



Wednesday, April 17, 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/81918428672>
Phone: (253) 215-8782 and enter meeting ID: 819 1842 8672.
- **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 accommodation 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 April 3, 2024

AGENDA UPDATES

PUBLIC COMMENT

PUBLIC HEARING

- None

UNFINISHED BUSINESS

- None

NEW BUSINESS

- 2025-2030 6-year Transportation Improvement Plan Review
- Preliminary Draft 2024 Comprehensive Plan Element & Regulations

NEXT STEPS

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

Attachments

- Staff Report: 2025-2030 6-year Transportation Improvement Plan
- Staff Report: Preliminary Draft 2024 Comprehensive Plan Transportation Element



**Lakewood Planning Commission
April 3, 2024 Meeting Minutes**

WELCOME/CALL TO ORDER

Mr. Robert Estrada, Chair, called the meeting to order at 6:32 p.m.

ROLL CALL

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

Planning Commission Members Excused None.

Planning Commission Members Absent None.

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 20, 2024, were approved by voice vote 7-0 as written. M/S/C Larsen/Lindholm.

AGENDA UPDATES None.

PUBLIC COMMENT

Renee Buck, Clover Creek Watershed Council (CCWC) spoke in favor of the CCWC's work and thanked Lakewood for conducting annual reviews of shoreline restoration activities.

Vicky Stanich spoke in favor of CCWC's work and submitted a memorandum describing successful work performed in that Lakewood could emulate.

Mr. Ebrahim Mirjalili, Edgewood Park neighborhood residence, spoke in opposition to the city's planned improvements to the park which will affect an area near his home.

PUBLIC HEARING None.

UNFINISHED BUSINESS None.

NEW BUSINESS

2024 Shoreline Restoration Activities Update

Dr. Derek Faust presented a summary of work performed by the CCWC in 2023. He also presented evidence about the loss of water flow in Clover Creek as well as lower water levels in lakes in the City. Dr. Faust also provided the CCWC's shoreline recommendations for action items to the City, including:

| 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 |



**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)

| | | | | |
|---|---|---|--|--|
|  <p>Better manage stormwater & critical areas</p> <ul style="list-style-type: none"> -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 |  <p>Collaborate with Pierce Conservation District on shoreline restoration, management, and education</p> <ul style="list-style-type: none"> -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.) |  <p>CCW does not exist in isolation of municipality boundaries & challenges are not limited to a city's jurisdiction → requires collaboration and communication between jurisdictions</p> <ul style="list-style-type: none"> -Successful model with Chambers Creek trail system -Chambers Dam removal possibility |  <p>Include CCWC in plans for the Edgewater Park renovation plans that should be in alignment with the Shoreline Management Plan</p> |  <p>Promote Water Conservation</p> <ul style="list-style-type: none"> -Could include an analysis of Lakewood Water District pumping stats |
|---|---|---|--|--|



Review of 2024 Lakewood Transportation Audit

Tiffany Speir summarized the 2024 Transportation Audit conducted in preparation for the 2024 Comprehensive Plan Periodic Review (24CPPR). The purpose of the audit was to utilize available data to:

- estimate likely transportation conditions in 2044 Lakewood to incorporate into the 2024 Comprehensive Plan;
- determine whether further travel demand analysis is necessary; and, if so,
- 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.

In summary, the audit found:

- Household and employment increases between 2030 and 2044 are significant, but are concentrated into the Downtown and Station District Subareas could contribute to more sustainable transportation outcomes citywide in the long term. The overall estimated increase in vehicle miles traveled between 2030 and 2044 are not evenly distributed throughout the city's streets.
- By concentrating growth in specific districts, the city may achieve more sustainable transportation outcomes.
- The estimated 10% increase in overall vehicle miles traveled between the 2030 and the 2044 Comprehensive Plan planning horizons may be mitigated by recent traffic declines of about 5% on Lakewood's local streets observed between 2016 and 2022.

The Audit proposed three options for the City in its preparation of the 24CPPR:

- “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.
- “Selected Analysis”: A more focused analysis could be undertaken in areas where higher vehicle miles traveled (VMT) increases are planned (i.e., the Downtown and Station District Subareas.) Data plots could be used to identify locations of potential network gaps that could lead to congestion or other forms of mobility limitations.
- “Full Update”: Update the prior transportation needs analysis and confirm capital 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.

Ms. Speir reported that the City conducted a “selected analysis” of transportation impacts for the 24CPPR. The Commission discussed whether a full transportation analysis should be conducted when possible to investigate changes in transportation system needs in the future; the Commission’s consensus was that one was needed. Ms. Speir reported that Lakewood had applied for a federal RAISE grant to conduct a citywide transportation analysis, and would hear back on the results of the grant in June 2024.

REPORTS

Council Liaison Comments None.

City Staff Comments None.

NEXT MEETING The Planning Commission would next meet on April 20, 2024.

ADJOURNMENT Meeting adjourned at 8:13 p.m.

Robert Estrada, Chair

Karen Devereaux, Clerk



CITY OF LAKEWOOD
AMENDED SIX-YEAR COMPREHENSIVE
TRANSPORTATION IMPROVEMENT PROGRAM
2025-2030
-- FINAL: x/x/2024 --

PREFACE

Chapters 35.77.010 of the Revised Code of Washington (RCW) provide that each city shall annually update its Six-Year Comprehensive Transportation Program (Program) and file a copy of the adopted Program with the Secretary of the Washington State Department of Transportation (WSDOT) by July 1 of each year. The Program is necessary to allow cities and counties to obtain State and Federal funding. For a project to obtain funding, it must appear in the agency's current Program.

The Program is based upon anticipated revenues versus desirable projects. There are always more projects than available revenues. Therefore, a primary objective of the Program is to integrate the two to produce a comprehensive, realistic program for the orderly development and preservation of our street system. It is also important to note that the adoption of the Program does not irreversibly commit the City of Lakewood to construct the projects. The Program may at any time be revised by a majority of the City Council, but only after a public hearing.

CONSISTENCY WITH LAND USE MANAGEMENT PLAN

The State's Growth Management Act (GMA) requires local governments to develop and adopt comprehensive plans covering land use, housing, capital facilities, utilities, and transportation. These comprehensive plans must balance the demands of growth with the provision of public facilities and services and transportation facilities and services. The City of Lakewood was required to develop and adopt a comprehensive plan that is in conformance with the requirements of the GMA.

The City of Lakewood has, as part of its Comprehensive Plan, a Transportation Element with a Master Goal to "Ensure that the transportation and circulation system is safe, efficient and serves all segments of the population and reduces reliance on single-occupant vehicles and increase use of other modes of transportation."

Specific goals include the following.

1. To provide a safe, comfortable, and reliable transportation system.
2. To reduce consumption of energy through an efficient and convenient transportation system.
3. To enhance options for future improvements to the transportation system by taking advantage of advances in technology and transportation research.
4. To keep travel times for people and goods as low as possible.

