3.2 Connect public streets to improve multimodal connections and reduce impacts elsewhere in the transportation network.
- TR-3.3 Require new development to plan for access to adjacent undeveloped parcels to ensure future connectivity where practical.
- TR-3.4 Accommodate pedestrian and bicycle connections where grades, rights-of-way widths, or other natural or built environment constraints have prevented street connections from being implemented.

/ TR-4 Use standardized performance measurement criteria to monitor Levels of Service (LOS) for multimodal transportation.

- TR-4.1 Monitor road performance using standardized LOS criteria from the most recent version of the Highway CapaCity Manual.
- TR-4.2 Establish thresholds for LOS and volume-to-capacity (V/C) ratios for all arterials and intersections to maintain transportation concurrency.
- TR-4.3 Maintain multimodal LOS and concurrency standards for transit, pedestrian, and bicycle facilities.
- TR-4.4 Collaborate with adjacent jurisdictions to align LOS standards where roadway centerlines serve as a jurisdictional boundary.
- TR-4.5 Manage arterial operations and improvements to maintain transit LOS standards defined by the local and regional transit providers.
- TR-4.6 Require multimodal mitigation measures in development review to address LOS impacts.
- TR-4.7 The City may allow two-way and one-way stop-controlled intersections to operate worse than identified LOS standards if a sufficient evaluation of operational and safety considerations is conducted.
- TR-4.8 Coordinate land use regulations with street and network LOS standards with traffic management strategies and encourage new development in areas where LOS standards can be maintained.

/ TR-5 Ensure safe and accessible connections to properties.

- TR-5.1 Limit street access as necessary to maintain safe and efficient operation of the existing system while allowing reasonable access for regular use.

- TR-5.2 Limit direct access onto arterials when access opportunities via another route exist.
- TR-5.3 Provide full access to parcels abutting local residential streets, except if adequate alley access exists.
- TR-5.4 Discourage abandonment of full-length alleys.
- TR-5.5 Work with adjacent jurisdictions to establish consistent access limitations to arterials and highways of regional transportation importance.
- TR-5.6 Ensure emergency responders have efficient access to public and private properties.

/ TR-6 Manage traffic to minimize its effects on neighborhoods, residents, visitors, and businesses.

- TR-6.1 Reduce the reliance on automobiles for access to neighborhoods and central business districts while accommodating their use.
- TR-6.2 Ensure smooth traffic flow and pedestrian safety by maintaining optimal traffic signal timing and synchronization along arterials and other principal transportation routes.
- TR-6.3 Conduct an analysis of existing conditions prior to any street reclassifications to substantiate the rationale for the change.
- TR-6.4 Discourage upgrades of residential streets to collector and arterial classifications except when a significant community-wide need must be addressed.
- TR-6.5 Reduce the impacts of freight routing on residential areas and other sensitive land uses.
- TR-6.6 Minimize visual and noise impacts of roadways on adjacent properties and other users.

/ TR-7 Protect the City's investment in the existing transportation network through sustainable maintenance and preservation.

- TR-7.1 Coordinate street preservation and maintenance activities to minimize expected life-cycle costs.
- TR-7.2 Develop and maintain sidewalks to ensure continuous and safe connections.
- TR-7.3 Coordinate major utility projects with scheduling for roadway maintenance and preservation to reduce neighborhood impacts and minimize costs.
- TR-7.4 Ensure sustainable sources of income are available to preserve and maintain the transportation system.

/ TR-8 Reduce traffic to meet state, regional, and City environmental and sustainability goals.

- TR-8.1 Decrease overall dependence on single-occupant vehicles for mobility.

- TR-8.2 Reduce the work-related SOV trip mode share for the Lakewood Regional Growth Center (Downtown) to 65% by 2044.
- TR-8.3 Require Transportation Demand Management (TDM) improvements serving pedestrians, bicyclists, and transit riders as impact mitigation for new development.
- TR-8.4 Reduce traffic through comprehensive commute trip reduction (CTR) programs coordinated with local employers, transit agencies, and other organizations.
- TR-8.5 Promote the benefits of local CTR and TDM strategies through targeted public awareness and education programs, especially to specific populations such as teens and college students.
- TR-8.6 Coordinate HOV-related improvements on arterials to connect high-density employment centers with transit centers, bus rapid transit, and commuter rail stations.
- TR-8.7 Expand park-and-ride capacity for commuter rail and other transit in partnership with Pierce Transit, Sound Transit, and other potential parking providers.
- TR-8.8 Minimize impacts of transportation infrastructure on the climate and natural environment.
- TR-8.9 Improve the energy efficiency and system performance of the transportation system overall.

/ TR-9 Provide safe, convenient, and inviting routes for active transportation modes such as walking and cycling to improve accessibility and healthy lifestyles.

- TR-9.1 Implement projects identified in the City's Non-Motorized Transportation Plan (NMTP) to connect high-density areas and major designations, such as employers, schools, parks, and shopping areas.
- TR-9.2 Improve bicycle and pedestrian connections for greater connectivity.
- TR-9.3 Provide safe midblock crossings for pedestrians where possible.
- TR-9.4 Require non-motorized transportation improvements such as bicycle parking/lockers and streetscape upgrades as part of new development.
- TR-9.5 Coordinate with transit providers to provide bike racks or lockers at major transit stops.
- TR-9.6 Coordinate with adjacent jurisdictions to design interconnected bike and pedestrian corridors to consistent standards.
- TR-9.7 Prioritize traffic safety improvements at high accident and/or injury locations.

/ TR-10 Maintain adequate parking that meets local needs but encourages transportation alternatives.

- TR-10.1 Provide reasonable and flexible parking standards to balance the need for sufficient parking with traffic reduction goals.

