

**Wednesday, April 15, 2026 @ 6:30 PM****HOW TO ATTEND**

- **In-person:** Council Chambers, Lakewood City Hall, 6000 Main St SW., Lakewood, WA 98499
- **Virtually:** Online or by phone.  
Online: <https://cityoflakewood-us.zoom.us/j/85179454840>  
Phone: (253) 215-8782 and enter meeting ID: 851 7945 4840
- **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](mailto:kdevereaux@cityoflakewood.us). Comments received by noon on the day of the meeting will be provided to the commission electronically.

**IN-PERSON/VIRTUAL COMMENTS**

Each person has 3 minutes to speak. Attendees are allowed to speak during public comments or public hearings only. 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, and then provide your testimony.

**WELCOME/CALL TO ORDER****ROLL CALL****PLEDGE OF ALLEGIANCE****APPROVAL OF MEETING MINUTES** dated April 1, 2026**AGENDA UPDATES****PUBLIC COMMENT****PUBLIC HEARINGS**

- 2026 Lakewood Americans with Disabilities Act (ADA) Transition Plan—(page 5)

**UNFINISHED BUSINESS****NEW BUSINESS**

- Action on Resolution 2026-05, recommending City Council adoption of 2026 Lakewood Americans— with Disabilities Act (ADA) Transition Plan (Weston Ott, City Engineer)—(Page 5)
- 2026 Lakewood Shoreline Restoration Activities Report (CCWC, CCRA, City of Lakewood) (Page 91)
- 2027-2032 6-Year Transportation Improvement Plan (TIP) (Troy Pokswinski, PPW Capital Project— Manager) (Page 127)
- Historic Landmark Designation Application Review (Billie Stewart, PPW Associate Planner) (Page 214)
- Natural Environment and Climate Change (NECC) Program Task Forces (Page 219)

**NEXT STEPS**

- REPORTS FROM CITY COUNCIL LIAISON, CITY STAFF, PLANNING COMMISSION MEMBERS
- NEXT MEETING: MAY 6, 2026

**Attachments**

- Staff Report: 2026 Americans with Disabilities Act (ADA) Transition Plan
- Staff Report: 2026 Lakewood Shoreline Restoration Activities Report
- Staff Report: 2027-2032 6-Year Transportation Improvement Plan (TIP)
- Staff Report: Historic Landmark Designation Application Review
- Staff Report: Natural Environment and Climate Change (NECC) Program Task Forces



City of  
Lakewood

## Lakewood Planning Commission April 01, 2026 Meeting Minutes

### WELCOME/CALL TO ORDER

Mark Herr, Chair, called the meeting to order at 6:30 p.m.

### ROLL CALL

**Planning Commission Members Present:** Mark Herr, Chair; Linn Larsen, Vice Chair; Robert Estrada, Sharon Wallace, Christian Flores, James Merritt, and Katie Crook

**Planning Commission Members Excused:** None

**Planning Commission Members Absent:** None

**Staff:** Tiffany Speir, Planning Division Manager; Weston Ott, City Engineer; and Karen Devereaux, Commission Clerk

**Council Liaison:** Councilmember Ms. Ellen Talbo (not present)

### PLEDGE OF ALLEGIANCE

### APPROVAL OF MINUTES

**MOTION** (Larsen): To approve March 18, 2026, meeting minutes as presented.

**SECONDED** (Merritt). **PASSED 7 - 0.**

**AGENDA UPDATES** Staff requested to begin with agenda Item 2.

**PUBLIC COMMENT** None.

**PUBLIC HEARINGS** None.

### UNFINISHED BUSINESS

*Planning Commission Role related to Natural Environment and Climate Change (NECC) Program* Tiffany Speir reviewed the creation of the Natural Environment and Climate Change (NECC) Program and the role the City Council directed the Planning Commission to play in convening task forces for various topics related to HB 1181 compliance. One meeting per month for active task forces was anticipated, but the schedule may change over time if needed. Planning Commission liaisons would be assigned to task forces on April 15, 2026.

Task Force 1: May-June '26 - NECC Program Implementation and Work Plans

Task Force 2: June-July '26, Oct.-Nov.'26, April-May '27 - Creating Climate Resiliency and Greenhouse Gas (GHG) Emissions sub-elements for Comprehensive Plan

Task Force 3: July-Oct. '26 (including August meetings) - Creating Urban Forest Management Plan

Task Force 4: June '26, Sept. – Oct. '26 - Identifying Heat Mitigation Strategies

## **NEW BUSINESS**

### Action on Resolution 2026-04 regarding Shoreline Master Program Locally-Initiated Amendment (SMP LIA)

Ms. Tiffany Speir reviewed the scope of the 2026 SMP LIA focused on one specific parcel to be redesignated from Shoreline Residential to Urban Park for inclusion in Edgewater Park. The next full SMP update would occur in 2029. Responses to the public hearing comments and SEPA public comment period would be provided to the City Council.

**MOTION** (Larsen): To adopt Resolution 2026-04 as presented regarding the locally-initiated update to the Lakewood Shoreline Master Program recommending approval by the City Council.

**SECONDED** (Estrada). **PASSED 7 - 0.**

City Council would take action to adopt the SMP LIA; however, the WA Department of Ecology would have final authority to approve the update per state law.

### Amendments to Planning Commission Rules of Procedure related to Task Forces

Ms. Tiffany Speir presented two proposed amendments to the Planning Commission Rules of Procedure regarding task forces.

**MOTION** (Larsen): To approve edits as written to the Planning Commission Rules of Procedure as related to Task Forces.

**SECONDED** (Flores). **PASSED 7 - 0.**

### 2026 Lakewood Americans with Disabilities Act (ADA) Transition Plan

Mr. Weston Ott, City Engineer, provided an additional overview of the 2026 ADA Transition Plan. Mr. Ott explained the draft ADA Transition Plan established a framework for identifying accessibility barriers in the City's pedestrian infrastructure and prioritizing improvements over time. The plan focuses specifically on pedestrian facilities within the public right-of-way.

Next Steps Tentative Timeframe:

- April 15, 2026 Planning Commission Public Hearing and potential action on Resolution 2026-05 recommending approval of the 2026 ADA Transition Plan
- Tentative May 11, 2026 Council study session: Review of the Planning Commission Recommended ADA Transition Plan
- Tentative June 1, 2026 Council Resolution Final ADA Transition Plan
- Tentative week of June 1, 2026 City website update with adopted ADA Plan

**Council Liaison Comments** None.

### **City Staff Comments**

The next meeting would be held April 15, 2026.

**Planning Commission Members Comments** None.

**ADJOURNMENT** Meeting adjourned at 7:57p.m.

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Mark Herr, Chair

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Karen Devereaux, Commission Clerk

# City of Lakewood Right-of-Way ADA Transition Plane: Public Hearing and Recommendation to City Council

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Planning Commission April 15, 2026

**City Engineer:** Weston Ott, P.E.

**ADA Coordinator:** Nicole Camus, HR Manager

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# Plan Purpose & Legal Requirement

## Why This Plan Exists

- Title II of the ADA (1990) — federal civil rights law
- Applies to all cities with 50+ employees
- Requires self-evaluation of all ROW pedestrian facilities
- Must identify barriers and a schedule to remove them (28 CFR § 35.150)
- ADA Coordinator designated to oversee compliance
- Plan updated as a living document every 3–5 years

## Scope of This Plan

### ✓ IN SCOPE

- Sidewalks
- Curb ramps
- Crosswalks & pedestrian access routes
- Pedestrian push buttons / APS
- Driveways intersecting sidewalks

### X NOT IN SCOPE

- City-owned buildings
- Private property
- New facility expansion (covered by TIP/CIP)



# Self-Evaluation: Existing Conditions

Full field inventory completed 2021, entered into GIS, summary below. A 2026 update is underway to reflect recent capital project completions and development frontage improvements.

**353,409 LF**

~66.9 miles of sidewalk

**1,255**

Curb ramps inventoried

**296**

Pedestrian push buttons

**1,999**

Driveways intersecting  
sidewalks


## Common Deficiencies Found

- Missing or outdated curb ramps
- Sidewalk width or cross-slope exceeding standards
- Driveway slopes affecting pedestrian access routes
- Obstructions within pedestrian pathways
- Pedestrian signals lacking accessible push buttons

## Condition Rating System

 **Green — Compliant with ADA standards**

 **Light Green — Non-compliant, functional**

 **Yellow — Non-compliant, limited functionality**

 **Red — Non-compliant, non-functional**

# Design Standards & Policy Framework

## Federal — PROWAG 2023

- Formally adopted August 8, 2023
- Primary technical standard for accessible pedestrian ROW facilities
- Sets minimums for slopes, widths, curb ramp geometry, APS
- Applies to all new construction and alterations

## State — WSDOT Design Manual

- Adopted by Lakewood Municipal Code (LMC) Title 12
- New construction: full PROWAG compliance required (no Maximum Extent Feasible (MEF exception))
- Alterations/resurfacing: comply to MEF
- Chapter 15 governs ADA compliance by project type

## City — March 2026 Updates

- Ordinance No. 846 updated LMC Title 12
- Engineering Standards Manual formally embeds WSDOT & PROWAG
- City Standard Plans updated for all construction & alterations
- Most significant ADA policy update since incorporation



# Implementation Milestones

*Four measurable milestones track progress and keep the plan current:*

**01**

## Inventory Update

**Annually**

ADA facility inventory refreshed each year to incorporate capital project completions and new condition data.

**02**

## Prioritization Update

**Annually**

Scoring and priority rankings updated to reflect inventory changes, new complaints, and upcoming budget cycle.

**03**

## 6-Year TIP / CIP Integration

**2-Year Budget cycle**

ADA projects incorporated into the City's biennial budget and Six-Year Transportation Improvement Program and Six-Year Capital Improvement Program.

**04**

## Transition Plan Review & Update

**Every 3–5 years**

Full plan update with public comment, Planning Commission, and City Council.

# Stakeholder Engagement & Comment Process

## 01 Project Webpage

Draft plan and documents at [cityoflakewood.us](http://cityoflakewood.us). Comments to City Engineer: [wott@cityoflakewood.us](mailto:wott@cityoflakewood.us)

## 02 City Manager's Bulletin

Weekly bulletin informs the public about the plan and feedback opportunities.

## 03 Social Media & Notices

City social media platforms and website reach a broad community audience. Stakeholder e-mail sent on March 18th and noticed on City webpage.

## 04 Planning Commission

Public meetings and hearing before Planning Commission, a formal stakeholder comment opportunity.

## 05 City Council Adoption

Public study sessions and formal adoption via Resolution after Planning Commission review.

## 06 ADA Grievance Process or my311 Reports

Grievance Form (Appendix B) administered by ADA Coordinator HR Manager. [ncamus@cityoflakewood.us](mailto:ncamus@cityoflakewood.us)



# Thank You!

**City Engineer** Weston Ott, PE · [wott@cityoflakewood.us](mailto:wott@cityoflakewood.us) · (253) 983-7725

**Plan Website:** <https://cityoflakewood.us/planning-and-public-works/ada-transition-plan-development-for-city-transportation-facilities/>

**TO:** Planning Commission  
**FROM:** Weston Ott, City Engineer  
**THROUGH:** Angie Silva, Assistant Director of Planning and Public Works  
**DATE:** April 15, 2026  
**SUBJECT:** Draft ADA Transition Plan Public Hearing  
**ATTACHMENTS:** Draft ADA Transition Plan (Attachment A); Draft Resolution 2026-05 (Attachment B)

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### **BACKGROUND**

The Americans with Disabilities (ADA) become law in 1990 as part of the federal civil rights law that prohibits discrimination against individuals with disabilities and requires public agencies to provide equal access to public services, programs, and activities.

Title II of the ADA applies to state and local governments and requires public agencies with more than 50 employees to complete a self-evaluation of their facilities and adopt an ADA Transition Plan identifying barriers to accessibility and establishing a program for their removal.

The City of Lakewood prepared a draft ADA Transition Plan to guide accessibility improvements within the City's public right-of-way (ROW). The plan focuses on existing pedestrian facilities owned or maintained by the City, including sidewalks, curb ramps, pedestrian push buttons, and related infrastructure.

This document is intended to fulfill the City's obligations under 28 CFR §35.150(d) to identify accessibility barriers and establish a program to address those barriers over time.

The ADA Transition Plan is intended to function as a living document and will be updated every 3-5 years as improvements are completed and new accessibility needs are identified.

### Purpose and Scope

The draft ADA Transition Plan establishes a framework for identifying accessibility barriers in the City's pedestrian infrastructure and prioritizing improvements over time. The plan focuses specifically on pedestrian facilities within the public right-of-way. Facilities evaluated include:

- Sidewalks
- Curb ramps
- Pedestrian crossings and access routes
- Accessible pedestrian signal push buttons
- Driveways intersecting sidewalks

Facilities not included in the scope of this plan include City buildings, parks and private property improvements.

## **DRAFT PLAN OVERVIEW**

### Self-Evaluation & Existing Conditions

The city completed a comprehensive field inventory of pedestrian facilities in 2021. This inventory was entered into the City's Geographic Information System (GIS) database and provides the foundation for prioritizing accessibility improvements. The inventory includes approximately:

- 353,409 linear feet of sidewalks (approximately 66.9 miles)
- 1,255 curb ramps
- 296 pedestrian signal push buttons
- 1,999 driveways intersecting sidewalks

Common accessibility issues identified during the self-evaluation include:

- Missing or outdated curb ramps
- Sidewalk segments with excessive cross slopes or insufficient width
- Driveway slopes that affect the pedestrian access route
- Obstructions within pedestrian pathways
- Pedestrian signals lacking accessible push buttons

While deficiencies exist, most facilities were found to remain functional. Many accessibility improvements have also been completed through recent roadway capital improvements. A follow-up inventory update is currently underway in 2026 to incorporate improvements completed since the inventory in 2021.

### Design Standards & Policy Framework

Accessibility improvements within the public right-of-way are guided by federal, state, and local design standards.

#### **Federal Standards**

The Public Rights-of-Way Accessibility Guidelines (PROWAG) adopted in 2023 provide the primary technical standards governing accessible pedestrian facilities.

#### **State Standards**

The Washington State Department of Transportation (WSDOT) Design Manual establishes design requirements for transportation facilities and provides guidance regarding ADA compliance for transportation projects.

#### **Local Standards**

In March 2026 the City adopted Ordinance No. 846, updating Lakewood Municipal Code Title 12 and the Engineering Standards Manual to formally incorporate PROWAG and WSDOT standards into City design requirements.

These updates represent the City's most significant accessibility policy update since incorporation.

### Methods to Improve Accessibility

Accessibility improvements are implemented through several City programs:

- **ADA Improvement Program:** stand-alone projects replacing non-compliant facilities

- **Capital Improvement Projects (CIP):** roadway reconstruction projects that upgrade pedestrian facilities within project limits
- **Roadway Resurfacing Program:** resurfacing projects that trigger curb ramp upgrades where intersections are altered
- **Sidewalk Maintenance Program:** routine maintenance activities addressing surface defects and obstructions
- **Development Frontage Improvements:** private development required to construct accessible sidewalks and curb ramps along project frontages

Integrating ADA improvements into larger transportation projects often provides the most cost-effective opportunity to remove accessibility barriers.

#### Prioritization Framework

Because the number of facilities requiring improvement exceeds available annual funding, the city developed a prioritization framework to guide implementation. Facilities are evaluated based on four factors:

- Facility Condition (50%)
- Traffic Volume (20%)
- Proximity to Key Destinations Serving Individuals with Disabilities (20%)
- ADA Complaints (10%)

This methodology allows the city to create a weighted score and focus resources on locations where accessibility barriers are most significant or where improvements will benefit the greatest number of users.

#### Planning-Level Cost Estimates

Based on the 2021 inventory, the City prepared a planning-level estimate to address facilities classified in poor condition. The estimated cost to address these deficiencies is approximately \$34.1 million.

Estimated costs by facility type include:

- Sidewalk reconstruction – \$16.7 million
- Driveway reconstruction – \$12.9 million
- Accessible pedestrian signals – \$2.6 million
- Curb ramp reconstruction – \$1.9 million

If improvements were expanded to include facilities currently ranked in fair condition, the estimated total program cost would increase to approximately \$63.9 million.