5. To emphasize the movement of people and goods, rather than vehicles, in order to obtain the most efficient use of transportation facilities.
6. To establish a minimum level of adequacy for transportation facilities through the use of consistent and uniform standards.
7. To protect the capital investment in the transportation system through adequate maintenance and preservation of facilities.

The projects in the Six-Year Comprehensive Transportation Program are intended to conform to the goals within the City's Comprehensive Plan.

GRANT APPLICATIONS AND LEVERAGING LOCAL DOLLARS

The need to leverage local dollars through grant applications is very important to the City, especially in light of the decrease in funding available for transportation related capital improvements. The intent of this Program is not only to list and program projects for funding, but to establish City Council approval to submit grant applications on those projects contained in the Program.

FUNDING SOURCES

A. Motor Vehicle Fuel Tax Funds

The Motor Vehicle Fuel Tax Funds have been programmed to provide matching funds for federal aid and urban arterial projects and for projects to be implemented with Motor Vehicle Fuel Tax Funds only.

By law, each city receives a proportionate share of the total state motor vehicle fuel tax. Money received is a monthly allocation based on population. The dollars shown in this year's Program reflect the revenues from this source expected to be received by the City of Lakewood.

B. Federal Aid Funding Programs

Each of the Federal aid programs listed below has specific requirements a project must meet to qualify for funding under the individual program. For a project to receive funding from any of these sources it must compete with other public agency projects.

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA). The Act authorizes \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including roads, bridges, and mass transit, water infrastructure, resilience and broadband. The ACT essentially continues with several specific funding programs that were funded under the previous Federal Transportation program (FAST Act). These include the following:

1. STP Surface Transportation Program: This is a regionally competitive program.
2. CMAQ Congestion Mitigation and Air Quality: This is a regionally competitive program intended for projects that significantly improve air quality.
3. HSIP Highway Safety Improvement Program: Statewide competition for federal funds targeted at safety improvements at high accident locations.
4. TAP Transportation Alternatives Program: This is a regionally competitive program and focuses on pedestrian and bicycle facilities (on and off road); safe routes to schools, etc.; and other non-highway focused programs.

Much of the above said Federal grant funds are funneled through the regional MPOs which for Lakewood that's Puget Sound Regional Council (PSRC). PSRC has its next call for projects for 2024 where roughly \$180,000,000 in grant funding is available throughout its four-county region. Typically, Lakewood projects are most competitive at County Wide level where we will compete against all other Pierce County agencies for approximately \$24M (2024).

C. Washington State Transportation Improvement Board (TIB)

The TIB has several statewide competitive programs which use criteria developed by the TIB for prioritization of projects. The two TIB programs in which the City can compete are as follows:

1. UAP Urban Arterial Program. This program is for arterial street construction with primary emphasis on safety and mobility.
2. SP Sidewalk Program. This program is for the improvement of pedestrian safety, and to address pedestrian system continuity and connectivity.
3. Complete Streets. The Complete Streets Award is a funding opportunity for local governments that have adopted complete streets ordinance.

D. Community Development Block Grants (CDBG)

This is a program to provide physical improvements within low-income census tracts or to promote economic development within the City. Through the years 2025-2029 it is anticipated that a minimum of \$250,000 (on average) per year will be made available for pavement preservation, street lighting, and pedestrian improvements in eligible neighborhoods.

E. City Funding Sources

1. Real Estate Excise Tax (REET). This funding source comes from the two ¼% REET's charged by the City on the sale of real estate within the City limits. The City's REET is restricted to funding capital, including transportation and related debt service. Revenue from REET has averaged \$3,522,660 between 2019 and 2023, the REET is estimated at \$2.3 annually.
2. General Fund Transfer In. This funding source comes from several different sources that make up the General Fund revenue including property tax, sales tax, and utility tax and fees. The Street Capital Projects Fund is budgeted to receive approximately \$700,000 annually (on average) over the next 5 years in support of the pavement preservation program.
3. Transportation Benefit District (TBD). In 2014, the TBD Board implemented a \$20 per vehicle tab fee to provide funds toward a specific list of pavement preservation projects. The anticipated revenue is approximately \$835,000 per year. In 2021 the City Council authorized the use of this revenue stream to purchase bond funds in order to construct seven (7) projects eligible for TBD funding but unlikely to garner outside grant agency funding.
4. General Obligation bonds: A general obligation bond (GO) is a municipal bond backed by the credit and taxing power of the issuing jurisdiction.
5. Downtown Plan Trip Mitigation Fee Policy: All businesses in the subarea plan that generate new PM Peak Hour trips as determined by the most recent edition of the ITE Trip Generation Manual, will be charged a Transportation Mitigation Fee (TMF).

F. Washington State Department of Transportation

1. Pedestrian and Bicycle Program: This is a statewide competitive program specifically oriented toward the elimination of hazards to pedestrians and bicyclists. The program focus for “complete streets” is for “Main Street” urban arterials and corridors.
2. Safe Routes to Schools Program: This is a statewide competitive program specifically oriented toward pedestrian and bicycle safety near schools.
3. Surface Water Management Program:

The City’s Surface Water Management (SWM) Program pays for all drainage facilities constructed in conjunction with street improvements. The revenue from SWM is directly related to the amount of capital improvement projects constructed.

PROJECT NUMBERING SYSTEM

Project numbers were revised to match the City's CIP Budget 2021/2022 using City's BARS numbering system for consistency. Most sections of the Program will have non-sequential project numbering, as projects are completed and removed from the list. Projects carried forward from previous year(s) retain the same project numbers from the previous year(s). Some projects will have the same numbering if they are part of a larger project that hasn't been fully funded.

BUDGET DOLLARS

Costs shown are planning level estimates and are reflected in each year as FY20xx dollars, with 4% inflation per year to year of anticipated expenditure with a base established previously for 2024.

| 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
|------|-------|--------|--------|--------|--------|--------|
| 1.00 | 1.040 | 1.0816 | 1.1249 | 1.1699 | 1.2167 | 1.2653 |

Note: Compounded Inflation Multiplier does not apply to grant amounts, these are fixed based upon the grant award.