- TR-10.2 Include considerations of TDM in parking standards and planning for parking.
- TR-10.3 Allow shared parking facilities to meet parking requirements when applicable uses have different peak parking demands.
- TR-10.4 Consider the availability of transit service in parking standards.
- TR-10.5 Provide parking lot design standards that minimize the impacts of parking facilities on aesthetics, the natural environment, and public safety.

/ TR-11 Promote a walkable Downtown and reduce the impacts of previous auto-oriented development.

- TR-11.1 Implement provisions of the Downtown Subarea Plan related to different modes of transportation.
- TR-11.2 Implement maximum parking requirements in higher density areas with high-capacity transit services where practical.
- TR-11.3 Create a pleasant and safe walking and biking environment through requirements for the placement of on- and off-site parking and other streetscape design elements.
- TR-11.4 Encourage structure or underground parking to reduce parking footprints.
- TR-11.5 Promote joint and shared parking facilities, especially for mixed-use projects in the Downtown.
- TR-11.6 Incorporate regional transportation guidelines into planning for centers and high-capacity transit station areas.

/ TR-12 Coordinate freight routing by road and rail with planning for industrial, commercial, and other land uses.

- TR-12.1 Maintain signage for truck routes, especially in key areas of the City.
- TR-12.2 Include potential freight movement needs for new development as part of SEPA review.
- TR-12.3 Include considerations for freight access in commercial and industrial development standards for applicable uses.
- TR-12.4 Identify potential conflicts between users of freight routes and coordinate approaches to address these conflict, including opportunities to separate at-grade rail lines and arterials.
- TR-12.5 Promote the continued use of existing rail lines to serve the transportation needs of Lakewood businesses and Joint Base Lewis-McChord.
- TR-12.6 Discourage increased freight rail traffic beyond current levels of activity without sufficient mitigation of impacts.

/ TR-13 Maintain consistency with state, regional, and local transportation plans and projects.

- TR-13.1 Coordinate with the state, county, adjacent jurisdictions, and transit providers to ensure consistency between transportation improvements, land-use plans, and decisions of the City and other entities.
- TR-13.2 Maintain consistency between transportation planning in Lakewood and PSRC's Regional Growth Strategy and Regional Transportation Plan.
- TR-13.3 Prioritize funding for transportation infrastructure and capital facilities investments in:
- the City's designated Regional Growth Center,
 - adopted subarea boundaries,
 - areas where historically disadvantaged populations have been disproportionately impacted, and
 - designated Centers of Municipal Importance (COMIs).
- TR-13.4 Participate in regional transportation planning to develop and upgrade long-range transportation plans.
- TR-13.5 Periodically review the street classification system with adjacent jurisdictions to ensure consistency.
- TR-13.6 Support improvements to I-5 that promote safe connections between the highway and the local community.

/ TR-14 Improve the transportation system in partnership with other agencies and organizations.

- TR-14.1 Involve transportation-related agencies in early reviews of development proposals to assess opportunities for transit-oriented design and amenities.
- TR-14.2 Support regional and high-capacity transit systems and their connections to local transit services.
- TR-14.3 Coordinate with transit agencies to support ride matching, provision of vanpool vehicles, on-demand services, shuttles, and other HOV transportation.
- TR-14.4 Coordinate emerging routing and frequency needs with transit agencies, particularly in residential neighborhoods and high-volume corridors.
- TR-14.5 Work with WSDOT to accommodate HOV lanes on I-5 and SR 512 to meet the needs of the City and regional transit.
- TR-14.6 Support joint applications for state and federal transportation grants that benefit multiple jurisdictions.

TR-14.7 Explore local shuttle and paratransit services between high-density areas with significant potential for ridership.

Changes from 2015 Comprehensive Plan

| Original Goal/Policy | Rationale for Change | Final Goal/Policy |
|---|--|---|
| T-9: Provide a balanced, multimodal transportation system that supports the safe and efficient movement of people and goods. | | TR-1 Provide a balanced, multimodal transportation system that supports the safe and efficient movement of people and goods. |
| T-9.1: Provide for the needs of drivers, public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in the planning, programming, design, construction, reconstruction, operations, and maintenance of the City's transportation system. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-1.1 Provide for the needs of drivers, public transportation riders, bicyclists, and pedestrians of all ages and abilities in the planning, programming, design, construction, reconstruction, operations, and maintenance of the City's transportation system. |
| T-9.2: Minimize the negative impacts of transportation improvement projects on low-income, minority, and special needs populations. | <ul style="list-style-type: none"> ▪ Minor edits. | TR-1.2 Minimize the negative impacts of transportation improvements on low-income, historically disadvantaged, and special needs populations, as well as youth and older adults. |
| T-9.3: Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations. | <ul style="list-style-type: none"> ▪ Edited for clarity. ▪ Combined with previous T-12.2 | TR-1.3 Maximize the availability of alternative transportation modes such as walking, biking, carpooling, and transit, especially for people without access to a vehicle or with special mobility needs. |
| T-10: Ensure Lakewood's transportation system is designed to enable comprehensive, integrated, safe access for all users of all ages and abilities including pedestrians, bicyclists, motorists, transit riders and operators, and truck operators. | <ul style="list-style-type: none"> ▪ Edited for clarity. | TR-2 Ensure Lakewood's transportation system is designed for comprehensive, integrated, and safe access for all users of all ages, abilities, and transportation modes, including pedestrians, bicyclists, motorists, transit riders and operators, and truck operators. |
| T-1.1: Define all streets according to the following criteria: <ul style="list-style-type: none"> ▪ Principal arterials; ▪ Minor arterials; ▪ Collector arterials; and ▪ Local access roads. (note additional text deleted) | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-2.1 Classify all streets according to the following classification for policy and planning: <ul style="list-style-type: none"> ▪ Principal arterials; ▪ Minor arterials; ▪ Collector arterials; and ▪ Local access roads. |
| T-10.1: The Lakewood Engineering Design Standards is the primary vehicle for executing the Complete Streets Objective and should include standards for each roadway classification to guide implementation. | <ul style="list-style-type: none"> ▪ Edited for clarity. | TR-2.2 Maintain the Lakewood Engineering Design Standards to provide standards for each roadway classification to guide implementation and attain the Complete Streets Objective. |