#### Implementation and Funding

Accessibility improvements will be implemented incrementally through the City's capital planning and budgeting processes. Primary local funding sources include:

- Real Estate Excise Tax (REET)
- General Fund transfers
- Transportation Benefit District (TBD) revenues
- General Obligation (GO) bonds
- Downtown Transportation Mitigation Fees (TMF)

Several state and federal transportation grants include:

- Highway Safety Improvement Program (HSIP)
- Transportation Alternatives Program (TAP)
- Congestion Mitigation and Air Quality (CMAQ)
- Safe Routes to School (SRTS)
- Bike and Ped.
- Transportation Improvement Board (TIB)

### **TENTATIVE SCHEDULE TO ADOPTION**

Federal law does not prescribe specific public engagement methods, nor does it require approval of an ADA Transition Plan by resolution or a formal public hearing prior to adoption. However, meaningful public participation and formal recognition of the plan by the City is required as part of the transition planning process.

The tentative schedule outlined below is intended to encourage public participation and provide multiple opportunities for review and comment. It also ensures that the policies contained in the Draft ADA Transition Plan are formally considered and approved by the City's legislative body, and that any future amendments would likewise be subject to Planning Commission and Council review.

The proposed schedule is as follows:

- January 23, 2026 City Bulletin Announced the development of an ADA Transition Plan
- February 10, 2026 – ADA specific webpage available
- March 9, 2026 Council study session: ADA Transition Plan Overview
- March 18, 2026 Planning Commission: ADA Transition Plan Overview
- March 19, 2026 Draft ADA Transition Plan uploaded to webpage
- March 19, 2026 Stakeholder Engagement via e-mail
- March 20, 2026 City Bulletin and Public Notice Announcement draft ADA Transition Plan document and request for public comment.
- April 1, 2026 Planning Commission Review of the draft ADA Transition Plan
- April 15, 2026 Planning Commission Hearing on the draft ADA Transition Plan
- Tentative April 15, 2026 or May 6, 2026 Planning Commission Recommendation of Draft ADA Plan to City Council
- Tentative May 11, 2026 Council study session: Review of the Planning Commission Recommended ADA Transition Plan
- Tentative June 1, 2026 Council Resolution Final ADA Transition Plan
- Tentative week of June 1, 2026 City website update with adopted ADA Plan



# RIGHT-OF-WAY ADA TRANSITION PLAN



Draft- March 18, 2026

**City Council:**

Paul Bocchi, Mayor  
Patti Belle Deputy Mayor  
Ellen Talbo  
Mike Brandstetter  
Philip Lindholm  
Ryan Pearson  
J. Trestin Lauricella

**City Administration:**

Doug Russell, City Manager  
Heidi Wachter, City Attorney  
Briana Schumacher, City Clerk  
Jeff Rimack, Planning & Public Works Director  
Angie Silva, Planning & Public Works Assistant Director  
Nicole Camus, Human Resources Manager & ADA Coordinator  
Weston Ott, P.E., Planning & Public Works City Engineer  
Troy Pokswinski, P.E. Planning & Public Works Capital Projects Manager  
Planning & Public Works staff

**Prepared by:**

## **Title VI Notice**

The City of Lakewood, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all persons that it will affirmatively ensure that in any contract entered as a result of this document or as a project issued by the City of Lakewood, disadvantaged business enterprises as defined at 49 CFR Part 26 will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, national origin, or sex in consideration for an award.

## **American with Disabilities Act (ADA) and Section 504 Information**

The City of Lakewood is committed to equal access for persons with disabilities in all its programs, services, and activities, in accordance with Title II of the ADA and Section 504 of the Rehabilitation Act.

This document is available in alternate formats upon request. Contact the City Engineer at [wott@cityoflakewood.us](mailto:wott@cityoflakewood.us) or (253) 983-7725. Persons who are deaf or hard of hearing may call Washington State Relay at 711.

This ADA Transition Plan is intended to fulfill the City's obligation under 28 C.F.R. § 35.150(d) to identify and remove accessibility barriers to existing pedestrian facilities within the city's public right-of-way. It is a living document, updated periodically to reflect improvements, emerging requirements, and community input. The City's goal is full ADA compliance and equal access for all users.

The city welcomes input from individuals with disabilities and is committed to expanding partnerships with the disability community, neighboring jurisdictions, and transit agencies to advance accessibility across the region.

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## Executive Summary

The Americans with Disabilities Act (ADA) of 1990 is a federal civil rights law that prohibits discrimination against individuals with disabilities and ensures equal access to public services, programs, and activities.

Title II of the ADA applies to state and local governments and requires public entities with 50 employees or more to evaluate their facilities, policies, and practices to ensure accessibility for individuals with disabilities.

The City of Lakewood prepared this ADA Transition Plan to guide improvements to accessibility within the city's public rights-of-way (ROW). The plan focuses on existing pedestrian facilities owned or maintained by the city, including sidewalks, curb ramps, crosswalks, pedestrian push buttons, and related pedestrian infrastructure.

Accessibility improvements will occur over time through a combination of improvements:

- Capital improvement projects
- Roadway resurfacing programs
- Maintenance activities
- Traffic signal upgrades
- Private development frontage improvements

The ADA Transition Plan will function as a living document and will be periodically updated every 3-5 years.

### Self-Evaluation and Existing Conditions

The city conducted a self-evaluation of existing pedestrian facilities within the public right-of-way to identify barriers that may affect accessibility. The initial inventory was completed in 2021 and entered into the City's Geographic Information System (GIS), providing a dataset to guide prioritization of improvements. The inventory includes:

- 353,409 linear feet of sidewalks (approximately 66.9 miles)
- 1,255 curb ramps
- 296 pedestrian signal push buttons
- 1,999 driveways intersecting sidewalks

Common infrastructure issues identified during the self-evaluation include:

- Missing or outdated curb ramps
- Sidewalk segments with insufficient width or cross slopes exceeding standards

- Driveway slopes that affect the pedestrian access route
- Obstructions within existing pedestrian pathways
- Pedestrian signals lacking accessible push buttons

Although deficiencies remain, most facilities were found to be functional. Many accessibility improvements have already been completed through roadway reconstruction projects, corridor improvements, and signal upgrades since the initial inventory was conducted.

## Progress

Since incorporation in 1996, the City of Lakewood has made significant strides in enhancing accessibility. Key achievements include:

- **Upgraded Pedestrian Infrastructure:** Substantial investment in street reconstruction over 30 years has upgraded many deficient ADA facilities and built compliant facilities in areas where none existed at incorporation.
- **GIS Inventory:** A full field inventory of curb ramps and pedestrian push buttons was completed in 2021 and entered into the City's GIS system, enabling data-driven prioritization of future improvements. The city is underway in 2026 on updating inventory as a result of capital projects.
- **Updated Standards:** In March 2026, Ordinance No 846 updated Lakewood Municipal Code (LMC) Title 12 and the Engineering Standards Manual which formally adopting current Public Right-of-Way Accessibility Guidelines (PROWAG) guidance for all new construction and alterations.
- **Coordinated Funding Strategy:** ADA improvements are funded through the City's biennial budget as part of the 6-Year Transportation Improvement Program (TIP) and Capital Improvement Plan (CIP).

## Prioritization and Implementation

Because the number of facilities requiring improvement exceeds available annual funding, accessibility improvements will be implemented over time using a prioritization framework. Future plan updates should evaluate facilities based on condition, traffic volume, proximity to key destinations serving individuals with disabilities, and ADA complaints.

Improvements will be delivered through capital improvement projects, roadway resurfacing programs, dedicated ADA retrofit projects, routine maintenance activities, and frontage improvements associated with private development. Incorporating ADA upgrades into larger transportation projects provides the most cost-effective opportunity to remove accessibility barriers.

## Planning-Level Cost Estimates

The City prepared a planning-level estimate to address facilities identified as poor condition in the 2021 ADA inventory. The estimated cost to address these deficiencies is approximately \$34.1M, including:

- Sidewalk reconstruction – \$16.7 million (49%)
- Driveway reconstruction – \$12.9 million (38%)
- Accessible pedestrian signals – \$2.6 million (7.6%)
- Curb ramp upgrades – \$1.9 million (5.6%)

## Funding and Monitoring Progress

Accessibility improvements will be funded through a combination of local revenues and external grants. Local sources also provide essential matching funds for state and federal grant programs.

Progress will be monitored through annual inventory rating updates, integration of ADA projects into the City's Six-Year Transportation Improvement Program (TIP and CIP, and documentation of completed improvements incorporated into GIS. Through continued investment and coordinated transportation planning, the City of Lakewood will continue working toward a pedestrian system that is accessible to all members of the community.

## Chapter 1 - Introduction

### 1.1 Plan Requirements

The Americans with Disabilities Act (ADA), signed into law in 1990, is a civil rights statute prohibiting discrimination against people who have disabilities. ADA covers a wide range of disabilities, including physical disabilities that limit mobility, stamina, vision, hearing, and speech as well as cognitive disabilities, emotional illness and learning disorders.

ADA provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications.

Cities and other government agencies are required to have an ADA Self-Evaluation and Transition Plan when they grow beyond a threshold of 50 employees.

While accessibility requirements extend to all public facilities, the scope of this plan is focused on pedestrian accessibility within the city's public right-of-way. The City of Lakewood must comply with the broader requirements of Title II of the ADA when developing and updating the ADA Transition Plan. Specifically:

- Must operate services, programs, or activities so that, when viewed in their entirety, they are accessible to and usable by individuals with disabilities (28 CFR § 35.150).
- May not refuse to allow a person with a disability to participate in services, programs, or activities simply because the person has a disability (28 CFR § 35.130(a)).
- Must make reasonable modifications in policies, practices, and procedures to ensure equal access to individuals with disabilities, unless modifications would fundamentally alter the nature of the service, program, or activity (28 CFR § 35.130(b)(7)).
- Must designate at least one responsible employee (the ADA Coordinator) to coordinate ADA compliance, and must provide that person's name, office address, and telephone number to all interested individuals (28 CFR § 35.107(a)).
  - City of Lakewood ADA Coordinator: Nicole Camus, Human Resources Manager | 6000 Main Street SW, Lakewood, WA 98499 | (253) 983-7709 | [ncamus@cityoflakewood.us](mailto:ncamus@cityoflakewood.us)
- Must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints (28 CFR § 35.107(b)). Available on the city's website at

<https://cityoflakewood.us/wp-content/uploads/2023/10/Lakewood-ADA-Grievance-Form-Fillable.pdf>

- Include a schedule of improvements to upgrade accessibility in each year following the Transition Plan.
- Considered as part of planning of projects and funding decisions with periodic updates to ensure compliance and validity. The Transition Plan should be viewed as a “living document” and updated regularly to reflect changes in real world conditions and to address any possible new areas of noncompliance.

Additionally, Transition Plans best practices are outlined in the National Cooperative Highway Research Program (NCHRP) Project Number 20-7 (232), “ADA Transition Plans: A Guide to Best Management Practices”, dated May 2009. This Plan is intended to address street sidewalk ramps and traffic signal push buttons.

## 1.2 ADA and its Relationship to Other Laws

Title II of the ADA is companion legislation to two previous federal statutes and regulations: the Architectural Barriers Act of 1968 and Section 504 of the Rehabilitation Act of 1973.

- **Architectural Barriers Act of 1968:** A federal law requiring facilities designed, built, altered, or leased with federal funds to be accessible. This Act marks one of the first efforts to ensure access to the built environment.
- **Section 504 of the Rehabilitation Act of 1973:** A federal law protecting qualified individuals from discrimination based on disability. The nondiscrimination requirements apply to employers and organizations receiving financial assistance from any federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding.

## 1.3 Plan Structure

Below is a brief structural overview of this ADA Transition Plan for existing pedestrian facilities within the city’s public ROW. The plan is organized into several chapters and appendices, addressing the City’s ADA obligations under Title II of the ADA, its current infrastructure inventory, correction and prioritization program, and budget and monitoring framework.

<b>Ch. 1 – Introduction</b>	Establishes the legal framework under Title II of the ADA. Describes the formal Transition Plan process, WSDOT LAG evaluation rubrics, and the relationship of this Plan to the Architectural Barriers Act and Section 504 of the Rehabilitation Act.
<b>Ch. 2 – Stakeholder Engagement</b>	Identifies strategy for communicating with disability advocates, Pierce County agencies, transit providers, schools, and the public.
<b>Ch. 3 – Self-Evaluation</b>	Describes available field inventory of all curb ramps, pedestrian push buttons, sidewalks, and driveways in the City ROW, entered into the GIS database.
<b>Ch. 4 – Design Standards &amp; Engineering Practices</b>	Covers the adoption of PROWAG as the City's technical standard, the role of the WSDOT Design Manual and the March 2026 updates to the Engineering Standards Manual and City Standard Plans. Addresses new vs. alteration project requirements.
<b>Ch. 5 – Methods to Improve Accessibility</b>	Details improvement delivery methods. Addresses USDOJ-recognized limitations, curb ramp and push button upgrade requirements, obstruction removal, and seven measurable milestones through 2044.
<b>Ch. 6 – Prioritization</b>	Defines a new GIS color-coded rating system (Red/Yellow/Light Green/Green). Establishes a weighted scoring matrix.
<b>Ch. 7 – Planning Level Estimates &amp; Funding Opportunities</b>	Ties ADA projects to the biennial budget 6-Yr CIP and 6-Year TIP. Identifies Funding Opportunities section identifying six grant programs: HSIP, CMAQ, TAP, Safe Routes to School, Bike and Ped., TIB, and Transportation Benefit District bonding.
<b>Ch. 8 – Recommendations &amp; Monitoring Progress</b>	Provides recommendations for future plan updates, implementation and monitoring through key performance indicators.
<b>App. A – WSDOT LAG</b>	Outlines WSDOT Local Agency Guideline requirements, chapter 29, the seven rubric categories.
<b>App. B – Lakewood ADA Grievance Form</b>	City of Lakewood ADA complaint and grievance form, administered by the Human Resources Manager (ADA Coordinator).
<b>App. C – Notice of ADA Transition Plan</b>	Notice of ADA Transition Plan development including the public comment period, milestone schedule, and project contact information.
<b>App. D – Planning Level Cost Estimates</b>	Provides high-level estimates of facility needs using the 2021 inventory.

<b>App. E – Comment Responses</b>	Future plan insert (placeholder) documenting comments received during formal comment period and response.
<b>App. F – Glossary of Terms</b>	Defines key terms.

## Chapter 2 – Stakeholder Engagement

### 2.1 Purpose

Stakeholder engagement is critical to success of this Americans with Disabilities Act (ADA) transition plan. ADA implementation regulations require public entities to provide an opportunity to interested persons including individuals with disabilities or organizations representing individuals with disabilities, transit organizations and public to participate in the self-evaluation process, and development of the Transition Plan, by submitting comments (28 CFR 35.105(b) and 28 CFR 35.150(d)(1)).

The city developed a strategy to communicate with stakeholders to achieve their understanding and support for the project. Created at the beginning of the project, it is updated as stakeholder communication needs change.

Persons with disabilities, organizations representing persons with disabilities, transit agencies, and members of the public are invited to review and provide input to refine the draft ADA Transition Plan. Their participation is encouraged to help identify accessibility barriers and improve the effectiveness of the plan.

### 2.2 Project Website & Medias

The draft plan and supporting documents are housed on the City’s webpage at the following link:

<https://cityoflakewood.us/planning-and-public-works/ada-transition-plan-development-for-city-transportation-facilities/>

In addition to the project webpage, the city uses several communication channels to inform the public about the plan and opportunities to provide feedback, including:

- Announcements in the City Manager’s weekly bulletin
- Updates through the City’s social media platforms
- Notices posted on the City’s website
- City Planning Commission and Council meetings

These communication methods help ensure that information about the ADA Transition Plan reaches a broad audience within the community.

## 2.3 Comment Period

A stakeholder contact list was developed to facilitate outreach during preparation of the ADA Transition Plan. Notifications regarding the availability of the draft plan and opportunities to provide comments are distributed to stakeholders via email and to the broader public through the City's standard public information methods, including web updates and social media.

Written public input on this plan may be submitted by sending comments to Lakewood's City Engineer Weston Ott at [wott@cityoflakewood.us](mailto:wott@cityoflakewood.us) or at 6000 Main Street, Lakewood WA 98499.

### 2.3.1 Planning Commission

The draft ADA Transition Plan will be presented to the Lakewood Planning Commission who will also hold a public hearing. During this hearing, members of the public and stakeholder organizations may provide comments on the draft plan.

### 2.3.2 City Council

Following Planning Commission review, the ADA Transition Plan will be presented to the City Council for a study session and consideration of adoption. Public input may also be provided during regular business meetings.