Amended Six Year Comprehensive Transportation Program: 2025 - 2030

| PROJECT COSTS IN THOUSANDS OF DOLLARS | | | | | | | | | | |
|---|--|----------------|------------------------|-------|--------------|------|------|------|------|-----------------|
| EXPENDITURE PLAN | | | | | | | | | | TOTAL FUNDS |
| <i>NOTE: Bold & Italicized numbers denote grant secured</i> | | | | | | | | | | |
| SECTION 1 | Description | Base Cost 2024 | Sources | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2025-2030 |
| ROADWAY IMPROVEMENTS | | | | | | | | | | |
| 302.0073 150th Street Corridor Capacity - Murray Road to Woodbrook Drive | Provide capacity for Woodbrook Industrial development: widening of 150th Street; bike/pedestrian facilities; structural pavement section improvements | | City Grant Other | | | | | | | 0 0 0 |
| | | 5 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0075 Mt Tacoma Dr. SW - Interlaaken to Whitman Ave SW | Provide curb and gutter, sidewalk and a shared travel/bike lane on one side of Mt. Tacoma Dr. SW and Motor Ave. SW. | 3,950 | City Grant Other | 395 | 3555 | | | | | 3,950 0 0 |
| | | 3,950 | Total | 395 | 3,555 | 0 | 0 | 0 | 0 | 3,950 |
| 302.0076 Gravelly Lake Non-Motorized Trail - Phase 2 (Nyanza Road: GLD to GLD) | Provide non-motorized path around Gravelly Lake along Nyanza Drive. Existing roadway cross section shifted to outside and overlaid. Lighting. | 4,450 | City Grant Other | 4,000 | | | | | | 4,000 0 0 |
| | | 4,450 | Total | 4,000 | 0 | 0 | 0 | 0 | 0 | 4,000 |
| 302.0084 Interlaaken Drive SW Non-Motorized Improvements - Short Lane to Holly Hedge Ln. SW | Provide curb and gutter, sidewalk and a shared travel/bike lane on one side of Interlaaken Dr. | | City Grant Other | | | | | | | 0 0 0 |
| | | 6,488 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0092 Steilacoom Blvd. - Custer Rd SW to Gravelly Lake Drive SW | Curbs, gutters, sidewalks, street lighting on both sides from BPW to Fairlawn. Overlay BPW to GLD. | | City Grant Other | | | | | | | 0 0 0 |
| | | 5,352 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0096 Union Avenue - W. Thorne to Spruce Street | Widen to add turn lane, shared bike/travel lane, sidewalks, street lighting on north side of the road. | 3,540 | City Grant Other | | | | | | | 0 0 0 |
| | | 3,540 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0097 Lakewood Station - Non-Motorized Access Improvements (115th Ct. SW to Pedestrian Crossing at Kendrick St. SW) | Curb, gutters, sidewalks, and street lighting improvements per Lakewood's 2009 Non-Motorized Transportation Plan and Sound Transit Access Improvement Study. | 1,622 | City Grant Other | | 1,622 | | | | | 0 1,622 0 |
| | | 1,622 | Total | 1,622 | 0 | 0 | 0 | 0 | 0 | 1,622 |
| 302.0109 Phillips Rd. Sidewalks and Bike Lanes - Agate to Steilacoom Blvd. (east side of roadway) | Provide for curb and gutter, sidewalk, street lighting, bike facilities, storm drainage, striping, and pavement overlay. | | City Grant Other | | | | | | | 0 0 0 |
| | | 2,887 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0111 Kendrick from 111th St. SW to 108th St. SW Roadway Improvements | Provide for curb and gutter, sidewalk, street lighting, bike facilities, storm drainage, striping, and pavement rebuild. Sound Transit to Fund via Access Imp. | | City Grant Other | | 1,200 | | | | | 0 1,200 0 |
| | | 1,200 | Total | 0 | 1,200 | 0 | 0 | 0 | 0 | 1,200 |

Amended Six Year Comprehensive Transportation Program: 2025 - 2030

| PROJECT COSTS IN THOUSANDS OF DOLLARS | | | | | | | | | | |
|---|--|----------------|---------|-------|------|------|------|-------|------|-------------|
| EXPENDITURE PLAN | | | | | | | | | | TOTAL FUNDS |
| <i>NOTE: Bold & Italicized numbers denote grant secured</i> | | | | | | | | | | |
| SECTION 1 ROADWAY IMPROVEMENTS | Description | Base Cost 2024 | Sources | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2025-2030 |
| 302.0113 Military Rd. SW - Edgewood Dr. SW to Farwest Dr. | curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay. Connects Military Rd. to sidewalks as part of development on Military Rd. and Farwest. | 505 | City | | | 505 | | | | 505 |
| | | 3,235 | Grant | | | 3235 | | | | 3,235 |
| | | 0 | Other | | | | | | | 0 |
| | | 3,740 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 3,740 |
| 302.0114 112th Sidewalks - Gravelly Lk. Dr. SW to Bridgeport Way SW | curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay. Sound Transit to Fund via Access Imp. | 2,645 | City | | | | | | | 0 |
| | | 2,645 | Grant | 2645 | | | | | | 2,645 |
| | | 0 | Other | | | | | | | 0 |
| | | 2,645 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 2,645 |
| 302.0115 Davisson Rd. SW and Highland Ave SW - 112th St. SW to 108th St. SW | curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay. Sound Transit to Fund via Access Imp. | 1,881 | City | | | | | | | 0 |
| | | 1,881 | Grant | | | | 181 | 1,700 | | 1,881 |
| | | 0 | Other | | | | | | | 0 |
| | | 1,881 | Total | 0 | 0 | 0 | 181 | 1,700 | 0 | 1,881 |
| 302.0116 Custer Rd. SW - Bridgeport Way to Lakewood Dr. (East City Limits/74th St.) | curb, gutter, sidewalks, bike facilities, street lighting, drainage, road reconstruction, utility relocation | 66 | City | 66 | | | | | | 66 |
| | | 3,653 | Grant | 3,653 | | | | | | 3,653 |
| | | 0 | Other | | | | | | | 0 |
| | | 3,719 | Total | 3,719 | 0 | 0 | 0 | 0 | 0 | 3,719 |
| 302.0118 Lakewood Drive - Custer/74th to N. City Limits | Traffic signal replacement, ADA upgrades, new sidewalk, storm drainage upgrades, and hot mix asphalt paving | 1,230 | City | | | | | | | 0 |
| | | 1,230 | Grant | | | | | | | 0 |
| | | 0 | Other | | | | | | | 0 |
| | | 1,230 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0120 Tye Park School Sidewalks - Seminole Rd. SW | Intersection upgrades and sidewalks to school | 616 | City | | | | | | | 0 |
| | | 616 | Grant | | | | | | | 0 |
| | | 0 | Other | | | | | | | 0 |
| | | 616 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0121 112th Sidewalks - Farwest Dr. SW to Butte Dr. SW | curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay | 141 | City | 141 | | | | | | 141 |
| | | 1,008 | Grant | 1,008 | | | | | | 1,008 |
| | | 0 | Other | | | | | | | 0 |
| | | 1,149 | Total | 1,149 | 0 | 0 | 0 | 0 | 0 | 1,149 |
| 302.0122 47th Ave. SW Sidewalks - Clover Creek to Pacific Hwy. SW | curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay. Sound Transit to Fund via Access Imp. | 1,428 | City | | | | | | | 0 |
| | | 1,428 | Grant | | | | | | | 0 |
| | | 0 | Other | | | | | | | 0 |
| | | 1,428 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0131 Custer Rd. SW - Bridgeport Way SW to Steilacoom Blvd. SW | Curb, gutter, sidewalk, roadway widening, turn pockets, pedestrian ramps, signage, and striping. | 957 | City | | | | | | | 0 |
| | | 957 | Grant | 957 | | | | | | 957 |
| | | 0 | Other | | | | | | | 0 |
| | | 3,059 | Total | 957 | 0 | 0 | 0 | 0 | 0 | 957 |