| Original Goal/Policy | Rationale for Change | Final Goal/Policy |
|--|---|--|
| T-10.2: Context and flexibility in balancing user needs shall be considered in the design of all projects and if necessary, a deviation from the Lakewood Engineering Design Standards may be granted to ensure the Complete Streets Objective and supporting policies are achieved. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-2.3 Allow deviations from the Lakewood Engineering Design Standards that consider context and user needs to provide flexibility and ensure that supporting goals and policies are achieved. |
| T-1: Apply the street functional classification system and transportation design standards in the construction of new or upgraded transportation infrastructure. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. ▪ Downgrade to policy with T-10 as a new top-level goal. | TR-2.4 Apply the functional classification system and transportation design standards to guide the development of new and upgraded transportation infrastructure. |
| T-1.2: Design transportation facilities to fit within the context of the built or natural environments in which they are located. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-2.5 Design transportation facilities to fit within the context of the surrounding built or natural environments. |
| T-1.3: Adopt a street light placement policy that establishes the level and type of lighting that must be provided in conjunction with new development and redevelopment, including pedestrian-oriented lighting in targeted areas. | <ul style="list-style-type: none"> ▪ Change to “maintain”. ▪ Edited for clarity/brevity. | TR-2.6 Maintain a street light placement policy for new development and redevelopment, including pedestrian-oriented lighting in targeted areas. |
| [NEW] | <ul style="list-style-type: none"> ▪ An ADA Transition Plan is required under RCW 36.70A.070(6)(a)(iii)(G). | TR-2.7 Develop an ADA Transition Plan compliant under federal regulations to identify and remove barriers to access for individuals with disabilities. |
| T-3: Maximize transportation connections without negatively impacting residential areas. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-3 Maximize transportation connectivity without negatively impacting residential and mixed-use neighborhoods. |
| T-3.1: Delineate key street connections through undeveloped parcels to ensure that connections are made as development occurs. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-3.1 Identify future street connections through undeveloped parcels and ensure that connections are made as development occurs. |
| T-3.2: Where practical, connect public streets to enable local traffic to circulate efficiently and to reduce impacts elsewhere in the transportation network. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. ▪ Added multimodal transportation to the policy. | TR-3.2 Connect public streets to improve multimodal connections and reduce impacts elsewhere in the transportation network. |
| T-3.3: Where practical, require new development to "stub out" access to adjacent undeveloped parcels to ensure future connectivity, indicating the future connection on the face of the plat, and (when possible) connect with existing road ends. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-3.3 Require new development to plan for access to adjacent undeveloped parcels to ensure future connectivity where practical. |

| Original Goal/Policy | Rationale for Change | Final Goal/Policy |
|--|---|--|
| T-3.4: Accommodate pedestrian and bicycle connections where grades, right-of-way (ROW) widths, or other natural or built environment constraints have precluded street connections from being implemented. | <ul style="list-style-type: none"> Minor change. | TR-3.4 Accommodate pedestrian and bicycle connections where grades, rights-of-way widths, or other natural or built environment constraints have prevented street connections from being implemented. |
| T-19: Apply standardized performance measurement criteria to monitor transportation LOS and maintain concurrency. | <ul style="list-style-type: none"> Edited for clarity. Includes multimodal transportation. | TR-4 Use standardized performance measurement criteria to monitor Levels of Service (LOS) for multimodal transportation. |
| T-19.1: Monitor road performance using the Highway CapaCity Manual's standardized LOS criteria. [additional explanatory text] | <ul style="list-style-type: none"> Edited for clarity. | TR-4.1 Monitor road performance using standardized LOS criteria from the most recent version of the Highway CapaCity Manual. |
| [NEW] | <ul style="list-style-type: none"> This is based on the policies formerly included under T-20, below. | TR-4.2 Establish thresholds for LOS and volume-to-capacity (V/C) ratios for all arterials and intersections to maintain transportation concurrency. |
| T-19.3: Work toward developing multimodal LOS and concurrency standards to include performance criteria for transit, pedestrian, and bicycle facilities. | <ul style="list-style-type: none"> Edited for clarity. Shifted up in order to coordinate document flow. | TR-4.3 Maintain multimodal LOS and concurrency standards for transit, pedestrian, and bicycle facilities. |
| T-19.2: Collaborate with adjacent jurisdictions to develop appropriate LOS standards where roadway centerlines serve as a jurisdictional boundary. | <ul style="list-style-type: none"> Edited for clarity. | TR-4.4 Collaborate with adjacent jurisdictions to align LOS standards where roadway centerlines serve as a jurisdictional boundary. |
| T-19.4: Manage arterial operations and improvements such that transit LOS standards, as defined by the local and regional transit providers, can be maintained. | <ul style="list-style-type: none"> Edited for clarity/brevity. | TR-4.5 Manage arterial operations and improvements to maintain transit LOS standards defined by the local and regional transit providers. |
| T-19.5: Seek multimodal mitigation measures as part of the development review to improve or construct multimodal facilities to address LOS impacts. | <ul style="list-style-type: none"> Edited for clarity/brevity. | TR-4.6 Require multimodal mitigation measures in development review to address LOS impacts. |
| [NEW] | <ul style="list-style-type: none"> Added based on T-20.5 below. | TR-4.7 The City may allow two-way and one-way stop-controlled intersections to operate worse than identified LOS standards if a sufficient evaluation of operational and safety considerations is conducted. |
| T-21: Use traffic management strategies and land use regulations to protect street and network LOS standards. | <ul style="list-style-type: none"> Edited for clarity. Include a consideration of T-21.2. | TR-4.8 Coordinate land use regulations with street and network LOS standards with traffic management strategies and encourage new development in areas where LOS standards can be maintained. |
| T-4: Balance the need for property access with safety considerations. | | TR-5 Ensure safe and accessible connections to properties. |