At the time of approval, Appendix F will incorporate documents posted and received as part of this plan update.

## Chapter 3 - Self-Evaluation

### 3.1 Summary

The City's self-evaluation addresses two components: a policy and practices review, and a physical inventory of existing facilities. Together they identify accessibility barriers and establish correction priorities.

### 3.2 Federal and State Design Standards

Sound design practices and guidelines are essential to ensure that newly constructed or upgraded pedestrian facilities meet Americans with Disabilities Act (ADA) Title II and Section 504 requirements, reducing barriers in the City's rights-of-way (ROW) over time. This section summarizes the applicable federal and state standards.

#### 3.2.1 Federal

The U.S. Access Board's Guidelines for Accessible Public Rights-of-Way (PROWAG) provide the primary technical standard for accessible pedestrian facilities in the ROW. PROWAG was formally adopted on August 8, 2023 and became effective on January 17, 2025 for the USDOT regarding transit stops.

#### 3.2.2 State

The Washington State Department of Transportation (WSDOT) Design Manual establishes design requirements for local, state, and federally funded projects. RCW 35.78 requires all agencies to adopt appropriate standards for all city projects, including pedestrian and bicycle facilities. Chapter 15 of the Design Manual addresses ADA compliance by project type:

- New construction: all pedestrian facilities must fully meet PROWAG requirements as built; the Maximum Extent Feasible (MEF) exception does not apply.
- Alterations: any project that affects pedestrian access, circulation, or usability, including resurfacing, reconstruction, and rehabilitation, must bring altered elements into compliance to the maximum extent feasible, which may require scope expansion or additional right-of-way.

Further, WSDOT's Local Agency Guidelines (LAG) manual provides guidance in the development of ADA transition plans. This is further outlined in Appendix A.

### 3.3 City Policy and Standard Review

The policy review examines City plans, regulatory documents, and design standards for content relating to existing ADA programs, policies, and practices affecting pedestrian facilities in the public right-of-way. The City of Lakewood primarily addresses pedestrian facilities in several policy and regulatory documents:

- Lakewood Comprehensive Plan (June 2025)
- Downtown Subarea Plan (January 2025)
- Lakewood Station District Subarea Plan (September 2024)
- Tillicum-Woodbrook Subarea Plan (September 2024)
- Lakewood Commute Trip Reduction 4-Year Plan 2025-2029 (June 2025)
- Lakewood Non-Motorized Transportation Plan (March 2023)
- Lakewood Engineering Design Manual (March 2026)
- Lakewood Municipal Code (LMC) Titles 12, 15, 18A, 18B and 18C

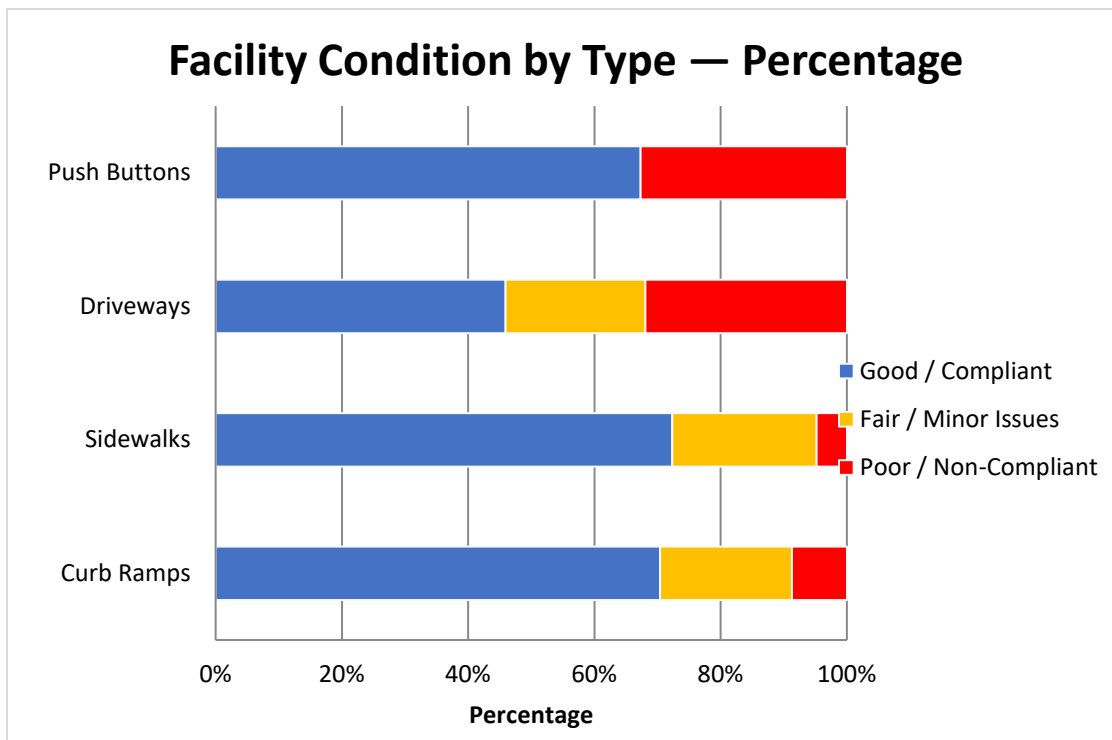
The policies and standards were reviewed for content that relates to existing ADA programs, policies and practices.

### 3.4 Existing Facilities

The physical inventory addresses barriers associated with existing pedestrian facilities (curb ramps, sidewalks, crosswalks, and pedestrian push buttons) as required by ADA Title II, 28 C.F.R. § 35.150(d)(3). Each facility was field-inventoried and cataloged in the City's GIS database, with barriers ranked by condition (poor, fair, or good). The initial inventory was completed in 2021.

In 2026, a follow-up update is underway to reflect capital projects completed between 2022 and 2025. As shown in the figures below, existing inventory includes:

- 353,409 linear feet of sidewalks (66.9 miles)
- 1,255 curb ramps
- 296 pedestrian signal push buttons
- 1,999 driveways

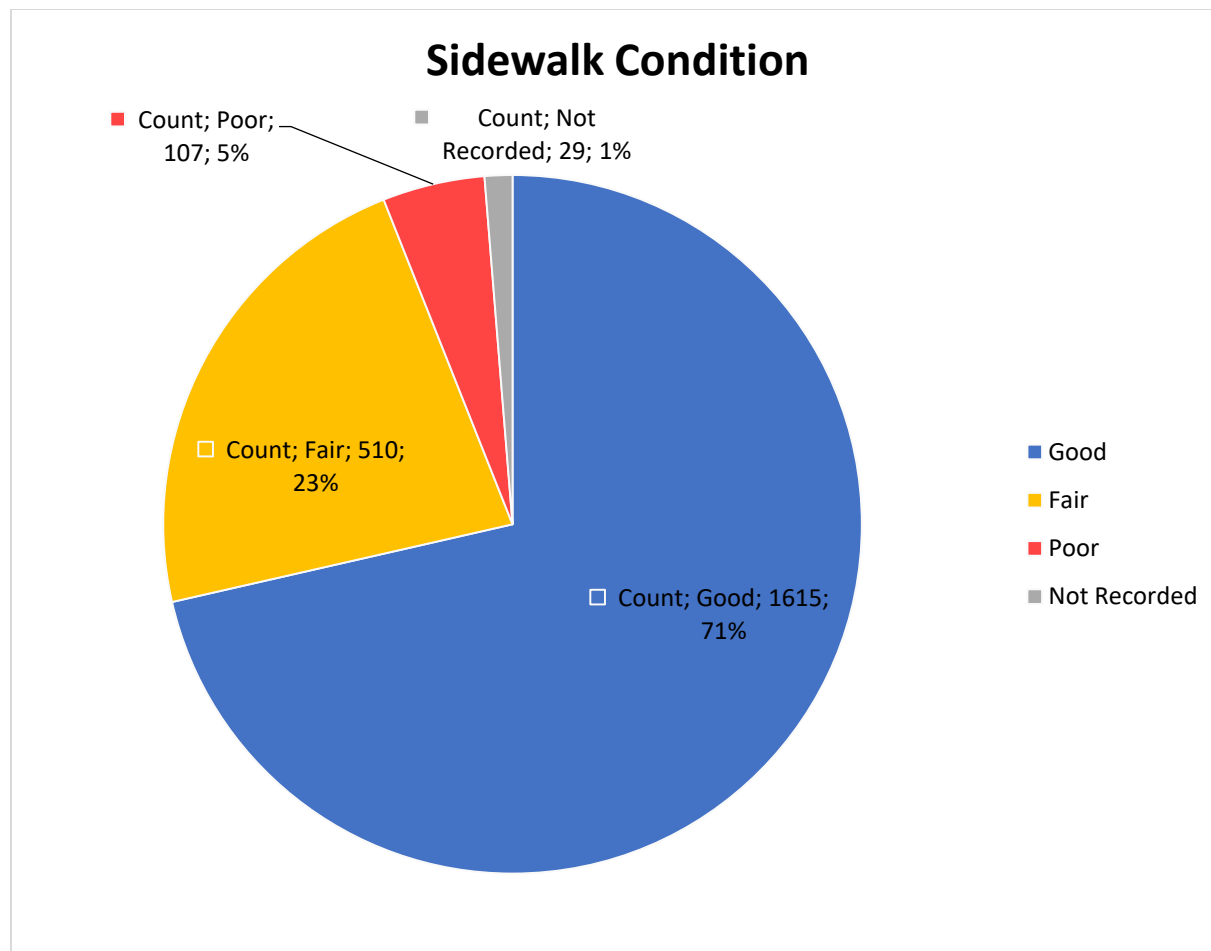


### 3.4.1 Sidewalks

As part of the ADA Right-of-Way Self-Evaluation, the City inventoried sidewalk segments throughout the public right-of-way to evaluate their condition and functionality as part of the pedestrian access route (PAR). The assessment reviewed sidewalk surfaces, continuity, and general usability for individuals with disabilities.

Overall, the inventory indicates that most sidewalks are in good condition, and with the inclusion of recent capital improvement projects, it is anticipated that the ranking will be higher.





### 3.4.2 Accessible Pedestrian Signals (APS)

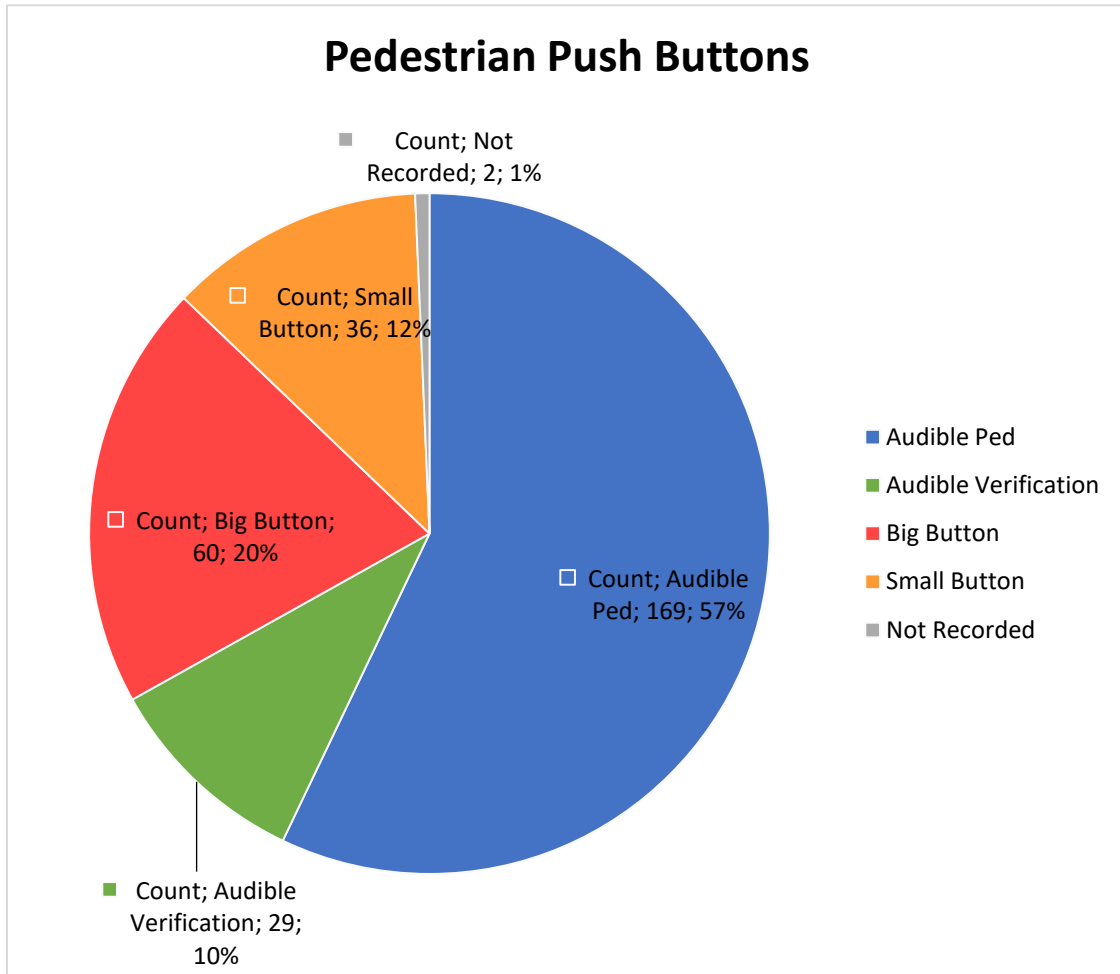
Accessible Pedestrian Signals (APS) were evaluated as part of the City’s ROW 2021 Self-Evaluation. APS devices provide audible and vibrotactile information indicating the *WALK* phase of a signalized intersection and are critical for individuals who are blind or have low vision.

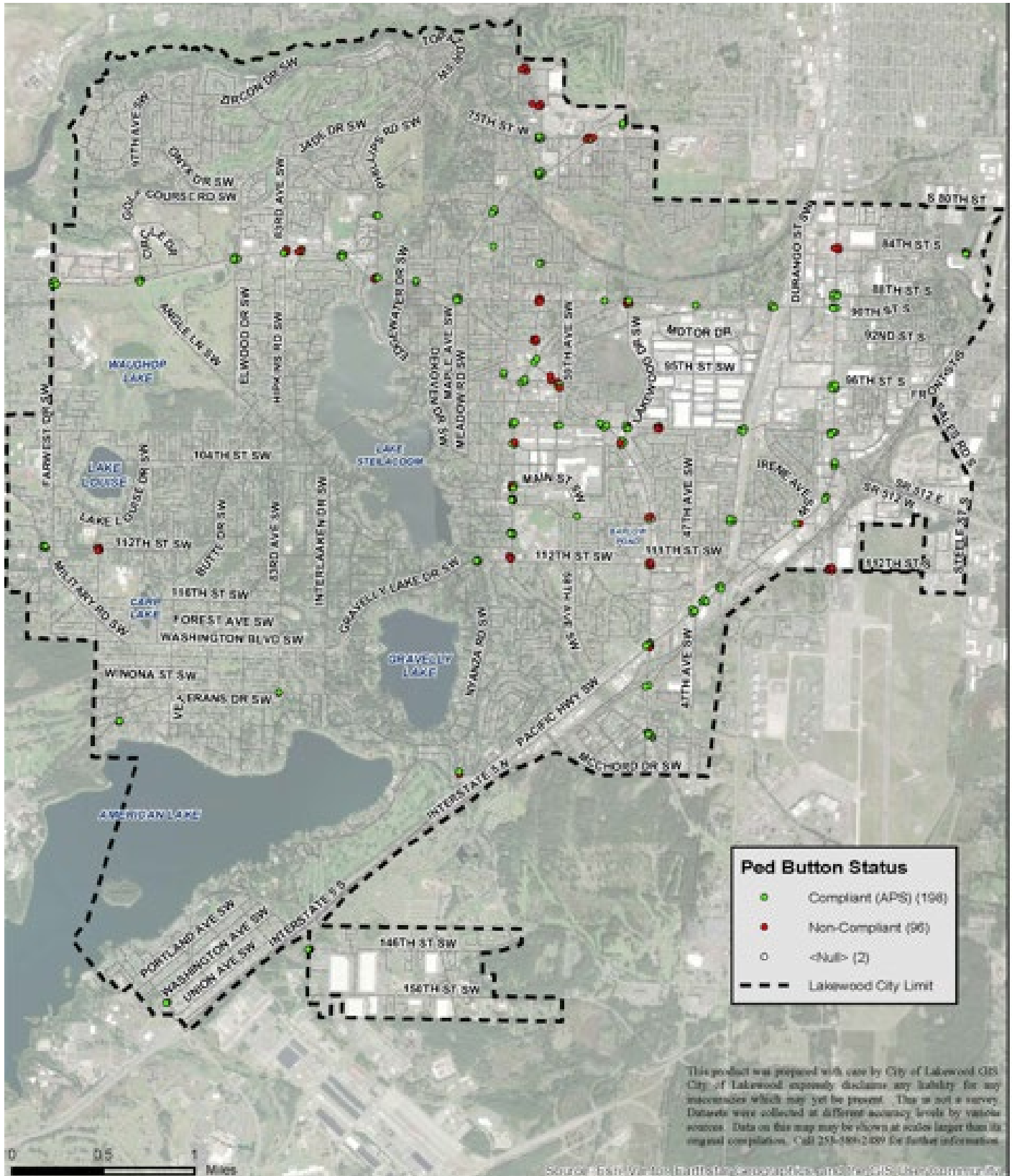
The inventory reviewed pedestrian push button installations at signalized intersections throughout the city to determine whether the devices meet current accessibility standards, including PROWAG requirements related to button placement, reach range, audible functionality, and other operational features. Like sidewalks, with capital investments since 2021, the condition ratings of APS are anticipated to be improved.