Amended Six Year Comprehensive Transportation Program: 2025 - 2030

| PROJECT COSTS IN THOUSANDS OF DOLLARS | | | | | | | | | | |
|---|---|----------------|---------|------------|------|-------|------|------|------|-------------|
| EXPENDITURE PLAN | | | | | | | | | | TOTAL FUNDS |
| <i>NOTE: Bold & Italicized numbers denote grant secured</i> | | | | | | | | | | |
| SECTION 1 ROADWAY IMPROVEMENTS | Description | Base Cost 2024 | Sources | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2025-2030 |
| 302.0136 100th - 59th Ave. to South Tacoma Way | Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay. | 610 | City | 40 | | 570 | | | | 610 |
| | | 3,908 | Grant | 258 | | 3,650 | | | | 3,908 |
| | | 4,518 | Other | | | | | | | 0 |
| | | | Total | 298 | 0 | 4,221 | 0 | 0 | 0 | 4,519 |
| 302.0141 104th St. SW - Short Ln. to Lake Louise Dr. | Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay. | | City | | | | | | | 0 |
| | | 4,677 | Grant | | | | | | | 0 |
| | | 4,677 | Other | | | | | | | 0 |
| | | | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0144 146th St. SW: Woodbrook Dr. SW to Murray Rd. SW Industrial Road Section | Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay. | | City | | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | | Other | | | | | | | 0 |
| | | 2,884 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0146 Downtown Plan - Green Street Loop - Gravelly Lake Dr., 59th Ave., Main St., Mt. Tacoma Dr., and Bridgeport Way | Downtown loop with full Green Street Amenities | | City | | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | | Other | | | | | | | 0 |
| | | 23,427 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0147 59th Ave. SW and Towne Center Blvd. SW | Curb, gutter, sidewalks, street lighting, drainage, and paving | | City | | | | | | | 0 |
| | | 3,243 | Grant | | | | | | | 0 |
| | | 3,243 | Other | | | | | | | 0 |
| | | 3,243 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0148 100th St. SW / Bridgeport Way SW - Add westbound right turn pocket | Curb, gutter, sidewalks, drainage, and paving | | City | | | | | | | 0 |
| | | 843 | Grant | | | | | | | 0 |
| | | 843 | Other | | | | | | | 0 |
| | | 843 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0150 Lake Louise Loop Patching and Road Restoration - Lake Louise Dr. SW and 101st St. SW | Roadway patching and repair, sidewalk, signage, markings, and striping. | | City | | | | | | | 0 |
| | | 2,001 | Grant | | | | | | | 0 |
| | | 2,001 | Other | | | | | | | 0 |
| | | 2,001 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0152 Oakbrook Non-Motorized Loop - Onyx Dr. SW/97th Ave SW to Zircon Dr. SW Zircon Dr. SW to Onyx Dr. SW/Phillips Rd. SW Coral Ln. SW/Amber Dr. SW: Onyx Dr. SW and Zircon Dr. SW | Curb, gutter, sidewalks, shared use path, turn lanes, street lighting, drainage, overlay. Total length 3.3 miles. | 15,570 | City | | | | | | | 0 |
| | | 15,570 | Grant | | | | | | | 0 |
| | | 15,570 | Other | | | | | | | 0 |
| | | 15,570 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0155 Edgewater Dr./Waverly Dr. SW - Steilacoom Blvd. SW to Mt. Tacoma Dr. SW | Curb, gutter, sidewalks, bike facilities, parking, street lighting, drainage, road rebuild. Total length 0.6 miles. | | City | | | | | | | 0 |
| | | 3,243 | Grant | | | | | | | 0 |
| | | 3,243 | Other | | | | | | | 0 |
| | | 3,243 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Amended Six Year Comprehensive Transportation Program: 2025 - 2030

| PROJECT COSTS IN THOUSANDS OF DOLLARS | | | | | | | | | | |
|---|--|----------------|---------|-------|------|------|------|------|------|-------------|
| EXPENDITURE PLAN | | | | | | | | | | TOTAL FUNDS |
| <i>NOTE: Bold & Italicized numbers denote grant secured</i> | | | | | | | | | | |
| SECTION 1 ROADWAY IMPROVEMENTS | Description | Base Cost 2024 | Sources | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2025-2030 |
| 302.0158 Interlaaken Dr. SW - 112th St. SW to Washington Blvd. SW | Curb, gutter, sidewalks, shared use path, street lighting, drainage, pavement overlay and widening. Total length 0.5 miles. | 1,710 | City | 1710 | | | | | | 1,710 |
| | | | Grant | | | | | | | 0 |
| | | | Other | | | | | | | 0 |
| | | 1,710 | Total | 1,710 | 0 | 0 | 0 | 0 | 0 | 1,710 |
| 302.0161: N. Thorne Ln. - Union Ave. SW to Portland Ave. SW | Curb, gutter, sidewalks, bike lanes, street lighting, drainage, pavement rebuild and widening. Total length 0.3 miles. | | City | | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | 1,167 | Other | | | | | | | 0 |
| | | 1,167 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0163 Butte Dr. SW - Vernon - 104th St. SW to Washington Blvd. SW | Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay. Total length 1.1 miles. | | City | | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | 5,126 | Other | | | | | | | 0 |
| | | 5,126 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0165 Pine St. SW - 84th St. SW to 80th St. SW(City Limits) | Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.2 miles. | | City | | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | 1,038 | Other | | | | | | | 0 |
| | | 1,038 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0167 McChord Dr. SW - New York Ave SW: Pacific Hwy. SW to Bridgeport Way SW | Curb, gutter, sidewalk on one side. Street lighting, bike lanes, and drainage improvements both sides. Pavement widening, patching and overlay. Total length 0.73 miles. Sound Transit to Fund via Access Imp. | | City | | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | 1,839 | Other | | | | | | | 0 |
| | | 1,839 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0168 McChord Dr. SW -A263 Bridgeport Way SW to 47th Ave. SW | Curb, gutter, sidewalk on one side. Street lighting, bike lanes, and drainage improvements both sides. Pavement widening, patching and overlay. Total length 0.11 miles. Sound Transit to Fund via Access Imp. | | City | | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | 278 | Other | | | | | | | 0 |
| | | 278 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0169 47th Ave. SW - McChord Dr SW to 127th St. SW | Curb, gutter, sidewalk on one side. Street lighting, bike lanes, and drainage improvements both sides. Pavement widening, patching and overlay. Total length 0.20 miles. Sound Transit to Fund via Access Imp. | | City | | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | 504 | Other | | | | | | | 0 |
| | | 504 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0170 Lincoln Ave. SW - McChord Dr. SW to San Francisco Ave. SW | Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.35 miles. Sound Transit to Fund via Access Imp. | | City | | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | 881 | Other | | | | | | | 0 |
| | | 881 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Amended Six Year Comprehensive Transportation Program: 2025 - 2030