| Original Goal/Policy | | Rationale for Change | Final Goal/Policy | |
|----------------------|--|---|-------------------|--|
| T-4.1: | Limit access as necessary to maintain safe and efficient operation of the existing street system while allowing reasonable access to individual parcels. | ▪ Edited for clarity. | TR-5.1 | Limit street access as necessary to maintain safe and efficient operation of the existing system while allowing reasonable access for regular use. |
| T-4.2: | Limit direct access onto arterials when access opportunities via another route exist. | | TR-5.2 | Limit direct access onto arterials when access opportunities via another route exist. |
| T-4.3: | Provide for full access to parcels abutting local residential streets, except where adequate alley access exists to individual lots. | ▪ Edited for clarity/brevity. | TR-5.3 | Provide full access to parcels abutting local residential streets, except if adequate alley access exists. |
| T-4.4: | Discourage abandonment of alleys. | ▪ Minor change for clarification. | TR-5.4 | Discourage abandonment of full-length alleys. |
| T-4.5: | Work with adjacent jurisdictions to establish consistent access limitations to arterials and highways of regional transportation importance. | | TR-5.5 | Work with adjacent jurisdictions to establish consistent access limitations to arterials and highways of regional transportation importance. |
| T-4.6: | Ensure emergency responders have efficient access to public and private properties. | | TR-5.6 | Ensure emergency responders have efficient access to public and private properties. |
| T-5: | Manage traffic to minimize its impact on neighborhoods, mobility, and enterprise. | ▪ Edited for clarity/brevity. | TR-6 | Manage traffic to minimize its effects on neighborhoods, residents, visitors, and businesses. |
| T-12.1: | Prevent automobiles from dominating neighborhood and central business districts, while still accommodating their use. | ▪ Edited for clarity/brevity. | TR-6.1 | Reduce the reliance on automobiles for access to neighborhoods and central business districts while accommodating their use. |
| T-5.1: | Maintain optimal traffic signal timing and synchronization along arterials and other principal transportation routes to ensure smooth traffic flow as well as pedestrian safety at crossings. | ▪ Edited for clarity/brevity. | TR-6.2 | Ensure smooth traffic flow and pedestrian safety by maintaining optimal traffic signal timing and synchronization along arterials and other principal transportation routes. |
| T-5.2: | Prior to any street reclassifications, conduct an analysis of existing street configurations, land uses, subdivision patterns, location(s) of structure(s), impact on neighborhoods, and transportation network needs. | ▪ Edited for clarity/brevity. | TR-6.3 | Conduct an analysis of existing conditions prior to any street reclassifications to substantiate the rationale for the change. |
| T-5.3: | Upgrading residential streets to collector and arterial classifications will be discouraged and will occur only when a significant community-wide need can be identified. | ▪ Edited for clarity/brevity. | TR-6.4 | Discourage upgrades of residential streets to collector and arterial classifications except when a significant community-wide need must be addressed. |
| T-6: | Reduce the impact of freight routing on residential and other sensitive land uses. | ▪ Adjusted to a policy. | TR-6.5 | Reduce the impacts of freight routing on residential areas and other sensitive land uses. |
| T-6.1: | Designate truck routes for freight. | ▪ Removed as this is incorporated under the policy above. | [REMOVED] | |

| Original Goal/Policy | | Rationale for Change | Final Goal/Policy | |
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| T-6.2: | Require new development and redevelopment to provide for freight loading and unloading on-site or in designated service alleys rather than in the public ROWs. | <ul style="list-style-type: none"> Removed as this is incorporated under the policy above. | [REMOVED] | |
| [NEW] | | <ul style="list-style-type: none"> Added from the previous Goal T-8 below. | TR-6.6 | Minimize visual and noise impacts of roadways on adjacent properties and other users. |
| T-7: | Sustain and protect the City's investment in the existing transportation network. | <ul style="list-style-type: none"> Edited for clarity. | TR-7 | Protect the City's investment in the existing transportation network through sustainable maintenance and preservation. |
| T-7.1: | Maintain streets at the lowest life cycle cost (the optimum level of street preservation required to protect the surfaces). | <ul style="list-style-type: none"> Edited for clarity. | TR-7.1 | Coordinate street preservation and maintenance activities to minimize expected life-cycle costs. |
| T-7.2: | Maintain sidewalks to ensure continuous and safe connections. | <ul style="list-style-type: none"> Edited for clarity. | TR-7.2 | Develop and maintain sidewalks to ensure continuous and safe connections. |
| T-13.11: | Coordinate with service providers and other utilities using rights-of-way on the timing of improvements to reduce impacts to communities and to lower the cost of improvements. | <ul style="list-style-type: none"> Edited for clarity. | TR-7.3 | Coordinate major utility projects with scheduling for roadway maintenance and preservation to reduce neighborhood impacts and minimize costs. |
| T-7.3: | Ensure predictable sources of income to maintain the transportation system. | <ul style="list-style-type: none"> Edited for clarity. | TR-7.4 | Ensure sustainable sources of income are available to preserve and maintain the transportation system. |
| T-8: | Minimize visual and noise impacts of roadways on adjacent properties and other users. | <ul style="list-style-type: none"> Added above and removed as a goal. | [REMOVED] | |
| T-8.1: | Create and apply standards for planting strips, including street trees, between road edges and sidewalks to be applied to various road classifications. | <ul style="list-style-type: none"> Removed as overly broad/operational. | [REMOVED] | |
| T-8.2: | Create and apply standards for landscaped islands and medians to break up linear expanses. | <ul style="list-style-type: none"> Removed as overly broad/operational. | [REMOVED] | |
| T-10: | Minimize traffic growth and its impacts to meet state, regional, and local environment and sustainability goals. | <ul style="list-style-type: none"> Minor edits. | TR-8 | Reduce traffic to meet state, regional, and City environmental and sustainability goals. |
| T-12: | Decrease dependence on single-occupant vehicles (SOVs) as a primary means of transportation. | <ul style="list-style-type: none"> Changed to policy. | TR-8.1 | Decrease overall dependence on single-occupant vehicles for mobility. |