As shown below, APS facilities are distributed across the City’s signalized intersections. Most compliant APS installations are located along the City’s principal corridors and near

major activity centers. Non-compliant locations are generally associated with older signal infrastructure installed prior to current accessibility requirements.

Clusters of non-compliant pedestrian push buttons occur primarily along several arterial corridors and at intersections where signal equipment has not yet been upgraded to modern accessibility standards. This has been addressed on Washington Blvd. and portions of Steilacoom Blvd. as part of recent capital improvements.

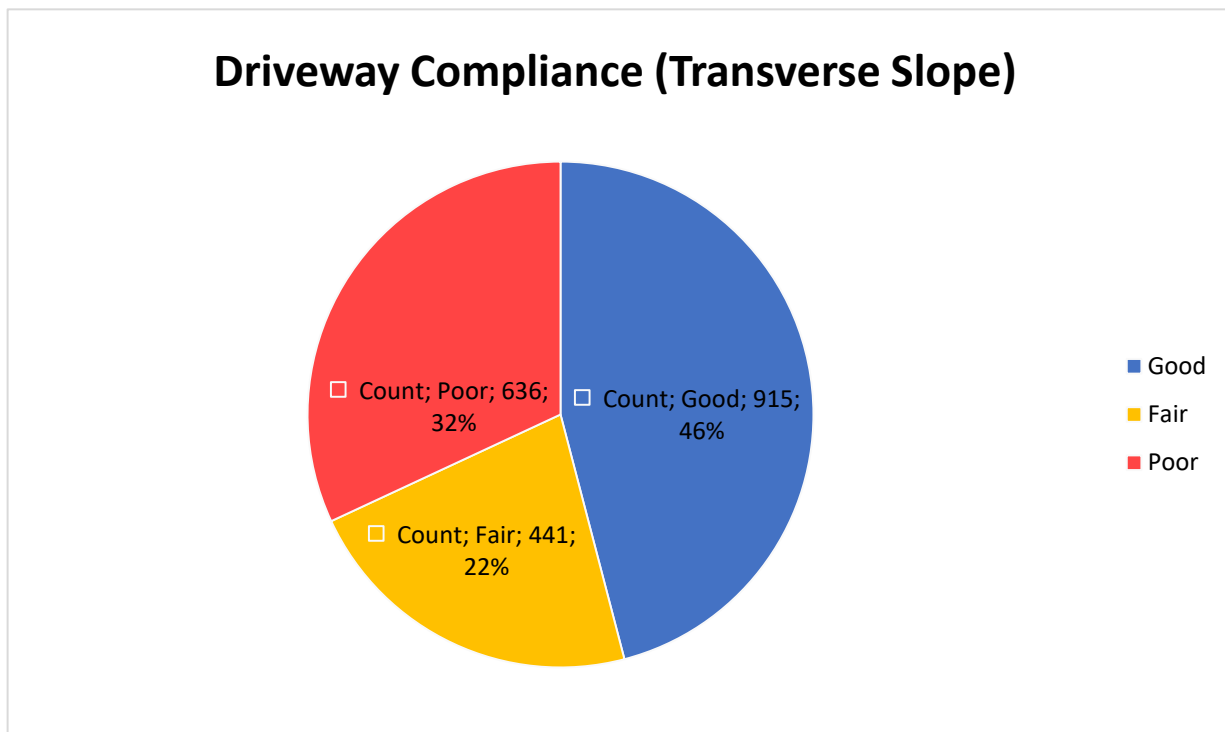




**3.4.3 Driveways**

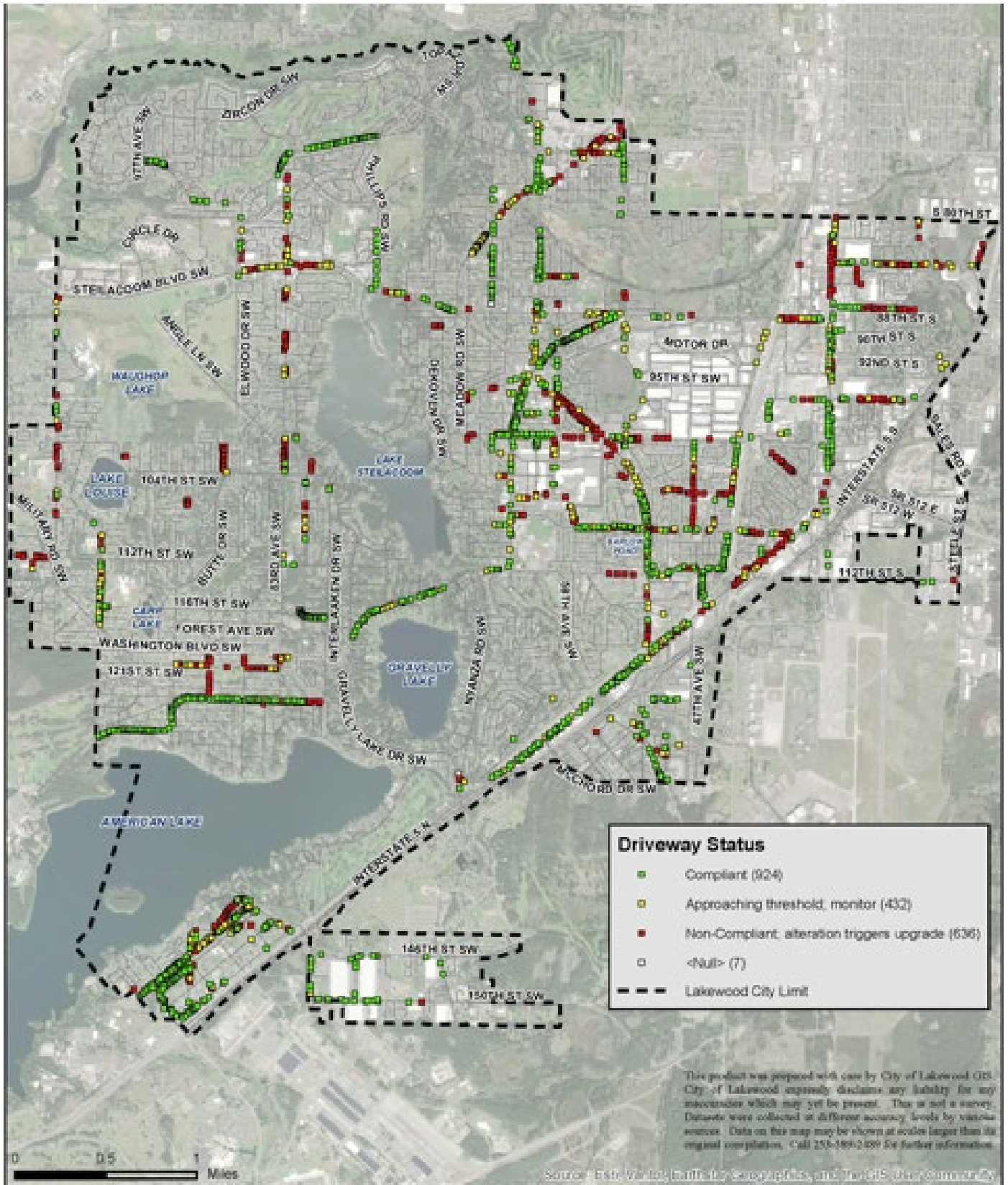
Driveways intersecting sidewalks within the public right-of-way were also evaluated as part of the Self-Evaluation. Driveways can affect the accessibility of the pedestrian access route where cross slopes exceed allowable limits or where driveway aprons create vertical or horizontal surface discontinuities.

In many cases, older driveway designs prioritize vehicle access over pedestrian accessibility, resulting in slopes that exceed this threshold. These conditions can create barriers for individuals using wheelchairs, walkers, or other mobility devices.



The inventory identified a range of driveway conditions that may affect pedestrian accessibility. Many driveways remain functional but do not fully meet current ADA or PROWAG standards.

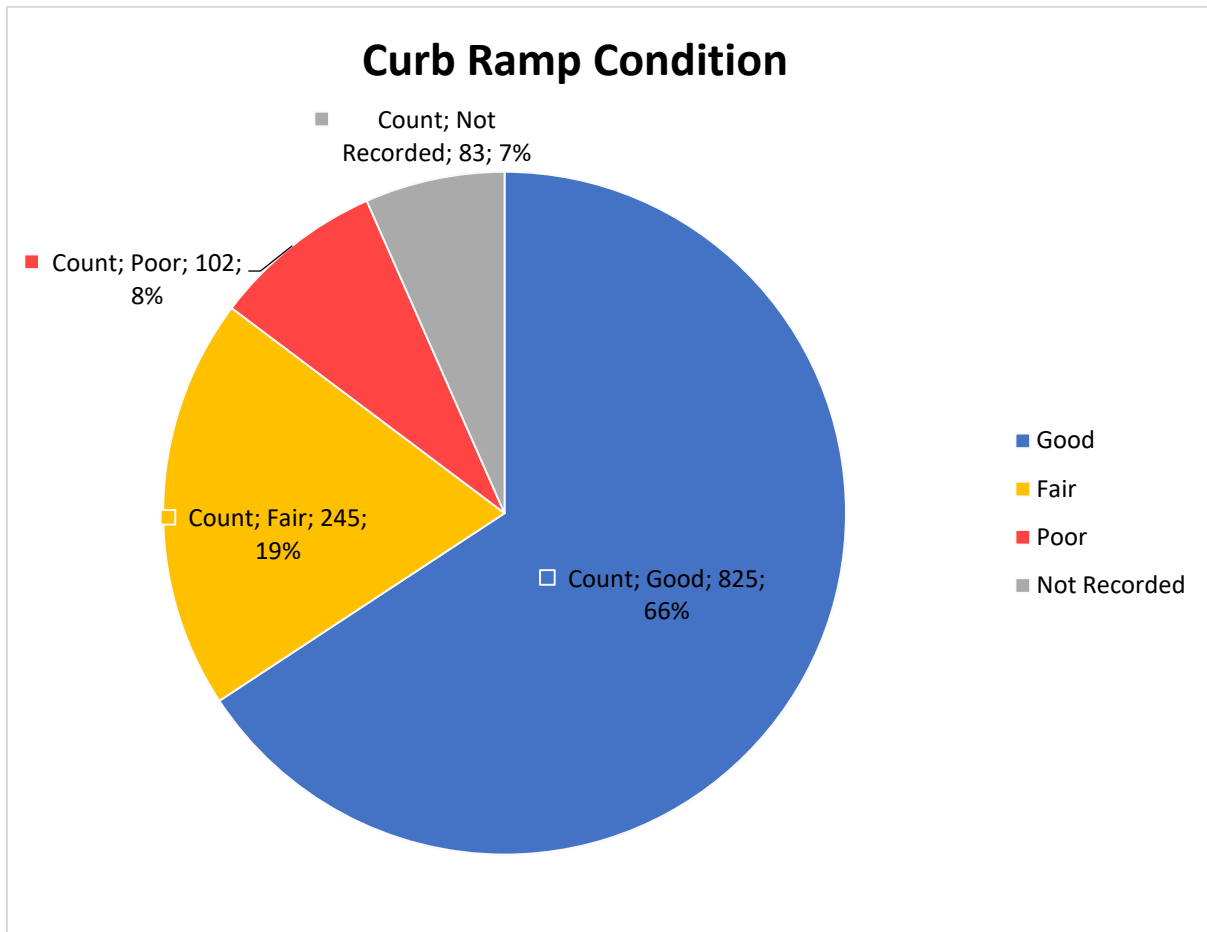
Condition	Description
<b>Good</b>	Driveway slopes and surface conditions meet accessibility requirements or do not significantly affect the pedestrian access route.
<b>Fair</b>	Driveway remains usable but may exceed preferred slope limits or create minor accessibility challenges.
<b>Poor</b>	Driveway slopes significantly exceed ADA/PROWAG limits or create barriers to accessible travel along the pedestrian route.

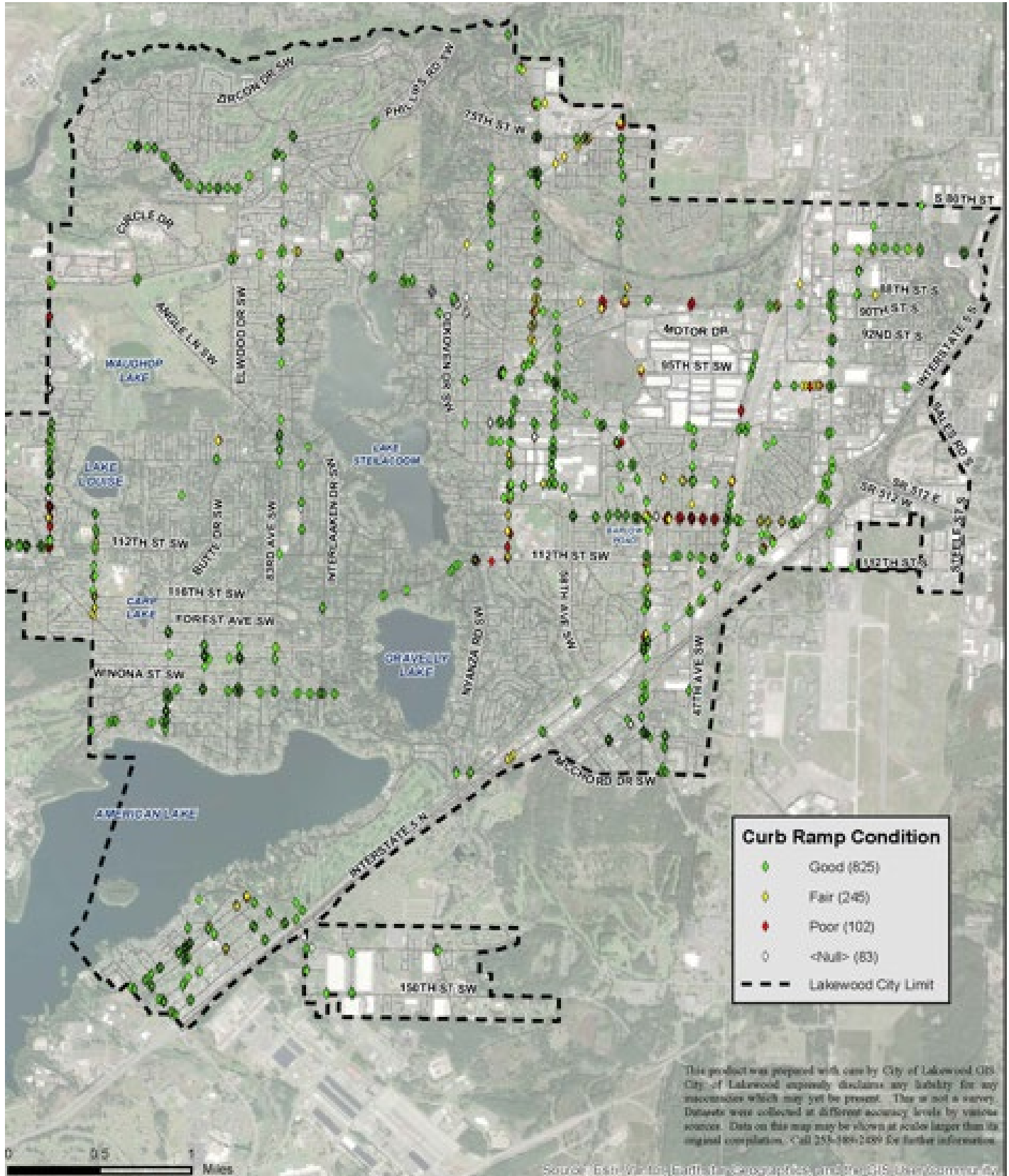


### 3.4.4 Curb Ramps

The City completed an inventory of curb ramps throughout the public right-of-way to assess their condition and compliance with ADA accessibility requirements. The inventory evaluated curb ramps based on functionality, physical condition, and general conformance with current accessibility standards.