| PROJECT COSTS IN THOUSANDS OF DOLLARS | | | | | | | | | | |
|--|---|----------------|--------------|--------|-------|-------|------|-------|------|-------------|
| EXPENDITURE PLAN | | | | | | | | | | TOTAL FUNDS |
| <i>NOTE: Bold & Italicized numbers denote grant secured</i> | | | | | | | | | | |
| SECTION 1 ROADWAY IMPROVEMENTS | Description | Base Cost 2024 | Sources | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2025-2030 |
| 302.0171 Chicago Ave. SW - Spring Brook Ln. SW to McChord Dr. SW | Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.37 miles. Sound Transit to Fund via Access Imp. | 932 | City | | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | | Other | | | | | | | 0 |
| | | 932 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0172 San Francisco Ave. SW - Spring Brook Ln. SW to True Ln. SW | Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.22 miles. Sound Transit to Fund via Access Imp. | 554 | City | | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | | Other | | | | | | | 0 |
| | | 554 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0173 Clover Creek Dr. SW - Pacific Hwy. SW to Hillcrest Dr. SW <small>*This does not include the work within the Sound Transit ROW</small> | Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.06 miles. Sound Transit to Fund via Access Imp. | 454 | City | | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | | Other | | | | | | | 0 |
| | | 454 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0174 Boston Ave SW - I-5 to McChord Dr SW | Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.28 miles. Sound Transit to Fund via Access Imp. | 360 | City | | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | | Other | | | | | | | 0 |
| | | 360 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0175 John Dower Road - 78th Street SW to 75th Street | Curb, gutter, sidewalks, street lighting, drainage, overlay east side only. Total length 0.22 miles. | 862 | City | | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | | Other | | | | | | | 0 |
| | | 862 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS | | 14,972 | City | 6,352 | 3,555 | 1,075 | 0 | 0 | 0 | 10,982 |
| | | 25,500 | Grant | 10,143 | 1,200 | 6,885 | 181 | 1,700 | 0 | 20,109 |
| | | 56,184 | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 96,655 | Total | 16,495 | 4,755 | 7,961 | 181 | 1,700 | 0 | 31,092 |

| PROJECT COSTS IN THOUSANDS OF DOLLARS | | | | | | | | | | |
|---|---|----------------|---------|------------|------|------|------|------|------|-------------|
| EXPENDITURE PLAN | | | | | | | | | | TOTAL FUNDS |
| <i>NOTE: Bold & Italicized numbers denote grant secured</i> | | | | | | | | | | |
| SECTION 2 TRAFFIC SIGNALS | Description | Base Cost 2024 | Sources | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2025-2030 |
| 302.0059 Steilacoom / Durango New Traffic Signal | Signal needed with new development in area. Special concern with adjacent train crossing becoming active. | | City | | | | | | | 0 |
| | | 1,005 | Grant | | | | | | | 0 |
| | | 1,005 | Other | | | | | | | 0 |
| | | 1,005 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0078 So. Tacoma Way / 92nd Street | New warranted signal, improvements include associated ADA upgrades and pavement patching. | 500 | City | 500 | | | | | | 500 |
| | | 750 | Grant | 750 | | | | | | 750 |
| | | | Other | | | | | | | 0 |
| | | 1,250 | Total | 1,250 | 0 | 0 | 0 | 0 | 0 | 1,250 |
| 302.0094 Gravelly Lake Drive / Avondale Traffic Signal | Intersection meets warrants for traffic signal. Increased volumes in and around Towne Center. Increase in accidents. | | City | | | | | | | 0 |
| | | 1,005 | Grant | | | | | | | 0 |
| | | 1,005 | Other | | | | | | | 0 |
| | | 1,005 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0123 Holden/Military Rd. New Traffic Signal | Increased volumes in and around Mann Middle School. | | City | | | | | | | 0 |
| | | 714 | Grant | | | | | | | 0 |
| | | | Other | | | | | | | 0 |
| | | 714 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0126 Custer Rd. and 88th Traffic Signal Replacement | Replace existing traffic signal with pole and mast arm signal. | | City | | | | | | | 0 |
| | | 714 | Grant | | | | | | | 0 |
| | | | Other | | | | | | | 0 |
| | | 714 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0166 Gravelly Lake Dr./112th St. SW Traffic Signal Replacement | Convert span wire signal to mast arm signal. | | City | | | | | | | 0 |
| | | 1,005 | Grant | | | | | | | 0 |
| | | 1,005 | Other | | | | | | | 0 |
| | | 1,005 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0174 Pacific Hwy. SW/Sharondale SW New Traffic Signal for Lakewood Station District Plan | Traffic signal for future increased volumes related to the Lakewood Station District Plan. Will include pedestrian ramp modifications and minor roadway patching. | | City | | | | | | | 0 |
| | | 976 | Grant | | | | | | | 0 |
| | | 976 | Other | | | | | | | 0 |
| | | 976 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0177 Signal Work at Western State Hosp. Temp signal, new signal and removal or signal | Install Temp signal and after WSH is ready install a new permanent signal and remove the temp and the existing signal at Cirdle Dr. Funded 100% by WSH. | 430 | City | | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | 430 | Other | | | 430 | | | | 430 |
| | | 430 | Total | 0 | 0 | 430 | 0 | 0 | 0 | 430 |
| TOTALS | | 500 | City | 500 | 0 | 0 | 0 | 0 | 0 | 500 |
| | | 750 | Grant | 750 | 0 | 0 | 0 | 0 | 0 | 750 |
| | | 5,851 | Other | 0 | 0 | 430 | 0 | 0 | 0 | 430 |
| | | 7,101 | Total | 1,250 | 0 | 430 | 0 | 0 | 0 | 1,680 |

| PROJECT COSTS IN THOUSANDS OF DOLLARS | | | | | | | | | | |
|--|--------------------------------------|----------------|---------|------|------|------|------|------|------|-------------|
| EXPENDITURE PLAN | | | | | | | | | | TOTAL FUNDS |
| <i>NOTE: Bold & Italicized numbers denote grant secured</i> | | | | | | | | | | |
| SECTION 3 TRANSPORTATION PLANNING | Description | Base Cost 2024 | Sources | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2025-2030 |
| 101.0000 Pavement Management System Pavement Condition Index Rating | 4-year cycle. Consultant to perform. | 50/4/yr | City | | | | 50 | | | 50 |
| | | | Grant | | | | | | | 0 |
| | | | Other | | | | | | | 0 |
| | | 13/yr | Total | 0 | 0 | 0 | 50 | 0 | 0 | 50 |
| TOTALS | | 50 | City | 0 | 0 | 0 | 50 | 0 | 0 | 50 |
| | | | Grant | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 50 | Total | 0 | 0 | 0 | 50 | 0 | 0 | 50 |

| PROJECT COSTS IN THOUSANDS OF DOLLARS | | | | | | | | | | |
|---|--|----------------|--------------|------|------|------|------|------|------|-------------|
| EXPENDITURE PLAN | | | | | | | | | | TOTAL FUNDS |
| <i>NOTE: Bold & Italicized numbers denote grant secured</i> | | | | | | | | | | |
| SECTION 4 STREET LIGHTING | Description | Base Cost 2024 | Sources | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2025-2030 |
| 302.0002 New Street Lighting | Install street lighting per identified Street Lighting Plan map (Yearly) | 180/yr | City | 180 | 180 | 0 | 0 | 0 | 0 | 360 |
| | | | Grant | | | | | | | 0 |
| | | | Other | | | | | | | 0 |
| | | 180/yr | Total | 180 | 180 | 0 | 0 | 0 | 0 | 360 |
| | | | | | | | | | | |
| | TOTALS | 180/yr | City | 180 | 180 | 0 | 0 | 0 | 0 | 360 |
| | | | Grant | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 180 | Total | 180 | 180 | 0 | 0 | 0 | 0 | 360 |