| Original Goal/Policy | Rationale for Change | Final Goal/Policy |
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| T-12.4: For the Lakewood Regional Growth Center, reduce the work-related SOV trip mode share from 83 percent (year 2010) to 70 percent by 2030 through coordinated improvements to HOV, transit, and non-motorized facilities within this area. | <ul style="list-style-type: none"> Edited to provide a more focused statement. Shifted to this section as a better fit for the goal. | TR-8.2 Reduce the work-related SOV trip mode share for the Lakewood Regional Growth Center (Downtown) to 65% by 2044. |
| T-10.1: Require TDM improvements serving pedestrians, bicyclists, and transit riders as impact mitigation for new development. | <ul style="list-style-type: none"> Edited for clarity. | TR-8.3 Require Transportation Demand Management (TDM) improvements serving pedestrians, bicyclists, and transit riders as impact mitigation for new development. |
| T-11: Reduce dependence on SOV use during peak commute hours. (additional text) | <ul style="list-style-type: none"> Folded into the goal above to reduce redundancy. | TR-8.4 Reduce traffic through comprehensive commute trip reduction (CTR) programs coordinated with local employers, transit agencies, and other organizations. |
| T-11.5: Implement a local public awareness and education program designed to promote the environmental and social benefits of TDM strategies. | <ul style="list-style-type: none"> Edited for clarity/brevity. | TR-8.5 Promote the benefits of local CTR and TDM strategies through targeted public awareness and education programs, especially to specific populations such as teens and college students. |
| T-11.6: Work with local high schools to educate students about the social benefits of walking, biking, carpooling and riding transit to school. | <ul style="list-style-type: none"> Redundant with above, as this would appear to be a special case of a public education campaign. | [REMOVED] |
| T-11.7: Plan and implement arterial HOV improvements such as HOV lanes or transit-signal priority improvements at intersections to connect high-density employment centers with bus transit centers and commuter rail stations. | <ul style="list-style-type: none"> Edited for clarity/brevity. | TR-8.6 Coordinate HOV-related improvements on arterials to connect high-density employment centers with transit centers, bus rapid transit, and commuter rail stations. |
| [NEW] | <ul style="list-style-type: none"> Include from T-17. | TR-8.7 Expand park-and-ride capacity for commuter rail and other transit in partnership with Pierce Transit, Sound Transit, and other potential parking providers. |
| T-10.2: Where practical, retrofit existing streets to link neighborhoods and disperse neighborhood access to services. | <ul style="list-style-type: none"> Redundant with T-3.2. | [REMOVED] |
| T-10.3: Interconnect traffic signals to provide green light progressions through high-volume corridors to maximize traffic flow efficiency during peak commute periods. | <ul style="list-style-type: none"> Removed as overly broad/operational. | [REMOVED] |
| T-10.4: Consider the negative effects of transportation infrastructure and operations on the climate and natural environment. | <ul style="list-style-type: none"> Edited for clarity. | TR-8.8 Minimize impacts of transportation infrastructure on the climate and natural environment. |

| Original Goal/Policy | Rationale for Change | Final Goal/Policy |
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| T-10-5: Support the development and implementation of a transportation system that is energy efficient and improves system performance. | <ul style="list-style-type: none"> ▪ Edited for clarity. | TR-8.9 Improve the energy efficiency and system performance of the transportation system overall. |
| T-11.1: Establish CTR programs within major employer worksites as required by state law. | <ul style="list-style-type: none"> ▪ Folded into the broader CTR policy as an operational detail. | [REMOVED] |
| T-11.2: Work with Pierce Transit, Pierce County and major employers and institutions to coordinate and publicize CTR efforts. | <ul style="list-style-type: none"> ▪ Folded into the broader CTR policy as an operational detail. | [REMOVED] |
| T-11.3: Encourage employers not affected by the CTR law (less than 100 employees) to offer CTR programs to their employees on a voluntary basis and assist these employers with tapping into larger employers' ride matching/ridesharing and other HOV/transit incentive programs, where possible. | <ul style="list-style-type: none"> ▪ Folded into the broader CTR policy as an operational detail. | [REMOVED] |
| T-11.4: Encourage large employers to institute flex-hour or staggered-hour scheduling and compressed work weeks to reduce localized congestion during peak commute times. | <ul style="list-style-type: none"> ▪ Folded into the broader CTR policy as an operational detail. | [REMOVED] |
| T-12.2: Maximize the availability of non-SOV transportation options to encourage people to use different modes. | <ul style="list-style-type: none"> ▪ Redundant with current TR-1 policies. | [REMOVED] |
| T-12.3: Work with Pierce Transit to implement transit signal-priority systems that enhance the reliability of transit as an alternative transportation mode. | <ul style="list-style-type: none"> ▪ Folded into other coordination policies as an operational detail. | [REMOVED] |
| T-14: Provide safe, convenient, inviting routes for bicyclists and pedestrians (see adopted Non-Motorized Transportation Plan). | <ul style="list-style-type: none"> ▪ Edited for clarity. ▪ Includes provisions from RCW 36.70A.070(6)(a)(vii). | TR-9 Provide safe, convenient, and inviting routes for active transportation modes such as walking and cycling to improve accessibility and healthy lifestyles. |
| T-14.1: Implement and place a high importance on projects identified in the City's Non-Motorized Transportation Plan that serve and connect high density areas, major employers, schools, parks, shopping areas, and other popular destinations. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-9.1 Implement projects identified in the City's Non-Motorized Transportation Plan (NMTP) to connect high-density areas and major designations, such as employers, schools, parks, and shopping areas. |
| T-14.2: Promote and improve public bicycle and pedestrian connections to achieve greater connectivity. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-9.2 Improve bicycle and pedestrian connections for greater connectivity. |