The results indicate that most curb ramps in the City’s system are in good condition, about a third require improvement to meet current accessibility standards or to restore full functionality.





### 3.4.6 Inventory Summary by Facility Type

The City’s pedestrian facilities provide a systemwide overview of the condition and accessibility of facilities within the public right-of-way. The inventory results provide an important foundation for identifying accessibility barriers and prioritizing improvements.

The table below summarizes the condition of inventoried facilities.

Facility Type	Good	Fair	Poor
<b>Curb Ramps</b>	825	245	102
<b>Sidewalk Segments</b>	1,615	510	107
<b>Driveways</b>	915	441	636
<b>Pedestrian Push Buttons</b>	198	—	96

Facilities categorized as good generally meet current accessibility requirements or function adequately as part of the pedestrian access route. Facilities categorized as fair remain usable but may include minor accessibility issues or may require repair to prevent further deterioration. Facilities categorized as poor contain significant accessibility deficiencies or conditions that limit usability.

These results provide the baseline for the City’s accessibility improvement program in the ROW. The ongoing 2026 inventory update will incorporate improvements completed through recent capital projects and may reduce the number of facilities identified as deficient.

### 3.4.7 Findings

Since incorporation in 1996, the City's capital program has upgraded or replaced many deficient ADA facilities and built compliant infrastructure where none previously existed. Inventory categorization and GIS data will require ongoing refinement consistent with the methodologies in Chapter 6 and Appendices D and E.

The City's planning and regulatory documents support accessible pedestrian infrastructure and contain no policies that conflict with ADA requirements. Key findings:

- ADA compliance is implicitly supported across multiple plans but lacks explicit cross-references to the Transition Plan and its milestone schedule — a gap future updates should address.
- The Non-Motorized Transportation Plan and ADA Transition Plan should be formally coordinated and updated on aligned schedules.

- CTR employer sites, transit station areas, and downtown/subarea pedestrian priority zones are useful proxies for ADA pedestrian demand and should inform priority scoring.
- The March 2026 updates to LMC Title 12 and the Engineering Design Manual are the City's most significant recent ADA policy and regulatory update, formally embedding WSDOT Design Manual and PROWAG requirements into all project delivery.

## Capital Investments Supporting Pedestrian Accessibility

The City of Lakewood continues to invest in roadway preservation and corridor improvements through its adopted Six-Year Transportation Improvement Program (TIP) and Capital Improvement Plan (CIP). Several projects within the current capital program include roadway reconstruction, resurfacing, and intersection upgrades that incorporate pedestrian improvements consistent with ADA and PROWAG standards. These projects provide opportunities to upgrade curb ramps, sidewalks, and pedestrian crossings within the project limits as part of larger transportation improvements.

In addition, the city is updating its pedestrian facility inventory and ADA self-evaluation in 2026. This updated assessment will incorporate improvements completed since the initial evaluation and refine facility condition scores used in the prioritization methodology. As accessibility improvements are constructed through capital projects, resurfacing programs, and dedicated ADA improvements, the number of non-compliant facilities is expected to decline. The updated inventory will therefore reduce the number of facilities identified with deficient condition scores and help focus future improvements on remaining accessibility gaps.

Summarized below are some capital improvements in construction or completed that will be incorporated into the 2026 self-evaluation update.

Project Corridor / Location	Project Type	Pedestrian Improvements Included
<b>Kendrick Street (111th St SW – 108th St SW)</b>	Roadway improvements	Sidewalk improvements, curb ramp upgrades, pedestrian access route improvements
<b>112th Street SW (Gravelly Lake Dr – Bridgeport Way)</b>	Roadway improvements	Sidewalk reconstruction, ADA curb ramps, pedestrian crossings
<b>Nyanza Road improvements</b>	Roadway improvements	Sidewalk connectivity improvements, curb ramp upgrades

Project Corridor / Location	Project Type	Pedestrian Improvements Included
<b>Mt. Tacoma Drive (Interlaaken Dr – Whitman Ave)</b>	Roadway improvements	Sidewalk and curb ramp upgrades along corridor
<b>South Tacoma Way &amp; 92nd Street intersection</b>	Roadway and signal improvements	Accessible pedestrian signal (APS) upgrades and push button improvements
<b>Citywide pavement preservation programs</b>	Pavement preservation	Curb ramp upgrades at altered intersections where resurfacing triggers ADA requirements

Further, this plan will need to be updated periodically as improvements are completed, inventory and scoring refined, standards evolve, and community input identifies emerging needs.

## Chapter 4 – Design Standards and Engineering Practices

### 4.1 Purpose

This chapter describes the design standards, engineering practices, and accessibility requirements used by the City of Lakewood when constructing, modifying, or maintaining pedestrian facilities within the public right-of-way (ROW). These standards guide the planning, design, and construction of accessible pedestrian infrastructure and ensure that future improvements support compliance with the Americans with Disabilities Act (ADA).

The city applies a hierarchy of design standards consisting with federal accessibility requirements, state transportation design standards, and locally adopted engineering standards. Together, these documents establish a consistent framework for delivering transportation improvements that remove accessibility barriers and improve the overall usability of the pedestrian network.

Accessibility standards and engineering practices continue to evolve as federal regulations, state design guidance, and best practices are updated. The city should periodically update its local engineering standards to maintain consistency with these requirements. The most recent updates occurred in March 2026 with revisions to Lakewood Municipal Code Title 12 and the Engineering Design Manual, which formally incorporated current accessibility requirements consistent with the [Public Rights-of-Way Accessibility Guidelines \(PROWAG\)](#) and the [Washington State Department of Transportation \(WSDOT\) Design Manual](#).

### 4.2 Federal Accessibility Standards

ADA prohibits discrimination against individuals with disabilities and requires state and local governments to ensure that their programs, services, and activities are accessible. Title II of the ADA applies to public entities and requires that pedestrian infrastructure within the public right-of-way be designed and constructed in a manner that provides equal access for individuals with disabilities.

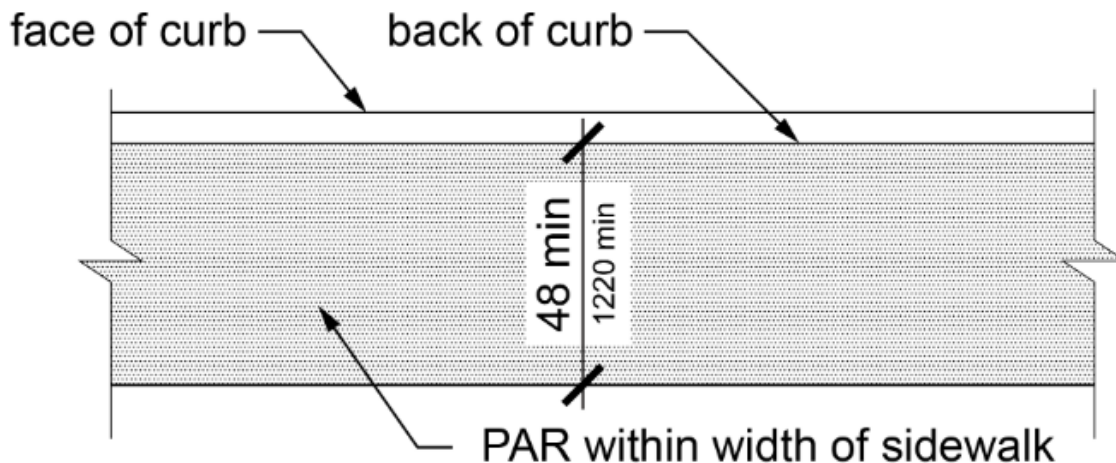
The primary technical standard governing accessibility within public rights-of-way is the PROWAG issued by the U.S. Access Board. PROWAG establishes detailed technical requirements for pedestrian facilities located within streets, sidewalks, and other public transportation corridors.

PROWAG provides design criteria for key elements of the pedestrian environment, including:

- Pedestrian Access Routes (PAR)
- Sidewalk widths and cross slopes
- Curb ramps and blended transitions
- Detectable warning surfaces
- Pedestrian street crossings
- Accessible pedestrian signals (APS)
- Pedestrian push button placement

Under PROWAG, pedestrian access routes generally provide a minimum clear width of 4 feet, a maximum cross slope of 2%, and accessible connections between pedestrian facilities and street crossings.

PROWAG R302 establishes the allowable running slope for pedestrian access routes. When sidewalks are located within a street right-of-way and the roadway grade exceeds 5%, the sidewalk may follow the street grade. If the grade exceeds 8.33%, the sidewalk is treated as a ramp and must meet ramp requirements, including handrails and landings, to the maximum extent feasible (MEF). The City’s Engineering Design Manual (March 2026) incorporates these standards. Project engineers evaluate running slopes during design on steep segments and document any MEF determinations when full ramp compliance is not structurally practicable.



The city recognizes strict compliance with cross-slope requirements at all intersections may not be feasible in areas with steep roadway grades or other physical conditions. For design objectives for pedestrian access routes and marked crosswalks, site conditions within the existing roadway network may limit the ability to achieve this standard without creating other safety or engineering conflicts. In particular, grades, intersection geometry, drainage requirements and the need to maintain consistency with American Association of

State Highway and Transportation Officials (AASHTO) roadway design standards may make full compliance impracticable in certain locations. These conditions are common in many jurisdictions and may occur where attempting to achieve a 2% cross slope would require substantial roadway reconstruction or create conflicts with established grades.

Where full compliance cannot reasonably be achieved, the City shall apply a MEF evaluation consistent with accessibility guidance used by WSDOT and other transportation agencies. Under this approach:

- Designers shall first evaluate whether the intersection and crosswalk can be constructed to meet the cross slope standard while maintaining safe roadway design and drainage.
- If compliance cannot be achieved due to physical or engineering constraints, the design team shall document the specific conditions preventing full compliance.
- The project shall incorporate accessibility improvements to the MEF, including curb ramps, landing areas, and crosswalk geometry that provide the best achievable accessibility within the project limits.
- MEF determinations shall be documented in the project file as part of the design record.

This approach recognizes that existing topography and roadway conditions may limit the ability to achieve fully compliant cross slopes in every location, while ensuring that accessibility improvements are implemented wherever feasible.

For facilities that have not been altered, ADA Title II requires that public agencies ensure program access, meaning that services, programs, and activities must be accessible when viewed in their entirety. The ADA Transition Plan for public rights-of-way (ROW) serves as the City's framework for identifying barriers within existing facilities and establishing a program for removing those barriers over time.

### **4.3 State Design Standards**

WSDOT establishes statewide design guidance for transportation facilities through the WSDOT Design Manual and the Local Agency Guidelines (LAG) Manual.

The WSDOT Design Manual provides engineering guidance for roadway and pedestrian facility design and is widely used by local agencies for transportation projects that utilize federal or state transportation funding. The manual includes design criteria for roadway geometry, intersections, sidewalks, curb ramps, and pedestrian crossings.

WSDOT Design Manual specifically addresses ADA compliance for transportation projects and describes how accessibility requirements apply to different project types.

Key guidance provided in the WSDOT Design Manual includes:

- Design requirements for pedestrian access routes
- Technical standards for curb ramp construction
- Accessible pedestrian signal placement and functionality
- Sidewalk width and cross slope requirements
- Intersection accessibility design

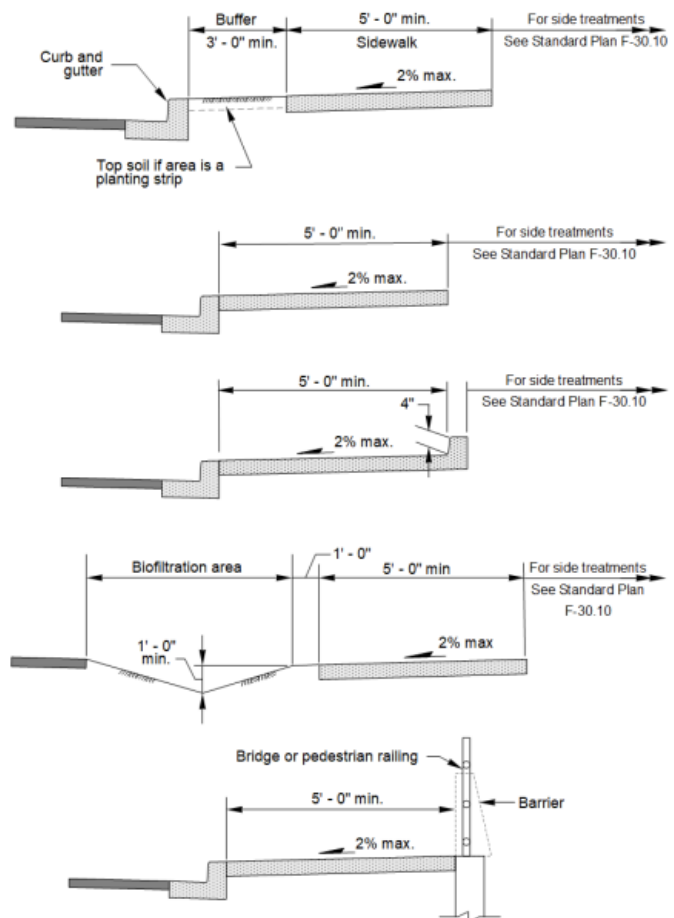
The [WSDOT LAG Manual](#) provides guidance to local agencies regarding ADA compliance and the development of ADA Transition Plans. LAG encourages agencies to conduct facility inventories, develop prioritization methodologies, and integrate accessibility improvements into transportation capital programs.

Projects receiving federal transportation funding must comply with both the WSDOT Design Manual and the LAG Manual.

By incorporating these standards into local engineering practices, the city ensures that transportation improvements remain consistent with state and federal accessibility requirements.

## 4.4 Local Engineering Standards

The City of Lakewood maintains locally adopted engineering standards that govern the design and construction of transportation infrastructure within the public right-of-way.



These standards establish the minimum technical requirements for roadway and pedestrian facility construction.

Local engineering standards are primarily defined through the following documents:

- Lakewood Municipal Code Title 12 (Streets and Sidewalks)
- Lakewood Engineering Design Manual (ESM)
- Development engineering and zoning requirements for frontage improvements

These documents define the design criteria for sidewalks, curb ramps, intersections, drainage facilities, utilities, and other public infrastructure.

In March 2026, the city adopted updates to the Engineering Design Manual and associated development regulations to align local design standards with PROWAG and WSDOT design guidance. These updates ensure that all new transportation projects and development-related improvements incorporate accessible pedestrian infrastructure that meets current accessibility standards.

The city applies these engineering standards to both publicly funded projects and private development projects that construct or modify infrastructure within the public ROW.

## 4.5 Application of Accessibility Standards

Accessibility standards apply differently depending on whether a project involves new construction, alterations to existing infrastructure, or routine maintenance activities.

### New Construction

For new construction projects, all pedestrian facilities must be fully compliant with current accessibility standards. This includes sidewalks, curb ramps, pedestrian crossings, and pedestrian signals constructed as part of new roadway or intersection projects.

New pedestrian facilities must meet the technical requirements established by PROWAG and the WSDOT Design Manual.

### Alterations

Projects that modify existing facilities in a way that affects usability are considered alterations under ADA regulations. Examples include roadway reconstruction, intersection reconstruction, and major resurfacing projects.

When alterations occur, pedestrian facilities within the project area must be brought into compliance with current accessibility standards to the maximum extent feasible (MEF). This requirement ensures that accessibility improvements are incorporated whenever existing infrastructure is modified.

Typical alterations that trigger accessibility improvements include:

- roadway resurfacing
- roadway reconstruction
- intersection reconstruction
- sidewalk replacement
- traffic signal upgrades

## Maintenance Activities

Routine maintenance activities generally do not trigger full accessibility upgrades. Examples include crack sealing, pothole repair, and vegetation trimming.