| PROJECT COSTS IN THOUSANDS OF DOLLARS | | | | | | | | | | |
|--|--|----------------|--------------|------|------|------|------|------|------|-------------|
| EXPENDITURE PLAN | | | | | | | | | | TOTAL FUNDS |
| <i>NOTE: Bold & Italicized numbers denote grant secured</i> | | | | | | | | | | |
| SECTION 5 BRIDGES | Description | Base Cost 2024 | Sources | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2025-2030 |
| 101.0000 Bridge Inspection | On-going biennial bridge inspection. | 5 | City | 5 | | 10 | | 10 | | 25 |
| | | | Grant | | | | | | | 0 |
| | | | Other | | | | | | | 0 |
| | | 5 | Total | 5 | 0 | 10 | 0 | 10 | 0 | 25 |
| 302.0130 Structural Guardrail Replacement Clover Creek Gravelly Lake Drive SW - 112th SW to Nyanza Rd SW Includes structural analysis of the box culvert. | Design and replace the existing guard rail over the south side of the roadway where Gravelly Lake Drive crosses Clover Creek between Nyanza and 112th. | | City | | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | | Other | | | | | | | 0 |
| | | 175 | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS | | 5 | City | 5 | 0 | 10 | 0 | 10 | 0 | 25 |
| | | | Grant | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 180 | Total | 5 | 0 | 10 | 0 | 10 | 0 | 25 |

| PROJECT COSTS IN THOUSANDS OF DOLLARS | | | | | | | | | | |
|---|---|----------------|------------------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| EXPENDITURE PLAN | | | | | | | | | | TOTAL FUNDS |
| <i>NOTE: Bold & Italicized numbers denote grant secured</i> | | | | | | | | | | |
| SECTION 7 NEIGHBORHOOD TRAFFIC MANAGEMENT | Description | Base Cost 2024 | Sources | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2025-2030 |
| 302.0003 Neighborhood Traffic Safety Traffic Calming Various Locations | May include speed humps, traffic circles, signage, radar feedback signs, etc. | 27 | City Grant Other | 27 | 27 | 30 | 30 | 30 | 30 | 174 |
| | | 27 | Total | 27 | 27 | 30 | 30 | 30 | 30 | 174 |
| TOTALS | | 27 | City Grant Other | 27 0 0 | 27 0 0 | 30 0 0 | 30 0 0 | 30 0 0 | 30 0 0 | 174 0 0 |
| | | 27 | Total | 27 | 27 | 30 | 30 | 30 | 30 | 174 |

| Completed/Removed and Added Projects | | | | | | | | | |
|---|--|-------|--|---|---|---|---|---|---|
| 302.0024 Steilacoom Blvd - Farwest Farwest to Phillips | This project designs and acquires ROW to construct curb, gutter, sidewalks, bike lanes, turn lanes, street lighting, drainage, overlay. | City | Completed in 2024 | | | | | | 0 |
| | | Grant | | | | | | | 0 |
| | | Other | 0 | | | | | | |
| | | Total | 0 | 0 | 0 | 0 | 0 | 0 | |
| 302.0074 South Tacoma Way - 88th to North City Limits | Curb, gutter, sidewalks, bike lanes, street lighting, signal at 84th, drainage, overlay | City | Completed in 2024 | | | | | | 0 |
| | | Grant | | | | | | | 0 |
| | | Other | 0 | | | | | | |
| | | Total | 0 | 0 | 0 | 0 | 0 | 0 | |
| 302.0083 Hipkins Road - 104th to Steilacoom Blvd. | Curb, gutters, sidewalks, street lighting, drainage, traffic calming, and overlay | City | Completed in 2024 | | | | | | 0 |
| | | Grant | | | | | | | 0 |
| | | Other | 0 | | | | | | |
| | | Total | 0 | 0 | 0 | 0 | 0 | 0 | |
| 302.0085 Murray Road Corridor Capacity | Provide capacity for Woodbrook Industrial development. Widening of Murray Road, bike/pedestrian facilities, structural pavement section improvements | City | Completed by WSDOT and City of Lakewood in Previous Segments | | | | | | 0 |
| | | Grant | | | | | | | 0 |
| | | Other | 0 | | | | | | |
| | | Total | 0 | 0 | 0 | 0 | 0 | 0 | |
| 302.0093 Gravelly Lake Drive - Pacific Highway to Nyanza (South) | Curb, gutters, sidewalk, bike way, street lighting, pavement rehab. | City | Completed as part of the JBLM-North Access Improvement Project | | | | | | 0 |
| | | Grant | | | | | | | 0 |
| | | Other | 0 | | | | | | |
| | | Total | 0 | 0 | 0 | 0 | 0 | 0 | |
| 302.0135 Washington Blvd/North Gate Rd/Edgewood Ave SW - | Curb, gutter, sidewalk, bike lanes, street lighting, drainage, overlay | City | Completed in 2024 | | | | | | 0 |
| | | Grant | | | | | | | 0 |
| | | Other | 0 | | | | | | |
| | | Total | 0 | 0 | 0 | 0 | 0 | 0 | |
| 302.0137 Steilacoom Blvd/88th - 87th to Custer Rd | Curb, gutter, sidewalk, bike lanes, street lighting, drainage, overlay | City | Completed in 2024 | | | | | | 0 |
| | | Grant | | | | | | | 0 |
| | | Other | 0 | | | | | | |
| | | Total | 0 | 0 | 0 | 0 | 0 | 0 | |

| Completed/Removed and Added Projects | | | | | | | | | | |
|--|---|--|-------|------------------------|---|---|---|---|---|---|
| 302.0142 Ardmore Drive SW: Steilacoom Blvd to Whitman - Complete Street Improvements | Curb, gutter, sidewalk, bike lanes, street lighting, drainage, overlay | | City | Completed in 2024 | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | | Other | | | | | | | 0 |
| | | | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0159 Idlewild Road SW - Idlewild School to 112th St SW | Curb, gutter, sidewalk, street lighting, drainage, overlay. Total length 0.15 miles | | City | Completed in 2024/2025 | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | | Other | | | | | | | 0 |
| | | | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0160 112th St. SW - Idlewild Rd. SW to Interlaaken Dr. SW | Curb, gutter, sidewalk, street lighting, drainage, overlay. Total length 0.15 miles | | City | Completed in 2024/2025 | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | | Other | | | | | | | 0 |
| | | | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0164 Sidewalk fill-in on Farwest Dr. - 112th to Lakes High School, and 100th St. Ct. SW to Steilacoom Blvd. | Fill-in of missing sidewalks | | City | Completed in 2024 | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | | Other | | | | | | | 0 |
| | | | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0098 84th St. Pedestrian Crossing Signal at Pine St | Install pedestrian signal, connection to Pine street intersects with Tacoma's Water Ditch Trail and Wards Lake Park | | City | Completed in 2024 | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | | Other | | | | | | | 0 |
| | | | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0151 South Tacoma Way Pavement Restoration -96th to Steilacoom Blvd | Roadway patching and repair, overlay, signage, markings, and striping. | | City | Completed in 2024 | | | | | | 0 |
| | | | Grant | | | | | | | 0 |
| | | | Other | | | | | | | 0 |
| | | | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