| Original Goal/Policy | Rationale for Change | Final Goal/Policy |
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| T-14.3: Balance the desirability of breaking up large blocks with midblock crossings with the safety needs of pedestrians. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-9.3 Provide safe midblock crossings for pedestrians where possible. |
| T-14.4: Require the incorporation of non-motorized facilities including bicycle parking, pedestrian-scale lighting, benches, and trash receptacles into new development designs. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-9.4 Require non-motorized transportation improvements such as bicycle parking/lockers and streetscape upgrades as part of new development. |
| T-14.5: Work with transit providers to provide bike racks and/or lockers at key transit stops and require them as condition of new development. | <ul style="list-style-type: none"> ▪ Note that this requirement specifically focuses on transit agencies. | TR-9.5 Coordinate with transit providers to provide bike racks or lockers at major transit stops. |
| T-14.6: Coordinate with adjacent jurisdictions to design for coherent bike and pedestrian corridors. | Minor edits. | TR-9.6 Coordinate with adjacent jurisdictions to design interconnected bike and pedestrian corridors to consistent standards. |
| T-14.7: Adopt a "Complete Streets" ordinance. | <ul style="list-style-type: none"> ▪ Removed as redundant as currently adopted. | [REMOVED] |
| T-14.8: Take positive steps to improve traffic safety at high accident and/or injury locations. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-9.7 Prioritize traffic safety improvements at high accident and/or injury locations. |
| T-15: Provide adequate parking that serves Lakewood's needs but does not encourage a continuation of auto-oriented development and travel patterns. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-10 Maintain adequate parking that meets local needs but encourages transportation alternatives. |
| T-15.1: Develop and implement reasonable and flexible parking standards for various types of land uses that balance the need for providing sufficient parking with the desirability of reducing commute traffic. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-10.1 Provide reasonable and flexible parking standards to balance the need for sufficient parking with traffic reduction goals. |
| T-15.2: Consider parking standards that support TDM efforts. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-10.2 Include considerations of TDM in parking standards and planning for parking. |
| T-15.3: Allow adjacent or nearby uses that have different peak parking demands such as employment and housing to facilitate shared parking spaces. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-10.3 Allow shared parking facilities to meet parking requirements when applicable uses have different peak parking demands. |
| T-15.4: Recognize the capacity of transit service in establishing parking standards. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-10.4 Consider the availability of transit service in parking standards. |
| T-15.5: Develop and enforce parking lot design standards, identifying requirements for landscaping, walkways, runoff treatment, parking area ratios, lighting, and other elements as needed. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-10.5 Provide parking lot design standards that minimize the impacts of parking facilities on aesthetics, the natural environment, and public safety. |

| Original Goal/Policy | | Rationale for Change | Final Goal/Policy | |
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| T-16: | Foster the evolution of a Downtown that is compact and walkable and not defined by large expanses of parking lots. | ▪ Edited for clarity/brevity. | TR-11 | Promote a walkable Downtown and reduce the impacts of previous auto-oriented development. |
| T-16.1: | Implement the Downtown Subarea Plan through the Downtown Subarea Code and Planned Action. | ▪ Edited for clarity/brevity. | TR-11.1 | Implement provisions of the Downtown Subarea Plan related to different modes of transportation. |
| T-16.2: | Consider maximum parking requirements for higher density areas to encourage alternative transportation modes. | ▪ Edited for clarity/brevity. | TR-11.2 | Implement maximum parking requirements in higher density areas with high-capacity transit services where practical. |
| T-16.3: | Confine the location of parking areas to the rear of properties to increase pedestrian safety and minimize visual impact. | ▪ Combined with following policy. | [REMOVED] | |
| T-16.4: | Identify places where on-street parking can be added adjacent to street-facing retail to encourage shopping and buffer sidewalks with landscaping to create a pleasant walking environment. | ▪ Combined with previous policy and edited. | TR-11.3 | Create a pleasant and safe walking and biking environment through requirements for the placement of on- and off-site parking and other streetscape design elements. |
| T-16.5: | Encourage the use of structured or underground parking to use land more efficiently. | ▪ Edited to focus on the objective. | TR-11.4 | Encourage structure or underground parking to reduce parking footprints. |
| T-16.6: | Focus investments in downtown central business areas by promoting joint- and mixed use development and integrating shared-use parking practices. | ▪ Edited to focus on the objective. | TR-11.5 | Promote joint and shared parking facilities, especially for mixed-use projects in the Downtown. |
| T-16.7: | Incorporate regional transportation guidelines into planning for centers and high-capacity transportation station areas. | ▪ Edited for clarity/brevity. | TR-11.6 | Incorporate regional transportation guidelines into planning for centers and high-capacity transit station areas. |
| T-17: | Expand park-and-ride capacity to serve rail as well as other transit uses and accommodate growth. | ▪ Included above for multimodal capacity. | [REMOVED] | |
| T-17.1: | Work with transit providers to establish additional park-and-ride facilities to serve Sound Transit operations and to facilitate ridesharing and express bus connections. | ▪ Removed as an operational detail and incorporated into policy.. | [REMOVED] | |
| T-17.2: | Encourage commercial development on major transit routes to dedicate unused parking area to park- and-ride facilities where feasible. | ▪ Removed as an operational detail and incorporated into policy.. | [REMOVED] | |
| T-18: | Plan for location of freight routing in conjunction with placement of industrial, commercial, and other land uses to maintain and improve commercial transportation and mobility access. | ▪ Edited for clarity/brevity. | TR-12 | Coordinate freight routing by road and rail with planning for industrial, commercial, and other land uses. |