However, maintenance activities may still improve accessibility by correcting minor barriers such as:

- vertical offsets in sidewalks(faulting)
- minor surface deterioration
- obstructions within pedestrian access routes

Where feasible, the city coordinates maintenance activities with accessibility improvements to improve

## 4.6 Engineering Practices for Accessible Design

The city incorporates accessibility considerations into all phases of transportation project development, including planning, design, and construction.

Engineering practices used by the city include:

- evaluating pedestrian access routes during project scoping
- identifying accessibility barriers during field inspections
- incorporating ADA improvements into capital project design
- coordinating accessibility upgrades with pavement preservation projects
- verifying compliance with accessibility standards during design review

Capital and Engineering Services divisions within the Department of Planning & Public works review project plans to confirm that accessibility requirements are incorporated into

project design. Construction inspection also verifies that accessibility features are constructed in accordance with approved plans and specifications.

These engineering practices ensure that accessibility improvements are consistently integrated into transportation projects throughout the city.

## Chapter 5 – Methods to Improve Accessibility

The City of Lakewood can implement accessibility improvements through several infrastructure and maintenance programs. Each program addresses accessibility in different ways and together they support the systematic removal of pedestrian barriers throughout the public right-of-way (ROW).

### 5.1 Implementation Programs

Program	Description	ADA Improvements Delivered	Typical Delivery Method
<b>ADA Improvement Program</b>	Retrofits and replace non-compliant pedestrian facilities within the existing sidewalk network. This program focuses on correcting accessibility deficiencies rather than expanding sidewalks. Projects are prioritized using the methodology described in Chapter 6.	Replacement of non-compliant curb ramps, sidewalks, and pedestrian accessibility features.	Stand-alone ADA projects are constructed through publicly procured small works rosters and/or bids. Projects are incorporated into the City’s Six-Year Transportation Improvement Program (TIP) and Capital Improvement Plan (CIP).
<b>Capital Improvement Projects</b>	New construction and full roadway reconstruction projects automatically upgrade pedestrian facilities within the project limits.	Sidewalk reconstruction, curb ramp upgrades, accessible pedestrian signals, and other accessibility improvements.	Delivered as part of larger capital projects; typically, the most cost-effective method for ADA upgrades through publicly procured small works rosters and/or bids. Projects are incorporated into the

Program	Description	ADA Improvements Delivered	Typical Delivery Method
			City’s Six-Year Transportation Improvement Program (TIP) and Capital Improvement Plan (CIP).
<b>Roadway Resurfacing Program</b>	Roadway preservation treatments may constitute an “alteration” under ADA guidance and require accessibility upgrades at affected crossings.	Installation or replacement of curb ramps and pedestrian push buttons at intersections affected by paving projects.	Implemented automatically during full paving or resurfacing projects following FHWA and DOJ guidance.
<b>Sidewalk Maintenance Program</b>	Routine maintenance activities address deterioration and safety issues in pedestrian facilities.	Grinding vertical offsets, crack repair, vegetation trimming, and patching. Does not correct non-compliant design features such as slope or width.	Performed by City Parks maintenance staff as part of ongoing infrastructure maintenance.
<b>Development Frontage Improvements</b>	Private development projects must construct frontage improvements that meet current accessibility standards. This includes rebuilding non-compliant	Construction or reconstruction of sidewalks, curb ramps, and accessible pedestrian routes along development frontages.	Implemented through permit review requirements; improvements are constructed by private developers.

Program	Description	ADA Improvements Delivered	Typical Delivery Method
	infrastructure in the ROW.		

**5.2 Milestones**

To support implementation of the ADA Transition Plan, the City has established several milestones that guide accessibility improvements and help measure progress over time.

Milestone	Frequency	Purpose
<b>Inventory Update</b>	Annual	Update facility condition data and incorporate improvements completed through capital projects.
<b>Prioritization Update</b>	Annual	Recalculate priority scores to reflect updated facility conditions and community feedback.
<b>Capital Programming</b>	Biennial	Integrate ADA improvements into the City’s Six-Year Transportation Improvement Program and Capital Improvement Program.
<b>ADA Transition Plan Update</b>	Every 3–5 years	Review progress, update cost estimates, and refine prioritization methodology.

These milestones help ensure that accessibility improvements remain integrated with the City’s capital planning and budgeting processes.

**5.3 USDOJ Recognized Limitations**

New or altered streets must include curb ramps wherever pedestrian walkways intersect with curbs. Resurfacing triggers this requirement; pothole filling alone does not. At unaltered existing facilities, curb ramps are not strictly required, though the city may install them proactively. Where ramps already exist on an alternative route, a marginally longer path of travel may satisfy program access requirements.

The correction program establishes planned milestones for curb ramp compliance, prioritizing walkways serving government facilities, transit stops, public accommodations, and business districts before residential areas. A procedure for installing ramps upon request will also be established.

### 5.4 USDOJ Standards – Limitations

Federal regulations recognize that standards change over time and provide several limitations on the obligation to retrofit existing facilities:

- **Program access:** does not require every existing facility to be made individually accessible, only that each service, program, or activity be accessible when viewed in its entirety.
- **Structural impracticability:** full compliance is excused only in rare cases where unique terrain characteristics make accessibility features physically impossible to incorporate. The city will address alteration projects to the MEF.

These limitations are incorporated into the City's planning programs.

## Chapter 6 - Prioritization

### 6.1 Summary

Effective prioritization is essential to developing rational budgets and implementing the ROW Transition Plan. In Chapter 3- Self Evaluation, this current facility collected in 2021 ranked by condition poor, fair, or good using specific design elements.

Additionally, the city has historically prioritized improvements primarily as transportation capital improvement occur, secondarily when ramps or buttons are problematic, or identified in the field through routine inspection runs. All new construction and reconstruction projects that require frontage improvements provide upgrades to pedestrian facilities. An important part of this Plan then is the development of a priority process that addresses those facilities that may not be included in both capital projects and private development.

This Chapter balances the operational demands of the broader transportation system against the need to systematically upgrade ROW pedestrian facilities within the constraints of City resources.

In future updates, the city should consider additional quantitative systems to rank facilities by relative need.

### 6.2 Scoring Factors Enhancements

To guide implementation of the ADA Transition Plan, the City of Lakewood should apply a prioritization framework to identify locations where accessibility improvements to existing facilities will provide the greatest benefit. Because the number of existing facilities requiring upgrades exceeds available annual funding, improvements must be implemented in phases over time.

The prioritization methodology evaluates several factors that reflect both physical accessibility barriers and potential pedestrian demand. These factors include facility condition, traffic volume, proximity to key pedestrian destinations, and public ADA complaints. Each factor is assigned a score and weighted to reflect its relative importance in identifying locations where accessibility improvements are most needed.

The scoring system is intended to function as a planning and budgeting tool rather than a strict engineering determination of compliance. Some facilities may fall short of current ADA or PROWAG standards in relatively minor ways, such as slightly exceeding a slope threshold, while remaining usable by most individuals with disabilities. The prioritization

framework allows the city to focus limited resources first on locations with the most significant accessibility barriers or the highest potential demand for accessible pedestrian routes.

## 6.2.1 Facility Condition

Facility condition is the primary factor used to evaluate the degree to which a pedestrian facility restricts accessibility. This category assesses the physical condition and level of ADA compliance of sidewalks, curb ramps, driveways, and related pedestrian infrastructure within the public right-of-way (ROW).

Rating	Description	Score
Green	Compliant with ADA standards	0
Light Green	Non-compliant, functional	3
Yellow	Non-compliant, limited functionality	7
Red	Non-compliant, non-functional	10

## 6.2.2 Traffic Volume

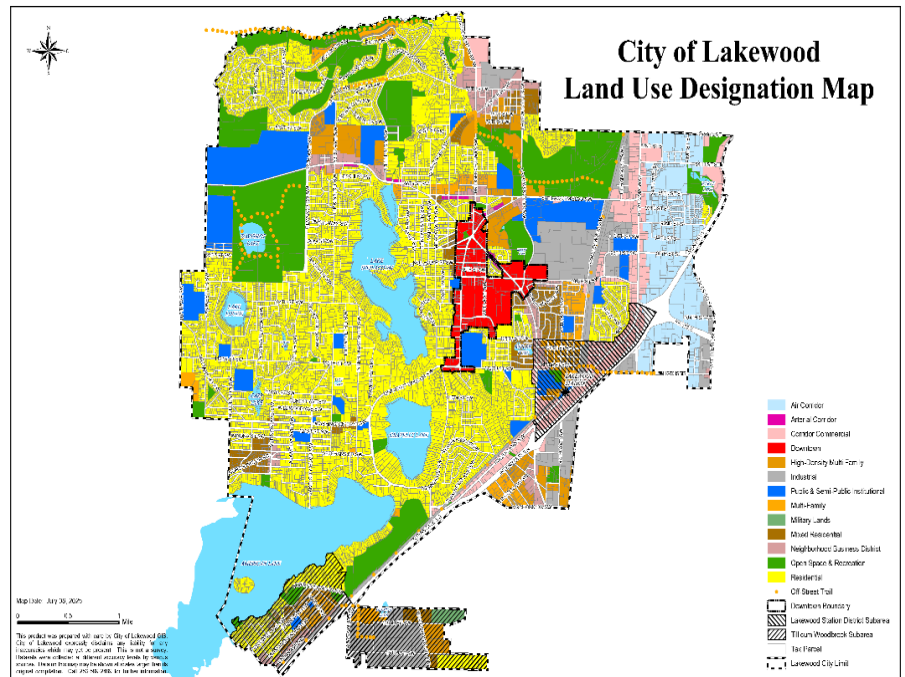
The City currently does not collect pedestrian count data for facilities within the public ROW. As a result, pedestrian activity levels are estimated using Average Daily Traffic (ADT) and roadway classification as proxy indicators of potential pedestrian demand. Roadways with higher traffic volumes and higher functional classifications may typically serve areas with greater pedestrian activity and access to destinations. Roadway classifications used for this evaluation are defined in Lakewood Municipal Code (LMC) Title 12.

Roadway Classification	ADT Range	Prioritization Score
Local Street	< 2,000	10
Collector Arterial	100 – 1,000	20
Minor Arterial	5,000 – 10,000	30
Minor Arterial	10,000-20,000	40
Principal Arterial	20,000-30,000	50
Principal Arterial	>30,000	60

## 6.2.3 Proximity to Key Pedestrian Destinations

To ensure that facilities serving populations with greater accessibility needs are appropriately prioritized, the city recognizes that pedestrian demand among individuals with disabilities may not always correlate with roadway traffic volumes. Certain land uses generate higher levels of pedestrian activity among people who rely on accessible infrastructure, even when located on lower-volume streets.

As part of the prioritization process, the city should consider the presence of key pedestrian destinations within approximately two city blocks of a facility. Examples include medical and behavioral health facilities (such as St. Clare Hospital and Western State Hospital), eldercare and assisted living centers, educational institutions including Pierce College and K-12 schools, public parks and regional trail connections, and transit stops. These destinations often serve populations that disproportionately depend on accessible pedestrian routes.



Where multiple pedestrian generators are in the same area, this factor may increase the priority assigned to accessibility improvements. Conversely, the factor may be reduced in locations where high traffic volumes primarily reflect pass-through vehicle traffic rather than meaningful pedestrian demand.

Proximity (within two city blocks)	Score
No significant ADA-use	0
Moderate ADA use (e.g., small clinic)	10
High ADA use (e.g., schools, hospital, transit station)	20

## 6.2.4 ADA Complaints

Public complaints related to accessibility barriers are another factor considered in prioritizing improvements. This feedback helps identify locations where accessibility barriers are directly affecting community members and may not otherwise be captured through inventory data alone.

Complaints received within the previous twelve months are reviewed by staff and should be incorporated into the prioritization process. Locations receiving multiple complaints may receive additional priority to address barriers that are actively affecting use of the pedestrian network.

Complaints (Prior 12 Months)	Score
None	0
1 – 3	10
More than 3	20

## 6.3 Priority Ratings

Each prioritization factor described above is assigned a weighting to reflect its relative reliability as an indicator of accessibility need. The weighted scores are combined to produce an overall priority score for each facility. This score helps guide implementation of the City’s accessibility improvement program within the ROW, including curb ramp replacements, sidewalk upgrades, and other pedestrian accessibility improvements.

Factor	Score Percentage	Weight Factor
Facility Condition	50%	5
Traffic Volume	20%	0.33
Known ADA Use	20%	1
ADA Complaints	10%	0.5

The weighted score for each facility is calculated by multiplying each factor score by its weight and summing the results. The maximum possible score is 100 points. The combined score is used to assign each facility to a Priority Tier as shown in the table below. Tier assignment determines the order in which facilities are addressed in the City’s annual ADA improvement program incorporated into the TIP and CIP. Adjustments to tier assignments based on field conditions, safety concerns, or coordination with scheduled capital projects should be considered.

Priority Tier	Combined Score	Implementation Timing
<b>Tier 1 – High</b>	70 – 100	Address in biennium budget cycles; include in next stand-alone ADA project or capital project within project limits.
<b>Tier 2 – Medium</b>	40 – 69	Program for improvement within the TIP; prioritize for inclusion in capital or resurfacing projects within the planning horizon.
<b>Tier 3 – Low</b>	0 – 39	Address through long-range planning or as opportunity arises through development frontage or maintenance programs; revisit in next plan update.

**6.4 Application of Priority Scores**

The prioritization framework described in this chapter provides a structured method for identifying locations where accessibility improvements will have the greatest benefit. The scoring system combines physical facility conditions with indicators of pedestrian demand to help direct limited resources toward the most critical accessibility barriers.

Priority scores are used to inform:

- Development of stand-alone ADA improvement projects
- Inclusion of accessibility upgrades in capital improvement projects
- Planning of pedestrian safety and corridor improvement projects
- Long-range transportation planning efforts

The prioritization framework is intended to guide decision-making rather than replace professional judgment. In some cases, field conditions, public safety concerns, or coordination with other infrastructure projects may justify adjustments to priority rankings.

## Chapter 7 – Planning Level Estimates & Funding Opportunities

### 7.1 Budget & Funding Opportunities

The City of Lakewood is currently preparing its 2027–2028 biennium budget, which incorporates priorities identified in the updated Six-Year Transportation Improvement Program (TIP) and Capital Improvement Plan (CIP). These programs identify planned capital investments and ADA accessibility improvements for pedestrian facilities within the public right-of-way (ROW).

Primary local transportation funding sources include:

- **Real Estate Excise Tax (REET):** Local tax on property sales used for eligible capital improvements.
- **General Fund Transfers:** General municipal revenues that support street capital projects and pavement preservation.
- **Transportation Benefit District (TBD):** \$20 annual vehicle license fee for transportation improvements.
- **General Obligation (GO) Bonds:** Debt financing used to deliver larger capital transportation projects.
- **Transportation Mitigation Fees (TMF):** Development fees supporting transportation capacity improvements in the Downtown Subarea.

These sources provide the primary local funding and grant match for the City’s transportation capital program. Regional, state and federal grants that may assist in the implementation of ADA accessibility improvements are listed below.

Program	Administering Agency	Purpose / Eligibility
<b>Highway Safety Improvement Program (HSIP)</b>	Federal Highway Administration (administered through WSDOT)	Funds projects that reduce traffic fatalities and serious injuries; curb ramp upgrades and accessible pedestrian signal improvements at high-crash locations may qualify.

<b>Program</b>	<b>Administering Agency</b>	<b>Purpose / Eligibility</b>
<b>Congestion Mitigation and Air Quality (CMAQ)</b>	Federal Highway Administration (administered through WSDOT & PSRC)	Supports transportation projects that reduce congestion and improve air quality, including pedestrian infrastructure that supports shifts to non-motorized travel.
<b>Transportation Alternatives Program (TAP)</b>	Federal Highway Administration (administered through WSDOT & PSRC)	Provides funding for non-motorized infrastructure such as sidewalks and ADA curb ramp improvements.
<b>Safe Routes to School (SRTS)</b>	WSDOT	Funds improvements within approximately two miles of K-12 schools that improve safety for students walking or bicycling to school.
<b>Bike and Pedestrian Grant</b>	WSDOT	Funds bicycle and pedestrian improvements, grant call is at the same time as the SRTS grants and evaluated at the same time.
<b>Urban Active Transportation Program &amp; Complete Streets Program</b>	Washington State Transportation Improvement Board (TIB)	Supports pedestrian safety improvements including sidewalks and curb ramps.