12. Transportation

1. Introduction

Lakewood is planning for 9,378 more housing units, 574 emergency housing units, and 9,863 new jobs by 2044. This municipal growth, coupled with projected countywide and regional growth, will require Lakewood to plan creatively and efficiently for sufficient motorized and non-motorized/"active" community transportation systems. The 2024 Transportation Element updates are also due to recent Growth Management Act (GMA) changes requiring cities to plan to accommodate specific numbers of housing units affordable to different County area median income (AMI) levels.

Lakewood is transected by Interstate 5 (I-5) and is immediately adjacent to State Highway 512 (Hwy 512), both major transportation corridors that will be more congested over the next 20 years. This will increase pressures on the City's main transportation corridors over time as travelers seek alternative routes when construction projects and/or natural disasters shut down highways for any length of time.

Public parking primarily exists in surface parking lots to support commercial, office, light industrial, and multi-family residential areas. There is an abundant supply of parking in most of these areas. While adequate parking is critical to any type of development, an oversupply of parking wastes resources and encourages a continuation of auto-oriented travel. Therefore, the City's parking goals and policies balance these two conflicting outcomes.

The 2023 GMA requirements to allow for up to four (4) middle housing units and at least two (2) accessory dwelling units (ADUs) per lot in historically single family areas will also require the City to proactively prepare for the resulting increased traffic and parking pressures in residential areas, particularly since much of these areas are not located close to transit options.

2023 changes to the GMA also require the City to also plan for climate change and resiliency, which will affect the Transportation Element through 2034 and beyond. In 2024, the Transportation Element is reflecting work done to date in preparation of more in-depth climate-related updates by 2029.

The content in this Transportation Element are 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.

2. Background

In its 2023–2024 Strategic Plan, the City 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;

DRAFT Lakewood 2024 Comprehensive Plan Transportation Element

- Increase connectivity and accessibility.

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

The 22 goals and 106 policies contained in the Transportation Element are informed by the City Council’s 2021-2024 Strategic Plan. They also reflect technical information from the 2015 Transportation Background Report (see Appendix XX) and 2024 supplements to that report (see Appendix XX). The 2015 Transportation Background Report provided information on then-existing transportation facilities, travel forecast data, transportation systems plans, levels of service, and options for implementation.

This Element addresses the connection between transportation and land use; establishes means to increase travel options; describes desirable characteristics of transportation facilities’ design and operation; and addresses connectivity, access, traffic management, maintenance, and amenities for transportation improvements. 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 that diminish dependency on SOVs.
- Focus on the movement of both people and goods.

There are a number of issues and realities affecting transportation planning and implementation in Lakewood:

- **Physical Features.** 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.
- **Existing Patterns.** Pre-incorporation, Lakewood’s road network evolved in a pattern where few principal roadways connect a network largely composed of otherwise unconnected cul-de-sacs. Because of the city’s geographic location, presence of natural features, and adjacent military installations, I-5 and SR 512 form primary connections with the rest of the region.
- **Alternative Transportation Modes.** There are few realistic alternatives to driving for most people in Lakewood. The City’s incomplete bicycle and pedestrian network does not provide safe links between most commercial areas, schools, community facilities, and residential neighborhoods. Alternative motorized modes include local and regional transit connections provided by Pierce Transit. Intercity Transit and Sound Transit systems will improve connectivity as commuter rail service is established.

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.

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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.

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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).

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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.

12. Transportation

| Original Goal/Policy | Rationale for Change | Final Goal/Policy |
|---|---|--|
| <p>Provide a balanced, multimodal transportation system that supports the safe and efficient movement of people and goods.</p> | | <p>TR-1 Provide a balanced, multimodal transportation system that supports the safe and efficient movement of people and goods.</p> |
| <p>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.</p> | <ul style="list-style-type: none"> • Edited for clarity/brevity. | <p>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.</p> |
| <p>Minimize the negative impacts of transportation improvement projects on low-income, minority, and special needs populations.</p> | <ul style="list-style-type: none"> • Minor edits. | <p>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.</p> |
| <p>Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.</p> | <ul style="list-style-type: none"> • Edited for clarity. • Combined with previous T-12.2 | <p>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.</p> |
| <p>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.</p> | <ul style="list-style-type: none"> • Edited for clarity. | <p>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.</p> |
| <p>Define all streets according to the following criteria:</p> <ul style="list-style-type: none"> • Principal arterials; • Minor arterials; • Collector arterials; and • Local access roads. <p>(note additional text deleted)</p> | <ul style="list-style-type: none"> • Edited for clarity/brevity. | <p>TR-2.1 Classify all streets according to the following classification for policy and planning:</p> <ul style="list-style-type: none"> • Principal arterials; • Minor arterials; • Collector arterials; and • Local access roads. |
| <p>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.</p> | <ul style="list-style-type: none"> • Edited for clarity. | <p>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.</p> |
| <p>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.</p> | <ul style="list-style-type: none"> • Edited for clarity/brevity. | <p>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.</p> |
| <p>Apply the street functional classification system and transportation design standards in the construction of new or upgraded transportation infrastructure.</p> | <ul style="list-style-type: none"> • Edited for clarity/brevity. • Downgrade to policy with T-10 as a new top-level goal. | <p>TR-2.4 Apply the functional classification system and transportation design standards to guide the development of new and upgraded transportation infrastructure.</p> |

| Original Goal/Policy | Rationale for Change | Final Goal/Policy |
|---|---|---|
| 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. |
| 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. |
| | <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. |
| 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. |
| 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. |
| 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. |
| 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. |
| 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. |
| 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. |
| 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. |
| | <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. |
| 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. |
| 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. |