| Original Goal/Policy | Rationale for Change | Final Goal/Policy |
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| T-18.1: Install directional signage for truck routes through key areas of the City. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-12.1 Maintain signage for truck routes, especially in key areas of the City. |
| T-18.2: Consider potential freight movement needs of new development as part of SEPA review. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-12.2 Include potential freight movement needs for new development as part of SEPA review. |
| T-18.3: Create development standards for freight access to commercial uses likely to possess such needs. | <ul style="list-style-type: none"> ▪ Edited for clarity. | TR-12.3 Include considerations for freight access in commercial and industrial development standards for applicable uses. |
| T-18.4: As industrial uses concentrate into certain areas, identify ways to eliminate the conflict among freight users this may tend to create. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. ▪ Incorporates T-18.8. | TR-12.4 Identify potential conflicts between users of freight routes and coordinate approaches to address these conflict, including opportunities to separate at-grade rail lines and arterials. |
| T-18.5: Promote the continued operation of existing rail lines to serve the transportation needs of Lakewood businesses and Joint Base Lews-McChord. | <ul style="list-style-type: none"> ▪ Minor edit. | TR-12.5 Promote the continued use of existing rail lines to serve the transportation needs of Lakewood businesses and Joint Base Lewis-McChord. |
| T-18.6: Support reconstruction of the I-5/SR 512 interchange to improve access to the Lakewood Industrial Park. | <ul style="list-style-type: none"> ▪ Removed after completion. | [REMOVED] |
| T-18.7: Support new access and infrastructure improvements to American Lake Gardens that facilitate industrial development. | <ul style="list-style-type: none"> ▪ Removed after completion. | [REMOVED] |
| T-18.8: Explore future opportunities to grade separate rail traffic from street arterials where significant safety hazards or traffic congestion warrant. | <ul style="list-style-type: none"> ▪ Included as part of previous policy above. | [REMOVED] |
| T-18.9: The City discourages increased freight traffic along this corridor that is above and beyond the activity already in place and does not have a destination within Lakewood or Joint Base Lewis-McChord. With the opening of the Point Defiance Bypass project in support of Amtrak passenger rail coupled with increasing demands on freight rail, there is concern that the Point Defiance Bypass project could eventually lead to increased freight traffic in addition to new passenger rail. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. | TR-12.6 Discourage increased freight rail traffic beyond current levels of activity without sufficient mitigation of impacts. |
| T-20: Adopt the following arterial and intersection LOS thresholds for maintaining transportation concurrency on arterial streets in Lakewood. | <ul style="list-style-type: none"> ▪ Combined with above. | [REMOVED] |

| Original Goal/Policy | Rationale for Change | Final Goal/Policy |
|---|---|-------------------|
| T-20.1: Maintain LOS D with a V/C ratio threshold of 0.90 during weekday PM peak hour conditions on all arterial streets and intersection in the City, including state highways of statewide significance except as otherwise identified. | <ul style="list-style-type: none"> As the LOS and V/C standards have been reallocated to action items, this should simply highlight the need for these standards for all roadways. | [REMOVED] |
| T-20.2: Maintain LOS D during weekday PM peak hour conditions at all arterial street intersections in the City, including state highways of statewide significance except as otherwise identified. | | [REMOVED] |
| T-20.3: Maintain LOS F with a V/C ratio threshold of 1.10 in the Steilacoom Boulevard corridor between 88th Street SW and 83rd Avenue SW. | | [REMOVED] |
| T-20.4: Maintain LOS F with a V/C ratio threshold of 1.30 on Gravelly Lake Drive between 1-5 and Washington Boulevard SW and Washington Boulevard SW, west of Gravelly Lake Drive. | | [REMOVED] |
| T-20.5: The City may allow two-way and one-way stop-controlled intersections to operate worse than the LOS standards. However, the City requires that these instances be thoroughly analyzed from an operational and safety perspective. | <ul style="list-style-type: none"> Removed here but this policy is added under TR-19 above. | [REMOVED] |
| T-21: Use traffic management strategies and land use regulations to protect street and network LOS standards. | <ul style="list-style-type: none"> Removed as a goal and included as a policy above. | [REMOVED] |
| T-21.1: Establish mitigation requirements for new development where LOS is expected to fall below acceptable standards as a result of that development. | <ul style="list-style-type: none"> Redundant with TR-19.6 above. | [REMOVED] |
| T-21.2: Limit new development to areas where LOS standards can be maintained and restrict development in areas where they cannot be maintained. | <ul style="list-style-type: none"> Folded into broader policy above. | [REMOVED] |
| T-21.3: Use road widening only as a last resort to address LOS deficiencies, except in areas where roadways are substandard and improving them to standards would increase their contribution to overall LOS. | <ul style="list-style-type: none"> Removed as an operational detail. | [REMOVED] |