**7.2 Planning Level Cost Estimate**

The city prepared a planning-level cost estimate to address pedestrian facilities identified as deficient in the 2021 ADA inventory. The estimate focuses primarily on facilities categorized as poor condition, which represent the most significant accessibility barriers.

The estimated cost to address facilities in poor condition is approximately \$34.1M. This estimate includes allowances for design, construction management, and contingency.

Sidewalk reconstruction represents the largest cost category, followed by driveway reconstruction and slope correction. Smaller portions of the estimated program cost are associated with accessible pedestrian signal upgrades and curb ramp reconstruction.

If improvements are expanded to include facilities categorized as fair condition, the estimated total program cost increases to approximately \$63.9M. Facilities in fair condition typically remain functional but may require repair or upgrades to meet current accessibility standards.

These estimates are considered a planning-level estimate and will be refined as the City completes the 2026 inventory update and as project-level engineering is performed through the Capital Improvement Program.

Facility Type (Poorly Ranked)	Estimated Cost	Percent of Total	Key Needs Identified
<b>Driveways</b>	\$12.9 million	37.8%	Reconstruction at locations exceeding ADA slope limits
<b>Sidewalks</b>	\$16.7 million	49.0%	Replacement of poor-condition segments and repair of fair-condition segments
<b>Curb Ramps</b>	\$1.9 million	5.6%	Rebuilding deficient ramps and installing missing ramps
<b>Accessible Pedestrian Signals (APS)</b>	\$2.6 million	7.6%	Upgrades at non-compliant signalized intersections
<b>Total Estimated Program Cost</b>	<b>\$ 34.1 million</b>	<b>100%</b>	Systemwide ADA improvements

Sidewalk reconstruction represents the largest cost category (49%), reflecting locations where it exceeds ADA/PROWAG limits. Driveway reconstruction and repair represent the second largest cost component (38%), followed by curb ramp upgrades and Accessible Pedestrian Signal (APS) improvements.

If improvements also include facilities ranked in fair condition, the estimated planning-level program cost increases to approximately \$63.9M or by 47%. Fair-condition facilities generally include infrastructure that remains functional but does not fully meet current design standards or may require repair to prevent further deterioration. Facilities classified as fair condition may also reflect a range of issues, including minor surface deterioration, slope conditions approaching ADA/PROWAG thresholds, or partial non-compliance that

does not yet require full reconstruction. Further field investigation is needed on facilities ranked fair.

Improvement Scope	Estimated Program Cost	Description
<b>Poor Condition Facilities Only</b>	\$34.1 million	Address locations with significant accessibility deficiencies requiring reconstruction.
<b>Poor + Fair Condition Facilities</b>	\$63.9 million	Includes major, moderate and minor condition facilities that may require repair or upgrades to meet current accessibility standards. <i>Additional field assessment using PROWAG needed for facilities classified as fair.</i>

These estimates do not include the forthcoming 2026 inventory update, which will refine facility condition ratings and incorporate improvements completed since the original 2021–2022 self-evaluation.

For biennium budget discussions, the City’s baseline ADA improvement program is currently striving to dedicate \$260,000 annually (2026 dollars) toward accessibility improvements.

Because the City’s pedestrian facility inventory is still being refined, and the prioritization methodology described in Chapter 6 introduces additional evaluation factors, these estimates should be considered planning-level, preliminary only. The city relies on representative unit costs derived from recent local construction projects, which will be refined as the 2026 inventory update and project-level engineering advance in the adopted CIP.

### 7.3 Implementation

Revenues to support ADA improvements are limited. Because the number of pedestrian facilities requiring accessibility improvements exceeds available annual funding, implementation of the ADA Transition Plan will occur incrementally over time. Consistent with guidance from the U.S. Department of Justice and the Washington State Department of Transportation (WSDOT) Local Agency Guidelines (LAG), accessibility improvements will

be prioritized and implemented in phases based on the severity of accessibility barriers, available funding, and coordination with other transportation projects.

To satisfy 28 CFR § 35.150(d)(3) and WSDOT LAG Chapter 29, the plan must include a schedule of accessibility improvements. The table below provides a tentative schedule, organized by biennium budget cycle. Facilities are scheduled consistently with the Priority Tier methodology in Chapter 6. Tier 1 (high priority) facilities are targeted first, followed by Tier 2 facilities as funding allows.

Year	Estimated Investment	Priority Activities / Facility Types	Priority Tier Target	Responsible Party
<b>2027-2032</b>	\$260,000 (baseline annually + grants if available)	Adopt ADA Transition Plan. Complete 2026 GIS inventory update. Identify Tier 1 curb ramp and APS upgrades for 2027–2028 TIP/CIP. Begin APS upgrades at highest-priority signalized intersections serving transit, schools, and medical facilities.	Tier 1	Planning & Public Works
<b>2032-2044</b>	\$260,000+ (local + grants)	Complete remaining Tier 1 facilities. Begin Tier 2 (medium priority) facilities. Conduct comprehensive plan update, refresh inventory, scores, and this implementation table. Apply for TAP, TIB, or HSIP grants to accelerate program.	Tier 1 complete  Tier 2 begins	Planning & Public Works

This schedule represents a planning-level implementation framework rather than a fixed construction timeline. The pace of improvement will depend on several factors, including:

- availability of local funding within the City’s biennial budget
- success in securing state and federal transportation grants
- opportunities to incorporate accessibility upgrades into transportation capital programs and resurfacing projects
- as growth occurs over time, improvements constructed through private development frontage requirements

Following adoption of the annual budget, the Planning & Public Works Department will be responsible for implementing the transportation improvement projects programmed for that budget year. Project delivery will occur in accordance with the priorities and funding allocations established in the City's adopted CIP.

Routine maintenance of pedestrian facilities, including sidewalks and related infrastructure, levels of serve will be performed through maintenance and operations services administered by the Parks & Recreation Department.

## Chapter 8 – Recommendations & Monitoring Progress

### 8.1 Purpose

The recommendations in this chapter provide guidance for implementing and maintaining the City’s ADA Transition Plan over time. While earlier chapters describe the City’s existing infrastructure inventory, updates to a prioritization methodology, and funding framework, this chapter outlines how the city will continue advancing accessibility improvements and evaluating progress.

The ADA Transition Plan is intended to function as a living planning document that evolves as infrastructure conditions change, new standards emerge, and community input identifies new accessibility needs. Recommendations therefore focus on strengthening three core areas:

- Continuous improvement of the pedestrian facility inventory
- Integration of ADA improvements with capital planning and maintenance programs
- Monitoring progress and ensuring transparency with the public

These actions will help ensure that accessibility improvements remain coordinated with the City’s transportation investment programs and that barriers are removed systematically over time.

### 8.2 Progress Made

Documenting progress is a key component of a credible ADA Transition Plan. It demonstrates the City’s commitment to continuous improvement and provides accountability to the community. The following summarizes progress made since the City’s original ADA inventory and planning efforts:

- **GIS Inventory Completed (2021):** The City completed a comprehensive field inventory of all curb ramps and pedestrian push buttons, which was entered into the City’s GIS database. This forms the baseline for measuring future progress.
- **Capital Projects (2021–2025):** Numerous capital improvement projects since the 2021 inventory have included ADA upgrades to curb ramps, sidewalks, and pedestrian signals. The 2026 inventory update will document these improvements and remove corrected deficiencies from the active priority list.
- **Standards Updated (2026):** The City updated its Engineering Standards Manual, City Standard Plans, and LMC Title 12 to align with the 2023 PROWAG, effective

March 2026. This ensures all future construction automatically meets current accessibility standards.

- **ADA Transition Plan Adopted (2026):** This document represents the City's first formally adopted ADA Transition Plan for public rights-of-way, establishing a structured framework for achieving accessibility compliance.

In future updates, the city should include a tabular summary of ADA improvement projects completed since the prior update, including project name, location, type of improvement, number of facilities upgraded, and cost. This record of progress provides accountability and demonstrates the return on public investment in ADA compliance.

## 8.3 Key Recommendations

### 8.3.1 Maintain and Update the ADA Facility Inventory

The City's GIS-based inventory of pedestrian facilities provides the foundation for identifying accessibility barriers and prioritizing improvements. Refinement of this inventory is essential to maintaining an effective ADA Transition Plan. Recommended actions include:

- Completing the 2026 inventory update to incorporate accessibility improvements constructed since the original 2021 field survey.
- Updating facility condition ratings and GIS attributes as projects are completed.
- Incorporating additional data fields that support prioritization, including pedestrian demand indicators and proximity to key destinations.
- Maintaining consistent data collection standards to ensure comparability across future inventory updates.

As improvements are completed through capital projects, resurfacing programs, and maintenance activities, the number of non-compliant facilities in the inventory should decrease. Updated inventories will therefore provide an increasingly accurate picture of remaining accessibility barriers.

### 8.3.2 Continue to Integrate ADA Improvements with Projects

The City's transportation capital program provides one of the most efficient opportunities to deliver accessibility improvements. Roadway reconstruction, corridor improvements, and signal upgrades typically require pedestrian facilities within the project area to be upgraded to current standards. To maximize the effectiveness of these opportunities, the city should:

- Continue integrating ADA improvements into Capital Improvement Plan (CIP) and the Six-Year Transportation Improvement Program (TIP).
- Ensure that roadway resurfacing projects include curb ramp upgrades where required by federal ADA guidance.
- Coordinate accessibility improvements with corridor reconstruction projects and intersection upgrades.
- Continuing requiring frontage improvements meeting current accessibility standards through private development projects.

These coordinated approaches allow accessibility upgrades to be delivered as part of larger infrastructure investments, often at lower cost than stand-alone retrofit projects.

### **8.3.3 Maintain a Dedicated ADA Improvement Program**

While many accessibility upgrades occur through capital projects, some barriers exist in locations that are unlikely to be addressed through corridor reconstruction or private development. A dedicated ADA improvement program is therefore necessary to address these remaining deficiencies.

The City should maintain a baseline annual program that funds stand-alone ADA improvements, including:

- Replacement of non-compliant curb ramps
- Reconstruction of sidewalks with accessibility deficiencies
- Correction of driveway cross slopes affecting pedestrian access routes
- Upgrades to Accessible Pedestrian Signals (APS)

This program allows the city to address the highest-priority accessibility barriers identified through the prioritization methodology described in Chapter 6.

### **8.3.4 Strengthen Coordination with Other Planning Documents**

The policy review conducted during preparation of this ADA Transition Plan found that accessibility objectives are supported across the City's planning documents. However, stronger coordination between planning efforts would improve implementation. Future plan updates should consider:

- Aligning update cycles between the ADA Transition Plan and the Non-Motorized Transportation Plan.
- Incorporating references to ADA improvement priorities in relevant subarea plans and corridor studies.

- Using pedestrian demand indicators, such as transit stations, schools, medical facilities, and major employment centers, to inform accessibility improvement priorities.

Improved coordination across planning documents will help ensure accessibility improvements are consistently considered during transportation planning and capital programming.

### 8.3.5 Expand Public Engagement and Reporting

Public input plays an important role in identifying accessibility barriers that may not be captured through inventory data alone.

The city should continue to encourage public participation by:

- Maintaining the ADA Transition Plan project webpage and providing opportunities for online comment submission.
- Providing updates through the City Manager’s bulletin, social media platforms, and other communication channels.
- Encouraging residents to report accessibility issues through the City’s service request system MyLakewood311.
- Continuing outreach to disability advocacy organizations and community partners.

Documenting public feedback and responses helps ensure that emerging accessibility concerns are incorporated into future plan updates.

### 8.4 Monitoring Progress

Monitoring progress is a critical component of implementing the ADA Transition Plan. Progress monitoring ensures that accessibility improvements are delivered as planned and that the City’s investment strategies remain aligned with accessibility needs.

To track progress toward improving accessibility within the public rights-of-way, the city will monitor several performance indicators.

Performance Indicator	Tracking Method	Frequency
<b>Percentage of compliant curb ramps</b>	GIS inventory update	Annual
<b>Accessible pedestrian signal upgrades completed</b>	Capital project records GIS inventory update	Annual
<b>Linear feet of sidewalk improved</b>	Capital project records GIS inventory update	Annual
<b>ADA complaints received and resolved</b>	ADA grievance records	Annual

Performance Indicator	Tracking Method	Frequency
	GIS inventory update	

Tracking these indicators will help the city evaluate progress toward improving accessibility and identify areas where additional improvements may be needed.

Infrastructure conditions, construction costs, and accessibility standards evolve over time, the ADA Transition Plan should be periodically reviewed and updated. The city intends to:

- Review progress annually as part of the prioritization and budgeting process.
- Conduct a comprehensive update to the ADA Transition Plan approximately every three to five years.
- Coordinate plan updates with other City planning efforts when possible.

Regular updates will ensure that the ADA Transition Plan remains current and continues to guide accessibility improvements effectively.

## 8.5 Future Plan Updates

The ADA Transition Plan will continue to evolve as accessibility improvements are constructed, infrastructure conditions change, and community feedback identifies new accessibility needs. Future updates may incorporate improved inventory data, refined prioritization methodologies, and updated cost estimates.

The city anticipates conducting a comprehensive update to the ADA Transition Plan approximately every three to five years, consistent with transportation planning cycles and updates to related City planning documents.

## Appendix A – WSDOT LAG Manual Compliance

The following matrix summarizes how the ADA Transition Plan prepared by the City of Lakewood addresses the elements recommended in the Local Agency Guidelines (LAG) Manual Chapter 29 published by the Washington State Department of Transportation (WSDOT).

This crosswalk also provides a useful reference for future updates to the ADA Transition Plan and helps ensure that the city continues to meet state and federal accessibility planning expectations.

WSDOT LAG ADA PLAN ELEMENT	DESCRIPTION	LAKEWOOD ADA PLAN SECTION	Notes
<b>ADA Coordinator &amp; Grievance Procedure</b>	Identification of the staff member responsible for coordinating ADA compliance and a formal grievance procedure for reporting accessibility concerns.	Introduction  Appendix B	The City’s ADA Coordinator role is assigned to the Human Resources Manager. A formal grievance procedure is included in Appendix B. Accessibility concerns can also be submitted through the City’s website accessibility page and service request system.  <a href="#">Accessibility - City of Lakewood</a>
<b>Public Participation</b>	Opportunity for individuals with disabilities, advocacy organizations, and the public to participate in development of the ADA Transition Plan.	Chapter 2 Public Involvement  Appendices C & F	Public engagement occurs through Planning Commission meetings, hearing, City Council review, stakeholder outreach, and public comment opportunities. Future updates will continue to

WSDOT LAG ADA PLAN ELEMENT	DESCRIPTION	LAKEWOOD ADA PLAN SECTION	Notes
			expand outreach methods, including multilingual engagement and improved accessibility of public participation materials.
<b>Inventory of Barriers Self-Evaluation</b>	Evaluation of policies, programs, and facilities to identify accessibility barriers within the public right-of-way.	Chapter 3 Self-Evaluation	The city conducted a pedestrian facility inventory in 2021. Field data were collected by City staff and incorporated into the City’s GIS database. Capital improvements completed since that time have reduced the number of deficiencies. A 2026 inventory update will document improvements and update facility condition data.
<b>Prioritization Methodology</b>	Description of the methodology used to prioritize removal of accessibility barriers.	Chapter 6 Prioritization Methodology	Accessibility improvements are prioritized based on facility condition, traffic volume, proximity to key destinations serving individuals with disabilities, and ADA complaints. GIS data are used to support prioritization and project planning.