| Original Goal/Policy | Rationale for Change | Final Goal/Policy |
|---|---|--|
| 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. |
| 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. |
| | <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. |
| 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. |
| Balance the need for property access with safety considerations. | | TR-5 Ensure safe and accessible connections to properties. |
| Limit access as necessary to maintain safe and efficient operation of the existing street system while allowing reasonable access to individual parcels. | <ul style="list-style-type: none"> • 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. |
| 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. |
| Provide for full access to parcels abutting local residential streets, except where adequate alley access exists to individual lots. | <ul style="list-style-type: none"> • Edited for clarity/brevity. | TR-5.3 Provide full access to parcels abutting local residential streets, except if adequate alley access exists. |
| Discourage abandonment of alleys. | <ul style="list-style-type: none"> • Minor change for clarification. | TR-5.4 Discourage abandonment of full-length alleys. |
| 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. |
| 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. |
| Manage traffic to minimize its impact on neighborhoods, mobility, and enterprise. | <ul style="list-style-type: none"> • Edited for clarity/brevity. | TR-6 Manage traffic to minimize its effects on neighborhoods, residents, visitors, and businesses. |
| Prevent automobiles from dominating neighborhood and central business districts, while still accommodating their use. | <ul style="list-style-type: none"> • Edited for clarity/brevity. | TR-6.1 Reduce the reliance on automobiles for access to neighborhoods and central business districts while accommodating their use. |
| 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. | <ul style="list-style-type: none"> • 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. |
| Prior to any street reclassifications, conduct an analysis of existing street configurations, land uses, subdivision patterns, location(s) of | <ul style="list-style-type: none"> • 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. |

| Original Goal/Policy | Rationale for Change | Final Goal/Policy |
|---|---|--|
| structure(s), impact on neighborhoods, and transportation network needs. | | |
| Upgrading residential streets to collector and arterial classifications will be discouraged and will occur only when a significant community-wide need can be identified. | <ul style="list-style-type: none"> • 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. |
| Reduce the impact of freight routing on residential and other sensitive land uses. | <ul style="list-style-type: none"> • Adjusted to a policy. | TR-6.5 Reduce the impacts of freight routing on residential areas and other sensitive land uses. |
| Designate truck routes for freight. | <ul style="list-style-type: none"> • Removed as this is incorporated under the policy above. | [REMOVED] |
| 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] |
| | <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. |
| 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. |
| 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. |
| 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. |
| 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. | Edited for clarity. | TR-7.3 Coordinate major utility projects with scheduling for roadway maintenance and preservation to reduce neighborhood impacts and minimize costs. |
| 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. |
| 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] |
| 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] |
| 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] |
| 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. |
| 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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| 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. |
| 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. |
| 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. |
| 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. |
| 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] |
| 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. |
| | <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. |
| 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] |
| 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] |
| 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. |
| 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. |
| 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] |
| 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] |
| Encourage employers not affected by the CTR law (less than 100 employees) to offer CTR programs to their employees on a voluntary | <ul style="list-style-type: none"> • Folded into the broader CTR policy as an operational detail. | [REMOVED] |

| Original Goal/Policy | Rationale for Change | Final Goal/Policy |
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| basis and assist these employers with tapping into larger employers' ride matching/ridesharing and other HOV/transit incentive programs, where possible. | | |
| 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] |
| 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] |
| 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] |
| 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. |
| 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. |
| 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. |
| 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. |
| 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. |
| 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. |
| 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. |
| Adopt a "Complete Streets" ordinance. | <ul style="list-style-type: none"> • Removed as redundant as currently adopted. | [REMOVED] |
| 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. |
| 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. |
| Develop and implement reasonable and flexible parking standards for various types of land uses | <ul style="list-style-type: none"> • Edited for clarity/brevity. | TR-10.1 Provide reasonable and flexible parking standards to balance the need for |

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| that balance the need for providing sufficient parking with the desirability of reducing commute traffic. | | sufficient parking with traffic reduction goals. |
| 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. |
| 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. |
| 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. |
| 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. |
| Foster the evolution of a Downtown that is compact and walkable and not defined by large expanses of parking lots. | <ul style="list-style-type: none"> • Edited for clarity/brevity. | TR-11 Promote a walkable Downtown and reduce the impacts of previous auto-oriented development. |
| Implement the Downtown Subarea Plan through the Downtown Subarea Code and Planned Action. | <ul style="list-style-type: none"> • Edited for clarity/brevity. | TR-11.1 Implement provisions of the Downtown Subarea Plan related to different modes of transportation. |
| Consider maximum parking requirements for higher density areas to encourage alternative transportation modes. | <ul style="list-style-type: none"> • Edited for clarity/brevity. | TR-11.2 Implement maximum parking requirements in higher density areas with high-capacity transit services where practical. |
| Confine the location of parking areas to the rear of properties to increase pedestrian safety and minimize visual impact. | <ul style="list-style-type: none"> • Combined with following policy. | [REMOVED] |
| 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. | <ul style="list-style-type: none"> • 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. |
| Encourage the use of structured or underground parking to use land more efficiently. | <ul style="list-style-type: none"> • Edited to focus on the objective. | TR-11.4 Encourage structure or underground parking to reduce parking footprints. |
| Focus investments in downtown central business areas by promoting joint- and mixed use development and integrating shared-use parking practices. | <ul style="list-style-type: none"> • Edited to focus on the objective. | TR-11.5 Promote joint and shared parking facilities, especially for mixed-use projects in the Downtown. |
| Incorporate regional transportation guidelines into planning for centers and high-capacity transportation station areas. | <ul style="list-style-type: none"> • Edited for clarity/brevity. | TR-11.6 Incorporate regional transportation guidelines into planning for centers and high-capacity transit station areas. |
| Expand park-and-ride capacity to serve rail as well as other transit uses and accommodate growth. | <ul style="list-style-type: none"> • Included above for multimodal capacity. | [REMOVED] |
| Work with transit providers to establish additional park-and-ride facilities to serve Sound Transit operations and to facilitate ridesharing and express bus connections. | <ul style="list-style-type: none"> • Removed as an operational detail and incorporated into policy.. | [REMOVED] |

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| Encourage commercial development on major transit routes to dedicate unused parking area to park- and-ride facilities where feasible. | <ul style="list-style-type: none"> Removed as an operational detail and incorporated into policy.. | [REMOVED] |
| 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. | <ul style="list-style-type: none"> Edited for clarity/brevity. | TR-12 Coordinate freight routing by road and rail with planning for industrial, commercial, and other land uses. |
| 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. |
| 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. |
| 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. |
| 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. |
| Promote the continued operation of existing rail lines to serve the transportation needs of Lakewood businesses and Joint Base Lewis-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. |
| 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] |
| Support new access and infrastructure improvements to American Lake Gardens that facilitate industrial development. | <ul style="list-style-type: none"> Removed after completion. | [REMOVED] |
| 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] |
| 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. |
| 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] |
| 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] |

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| 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] |
| 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] |
| Maintain LOS F with a V/C ratio threshold of 1.30 on Gravelly Lake Drive between I-5 and Washington Boulevard SW and Washington Boulevard SW, west of Gravelly Lake Drive. | | [REMOVED] |
| 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] |
| 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] |
| 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] |
| 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] |
| 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] |
| 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] |
| 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. |
| 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. |
| | <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. |

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| | <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). |
| 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. |
| 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. |
| 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. |
| 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] |
| 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. |
| 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. |
| 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. |
| Coordinate with transit agencies to provide facilities and services supportive of HOV use such as ridematching, 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. |
| 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. |
| 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] |
| 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. |
| Allocate staff resources to work with other transportation government agencies in drafting and submitting joint applications for state and | <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. |

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| federal transportation grants to support projects that benefit multiple jurisdictions. | | |
| 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] |
| 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. |
| 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] |
| 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] |
| 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] |