| Original Goal/Policy | Rationale for Change | Final Goal/Policy |
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| T-21.4: Ensure that Comprehensive Plan amendments, rezones, master plans, conditional uses, and other significant land use proposals are reviewed with consideration of the proposal's impact on street LOS standards. | <ul style="list-style-type: none"> Redundant as these considerations would be included due to this Element. | [REMOVED] |
| T-2: Maintain maximum consistency with state, regional, and local plans and projects. | <ul style="list-style-type: none"> Edited for clarity/brevity. | TR-13 Maintain consistency with state, regional, and local transportation plans and projects. |
| T-2.1: Coordinate with the state, county, adjacent jurisdictions, and transit providers to ensure consistency between transportation improvements, land-use plans, and decisions of the City and other entities, consistent with PSRC's Regional Growth Strategy. Priority shall be given to funding for transportation infrastructure and capital facilities investments in the City's designated Regional Growth Center and in designated Centers of Municipal Importance. | <ul style="list-style-type: none"> Separated for clarity/brevity. | TR-13.1 Coordinate with the state, county, adjacent jurisdictions, and transit providers to ensure consistency between transportation improvements, land-use plans, and decisions of the City and other entities. |
| [NEW] | <ul style="list-style-type: none"> Separated from above. | TR-13.2 Maintain consistency between transportation planning in Lakewood and PSRC's Regional Growth Strategy and Regional Transportation Plan. |
| [NEW] | <ul style="list-style-type: none"> Separated from above and edited for clarity. | TR-13.3 Prioritize funding for transportation infrastructure and capital facilities investments in: <ul style="list-style-type: none"> the City's designated Regional Growth Center, adopted subarea boundaries, areas where historically disadvantaged populations have been disproportionately impacted, and designated Centers of Municipal Importance (COMIs). |
| T-2.2: Continue to participate in regional transportation planning to develop and upgrade long-range transportation plans. | Edited for clarity/brevity. | TR-13.4 Participate in regional transportation planning to develop and upgrade long-range transportation plans. |
| T-2.3: Periodically review the street classification system with adjacent jurisdictions to ensure consistency. | | TR-13.5 Periodically review the street classification system with adjacent jurisdictions to ensure consistency. |
| T-2.4: Support and actively participate in improvements to I-5 through Lakewood and JBLM, and pursue safe connections to the local community. | <ul style="list-style-type: none"> Edited for clarity/brevity. Combined with the following policy. | TR-13.6 Support improvements to I-5 that promote safe connections between the highway and the local community. |

| Original Goal/Policy | Rationale for Change | Final Goal/Policy |
|---|---|---|
| T-2.5: Work with WSDOT to identify and implement improvements to the I-5/SR 512 interchange. | <ul style="list-style-type: none"> Redundant with previous policy. | [REMOVED] |
| T-13: Develop and maintain collaborative working relationships with outside agencies to improve the transportation system. | <ul style="list-style-type: none"> Edited for clarity. | TR-14 Improve the transportation system in partnership with other agencies and organizations. |
| T-13.1: Involve appropriate agencies in the early review of development proposals to assess opportunities for transit-oriented design and amenities. | <ul style="list-style-type: none"> Edited for clarity. | TR-14.1 Involve transportation-related agencies in early reviews of development proposals to assess opportunities for transit-oriented design and amenities. |
| T-13.2: Support regional and high-capacity transit systems (e.g., buses and rail) that reliably and efficiently connect to local transit services. | <ul style="list-style-type: none"> Edited for clarity. | TR-14.2 Support regional and high-capacity transit systems and their connections to local transit services. |
| T-13.3: Coordinate with transit agencies to provide facilities and services supportive of HOV use such as ride matching, provision of vanpool vehicles, on-demand services, shuttles, etc. | <ul style="list-style-type: none"> Edited for clarity/brevity. | TR-14.3 Coordinate with transit agencies to support ride matching, provision of vanpool vehicles, on-demand services, shuttles, and other HOV transportation. |
| T-13.4: Coordinate with transit agencies to determine and respond to emerging routing and frequency needs, particularly in residential neighborhoods. | <ul style="list-style-type: none"> Edited for clarity/brevity. | TR-14.4 Coordinate emerging routing and frequency needs with transit agencies, particularly in residential neighborhoods and high-volume corridors. |
| T-13.5: Work with transit agencies to develop design and placement criteria for shelters so that they best meet the needs of users and are a positive amenity. | <ul style="list-style-type: none"> Remove as operational as it should be included in implementation. | [REMOVED] |
| T-13.6: Work with WSDOT to pursue HOV lanes on I-5 and SR 512 serving the City and regional transit operations. | <ul style="list-style-type: none"> Edited for clarity/brevity. | TR-14.5 Work with WSDOT to accommodate HOV lanes on I-5 and SR 512 to meet the needs of the City and regional transit. |
| T-13.7: Allocate staff resources to work with other transportation government agencies in drafting and submitting joint applications for state and federal transportation grants to support projects that benefit multiple jurisdictions. | <ul style="list-style-type: none"> Edited for clarity/brevity. | TR-14.6 Support joint applications for state and federal transportation grants that benefit multiple jurisdictions. |
| T-13.8: Work with the Burlington Northern Santa Fe Railway, Sound Transit and other appropriate agencies to pursue funding for a grade separation at the 100th Street SW rail crossing. | <ul style="list-style-type: none"> Remove as operational. Redundant with T-18.8. | [REMOVED] |

| Original Goal/Policy | Rationale for Change | Final Goal/Policy |
|---|---|---|
| T-13.9: Explore local shuttle service between high density areas within the urban center such as the Lakewood Station district, Lakewood Towne Center, the Sound Transit commuter rail station, the Colonial Center, and other high-density developments with high transit ridership potential. | <ul style="list-style-type: none"> ▪ Edited for clarity/brevity. ▪ Note that this should include paratransit, especially to accommodate mobility-challenged City residents. | TR-14.7 Explore local shuttle and paratransit services between high-density areas with significant potential for ridership. |
| T-13.10: Encourage ridesharing through requirements for parking reserved for carpool and vanpool vehicles in the zoning code. | <ul style="list-style-type: none"> ▪ Remove as operational and redundant with other ridesharing and TDM/CTR policies. | [REMOVED] |
| T-13.12: Work with Sound Transit and WSDOT to pursue expansion of the existing SR-512 park-and-ride facility. | <ul style="list-style-type: none"> ▪ Redundant with new TR-9.7. | [REMOVED] |
| T-13.13: Work with Pierce Transit to monitor transit service performance standards and to focus service expansion along high-volume corridors connecting high-density development centers with intermodal transfer points. | <ul style="list-style-type: none"> ▪ Redundant with T-13.4. | [REMOVED] |