<b>WSDOT LAG ADA PLAN ELEMENT</b>	<b>DESCRIPTION</b>	<b>LAKWOOD ADA PLAN SECTION</b>	<b>Notes</b>
<b>Implementation Methods &amp; Funding Strategy</b>	Description of the programs used to remove accessibility barriers and identification of funding sources supporting accessibility improvements.	Chapter 5 Methods Used to Improve Accessibility  Chapter 7 Planning Level Estimates & Funding Opportunities	Accessibility improvements are delivered through capital improvement projects, roadway resurfacing programs, stand-alone ADA retrofit projects, routine maintenance activities, and frontage improvements constructed through private development. Funding sources include local revenues, grants, and transportation programs.
<b>ADA Policy Statement</b>	Statement confirming the agency’s commitment to nondiscrimination and accessibility.	Introduction  Appendix B	Although not explicitly required for ADA Transition Plans under LAG guidance, including a reference to the City’s ADA policy statement and accessibility webpage is considered a best practice and supports transparency and public awareness.
<b>Implementation Schedule</b>	Description of how accessibility improvements will be implemented over time.	Chapter 7 Planning Level Estimates & Funding Opportunities	The plan outlines a phased implementation strategy prioritizing facilities in poor condition first, followed by facilities in fair condition. Implementation will occur over multiple capital planning

WSDOT LAG ADA PLAN ELEMENT	DESCRIPTION	LAKEWOOD ADA PLAN SECTION	Notes
			cycles depending on available funding and opportunities to integrate improvements into transportation projects.
<b>Monitoring and Updates</b>	Description of how progress will be tracked and how the plan will be updated.	Chapter 8 Recommendations & Monitoring Progress	The city intends to update the ADA Transition Plan approximately every three to five years. Improvements are incorporated into the Six-Year Transportation Improvement Program (TIP) and funded through the City’s biennial budget process. Progress is monitored through GIS inventory updates and documentation of completed projects.



# Appendix B – Lakewood ADA Grievance Form



## ADA Grievance Form

### COMPLAINT OF ACCESS VIOLATION OR DISCRIMINATION ON THE BASIS OF DISABILITY

The City of Lakewood will make every reasonable effort to ensure that confidentiality is maintained throughout the complaint and investigation process, to the extent consistent with the law, adequate investigation, and appropriate corrective action. This means that the City will share any sensitive information you provide here only on a need-to-know basis.

Individual identifying access violation or discrimination

Name

Address

Telephone  Email

Authorized representative of individual above (if any)

Name

Address

Telephone  Email

- 1. Please describe the City's alleged violation of access requirements, or discriminatory action, in detail so that the nature of your grievance can be clearly understood. Add pages if necessary:

- 2. Please give the date(s), time(s) and location(s) of the incident(s) or observation(s) you are reporting:

- 3. If the incident involves a City of Lakewood employee(s) please provide his or her name(s), if known:

4. If the grievance involves physical access to a City of Lakewood public facility, land, or right-of-way, please provide the specific address(es) of those locations, if known:

5. Please give the name(s) and address(es), if known, of any witnesses to the access violation or alleged discrimination:

6. If this complaint is filed on behalf of a second person, or on behalf of a group of people, please provide the names and addresses of all of the grievants, if possible:

7. What action do you want taken to correct the alleged access violation or discrimination?

8. Is there any other information you want the City to know concerning your grievance?

Signature:

(Filling in the name is an acceptable signature for this form.)

Date:

Signature of (check a box below or the form will auto select an option for you by default)

- Observer of alleged access violation.
- Victim of alleged discrimination.
- Authorized representative.

**Submit this form to the appropriate department head, or to Mary McDougal, the City ADA Coordinator.**

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(City of Lakewood ADA Grievance Form 8/22/2023) **BACK**

## Appendix C – Notice of ADA Transition Plan



Onyx Drive ADA Improvements at 97<sup>th</sup> Ave. SW

The Americans with Disabilities Act (ADA) is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life. As part of ADA planning requirements, public agencies must develop an ADA Transition Plan to evaluate existing facilities within the public road rights of way such as sidewalks, curb ramps, and pedestrian signals. ADA also requires the city to outline efforts to correct findings of non-compliance.

The City of Lakewood is preparing its ADA Transition Plan. As part of this project, we will be seeking public input to help identify barriers that impede access for people with disabilities to city right of ways.

Persons with disabilities, organizations representing persons with disabilities, transit agencies and the public are invited to comment and refine the draft. A tentative milestone schedule is shown below:

- January 23, 2026 City Manager Bulletin: Announcing development of an ADA Transition Plan
- February 10, 2026 – ADA Transition Plan webpage available
- March 2, 2026: ADA Transition Plan Brief to CM
- March 9, 2026 Council study session: ADA Transition Plan Overview
- March 18, 2026 Planning Commission Study Session: ADA Transition Plan Overview
- March 18, 2026: draft ADA Transition Plan added to website
- March 19, 2026 Stakeholder Engagement via e-mail – draft plan
- March 20, 2026 City Manager Bulletin: Announcing draft ADA Transition Plan
- April 1, 2026 Planning Commission: Review of the draft ADA Transition Plan
- April 15, 2026 Planning Commission: Hearing on draft ADA Transition Plan
- May 6, 2026 Planning Commission: ADA Transition Plan Recommendation to Council

- May 11, 2026 Council study session: Review of the Planning Commission Recommendation
- June 1, 2026 Council Adoption of 2026 ADA Transition Plan
- Week of June 1, 2026 website update: adopted 2026 ADA Transition Plan

Please check this website <https://cityoflakewood.us/accessibility> for future updates.

### **Project Contact**

City of Lakewood Planning & Public Works

Weston Ott, City Engineer

Email: [wott@cityoflakewood.us](mailto:wott@cityoflakewood.us)

Mailing Address: 6000 Main Street, Lakewood WA 98499

### **ADA Coordinator**

Nicole Camus, HR Manager

Email: [ncamus@cityoflakewood.us](mailto:ncamus@cityoflakewood.us)

### **Draft Document Elements for Public Review and Comment**

Press Release

Draft ADA Transition Plan

### **Helpful Links**

[ADA Grievance Form](#)

[LMC Chapter 12.03 Standards, Specifications](#)

[LMC Chapter 12.18 Complete Streets Policy](#)

[Capital Projects Division](#)

## Appendix D – Planning Level Cost Estimates

CITY OF LAKEWOOD · ADA RIGHT-OF-WAY FACILITY UPGRADES — PLANNING LEVEL COST ESTIMATE									
2026 Dollars · Planning-Level Accuracy ±30–50% · Based on Custer Road Bid Tabulation (Feb 2026)									
Design & Engineering Rate:					15.0%				
CM & Closeout Rate:					10.0%				
Construction Contingency Rate:					20.0%				
FACILITY TYPE / WORK ITEM	QTY	UNIT	UNIT COST (Materials & Construction)	MATERIALS & CONSTRUCTION	DESIGN & ENGINEERING (15%)	CM & CLOSEOUT (10%)	20% CONTINGENCY	PLANNING LEVEL TOTAL	% OF GRAND TOTAL
<b>CURB RAMPS</b>									
Rebuild Existing — Poor Condition	102	EA	\$12,500	\$1,275,000	\$191,250	\$127,500	\$318,750	\$1,912,500	3.0%
Rebuild Existing — Fair Condition	245	EA	\$8,000	\$1,960,000	\$294,000	\$196,000	\$490,000	\$2,940,000	4.6%
New / Missing Curb Ramps	25	EA	\$12,500	\$312,500	\$46,875	\$31,250	\$78,125	\$468,750	0.7%
<b>SUBTOTAL — CURB RAMPS</b>				<b>\$3,547,500</b>	<b>\$532,125</b>	<b>\$354,750</b>	<b>\$886,875</b>	<b>\$5,321,250</b>	<b>8.3%</b>
<i><sup>1</sup>Unit costs: avg Custer Rd bids; Fair = 64% of full rebuild cost</i>									
<b>SIDEWALKS (6-ft Width)</b>									
Replace / Reconstruct — Poor Condition	17,107	LF	\$650	\$11,119,550	\$1,667,933	\$1,111,955	\$2,779,888	\$16,679,325	26.1%
Repair & Overlay — Fair Condition	79,214	LF	\$200	\$15,842,800	\$2,376,420	\$1,584,280	\$3,960,700	\$23,764,200	37.2%
<b>SUBTOTAL — SIDEWALKS</b>				<b>\$26,962,350</b>	<b>\$4,044,353</b>	<b>\$2,696,235</b>	<b>\$6,740,588</b>	<b>\$40,443,525</b>	<b>63.3%</b>

**CITY OF LAKEWOOD · ADA RIGHT-OF-WAY FACILITY UPGRADES — PLANNING LEVEL COST ESTIMATE**

2026 Dollars · Planning-Level Accuracy ±30–50% · Based on Custer Road Bid Tabulation (Feb 2026)

Design & Engineering Rate:	<b>15.0%</b>
CM & Closeout Rate:	<b>10.0%</b>
Construction Contingency Rate:	<b>20.0%</b>

FACILITY TYPE / WORK ITEM	QTY	UNIT	UNIT COST (Materials & Construction)	MATERIALS & CONSTRUCTION	DESIGN & ENGINEERING (15%)	CM & CLOSEOUT (10%)	20% CONTINGENCY	PLANNING LEVEL TOTAL	% OF GRAND TOTAL
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<sup>i</sup>Qtys: 107 Poor segs × 50 LF avg; 510 Fair segs × 50 LF avg

**DRIVEWAYS (24-ft Width, Transverse Slope Correction)**

Reconstruct — Poor Condition (slope > 5.0%)	636	EA	\$13,500	\$8,586,000	\$1,287,900	\$858,600	\$2,146,500	\$12,879,000	20.1%
Regrade / Minor Work — Fair Condition (2.1–5.0%)	441	EA	\$4,000	\$1,764,000	\$264,600	\$176,400	\$441,000	\$2,646,000	4.1%
<b>SUBTOTAL — DRIVEWAYS</b>				<b>\$10,350,000</b>	<b>\$1,552,500</b>	<b>\$1,035,000</b>	<b>\$2,587,500</b>	<b>\$15,525,000</b>	<b>24.3%</b>

<sup>i</sup>Poor = full reconstruct; Fair ≈ 30% grading only

**ACCESSIBLE PEDESTRIAN SIGNALS (APS) & PED. POLES**

Full Intersection APS Upgrade (4 poles + signals)	24	Intersect.	\$73,000	\$1,752,000	\$262,800	\$175,200	\$438,000	\$2,628,000	4.1%
Mounting Height Adjustment — Out-of-Range Buttons	3	EA	\$1,500	\$4,500	\$675	\$450	\$1,125	\$6,750	0.0%
<b>SUBTOTAL — APS / PED. PUSH BUTTONS</b>				<b>\$1,756,500</b>	<b>\$263,475</b>	<b>\$175,650</b>	<b>\$439,125</b>	<b>\$2,634,750</b>	<b>4.1%</b>

<sup>i</sup>96 non-compliant btms ÷ 4/intersection = 24 intersections; 3 height adjustments

<b>GRAND TOTAL — ALL FACILITY TYPES</b>				<b>\$42,616,350</b>	<b>\$6,392,453</b>	<b>\$4,261,635</b>	<b>\$10,654,088</b>	<b>\$63,924,525</b>	<b>100.0%</b>
<i>Only Poor Condition Ranked</i>				<b>\$22,732,550</b>	<b>\$3,409,883</b>	<b>\$2,273,255</b>	<b>\$5,683,138</b>	<b>\$34,098,825</b>	<b>100.0%</b>

**CITY OF LAKEWOOD · ADA RIGHT-OF-WAY FACILITY UPGRADES — PLANNING LEVEL COST ESTIMATE**

2026 Dollars · Planning-Level Accuracy ±30–50% · Based on Custer Road Bid Tabulation (Feb 2026)

<b>Design &amp; Engineering Rate:</b>	<b>15.0%</b>
<b>CM &amp; Closeout Rate:</b>	<b>10.0%</b>
<b>Construction Contingency Rate:</b>	<b>20.0%</b>

FACILITY TYPE / WORK ITEM	QTY	UNIT	UNIT COST (Materials & Construction)	MATERIALS & CONSTRUCTION	DESIGN & ENGINEERING (15%)	CM & CLOSEOUT (10%)	20% CONTINGENCY	PLANNING LEVEL TOTAL	% OF GRAND TOTAL
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NOTES: ±30–50% planning-level accuracy. Quantities from 2021 Lakewood ADA Inventory. Unit costs from capital bid tab averages (Feb 2026).

## **Appendix E – Comments, Notices**

To be updated prior to approval.

## Appendix F – Glossary of Terms

The following definitions are provided to assist readers in understanding terminology used throughout this ADA Transition Plan.

### **ADA (Americans with Disabilities Act)**

A federal civil rights law enacted in 1990 that prohibits discrimination against individuals with disabilities in all areas of public life, including employment, education, transportation, and access to public facilities and services. Title II of the ADA applies specifically to state and local governments.

### **ADA Coordinator**

A designated City employee responsible for coordinating the City’s compliance with Title II of the ADA. Responsibilities include overseeing the ADA Transition Plan, managing the ADA grievance process, and serving as a point of contact for accessibility-related inquiries. For the City of Lakewood, this role is held by the Human Resources Manager (Nicole Camus).

### **Accessible Pedestrian Signal (APS)**

A device integrated into a pedestrian signal that communicates information about the WALK phase in non-visual formats (audible and/or vibrotactile) for use by individuals who are blind or have low vision.

### **Alteration**

A change to an existing facility that affects or could affect the usability of the facility or a portion of the facility. Alterations trigger requirements to bring affected elements into compliance with current ADA or PROWAG standards to the maximum extent feasible. Resurfacing a street or sidewalk is generally considered an alteration.

### **Curb Ramp**

A ramp constructed at a street crossing that cuts through or builds up to a curb, providing access for wheelchairs and other wheeled mobility devices from the sidewalk to the street. Curb ramps must include detectable warning surfaces to alert pedestrians with visual impairments.

### **Detectable Warning Surface**

A standardized surface consisting of truncated domes that provides a tactile warning to pedestrians with visual impairments about the transition between a pedestrian route and a vehicular traffic area. Detectable warning surfaces are required at curb ramps, blended transitions, and certain other locations under PROWAG.

## **Maximum Extent Feasible (MEF)**

A standard applied to alteration projects where full compliance with ADA requirements is not structurally practicable. In such cases, the city must document the physical constraints that prevent full compliance and must achieve the highest level of accessibility that is feasible.

## **Pedestrian Access Route (PAR)**

A continuous, unobstructed path connecting all elements of a pedestrian circulation route, including sidewalks, curb ramps, blended transitions, crosswalks, and pedestrian street crossings. Under PROWAG, pedestrian access routes must meet minimum width, cross slope, and grade requirements.

## **PROWAG (Public Rights-of-Way Accessibility Guidelines)**

Guidelines issued by the U.S. Access Board establishing technical requirements for accessible pedestrian facilities in the public right-of-way. PROWAG became effective in 2023 and provides the current accessibility standards for new construction and alterations in public rights-of-way.

## **Right-of-Way (ROW)**

Land owned or controlled by a public agency for transportation purposes, including roads, sidewalks, curb ramps, and related infrastructure. This ADA Transition Plan addresses pedestrian facilities located within the City of Lakewood's public right-of-way.

## **Safe Harbor**

A provision under 28 CFR § 35.150(b)(2) that protects elements in existing facilities from needing modification if they have not been altered since March 15, 2012, and they comply with the 1991 ADA Standards or the Uniform Federal Accessibility Standards (UFAS). Safe harbor does not apply to elements altered after March 15, 2012.

## **Self-Evaluation**

A required assessment under 28 CFR § 35.105 in which a public entity reviews its services, policies, and practices to identify barriers to accessibility for individuals with disabilities. For public rights-of-way, this includes an inventory of pedestrian facilities to identify elements that do not meet current ADA or PROWAG standards.

## **Transition Plan**

A document required under 28 CFR § 35.150(d) for public entities with 50 or more employees. The Transition Plan identifies structural changes needed to make programs accessible, establishes a schedule for those changes, and designates the official responsible for implementation. The plan must be made available for public inspection.

This is a transition plan for existing pedestrian facilities within the City's public rights-of-way.

### **Six-Year Capital Improvement Plan (CIP)**

A Six-Year Capital Improvement Plan is part of the City of Lakewood's biennial budget process. While it shows anticipated funding and grants out six year, the first two years of the budget are secured appropriation approved by City Council.

### **Six-Year Transportation Improvement Program (6-Year TIP)**

A six-year capital programming document updated annually by the City of Lakewood that identifies planned transportation projects and their funding sources. ADA accessibility improvement projects are incorporated into the TIP to ensure they receive formal funding authorization and are integrated into the City's Six-Year Capital Improvement Plan (CIP).

## ATTACHMENT B

### PLANNING COMMISSION RESOLUTION 2026-05

#### **A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LAKEWOOD, WASHINGTON, FORMALIZING ITS RECOMMENDATIONS REGARDING THE DRAFT AMERICAN WITH DISABILITIES ACT TRANSITION PLAN IN THE RIGHTS-OF-WAY, AND FORWARDING THOSE RECOMMENDATIONS TO THE LAKEWOOD CITY COUNCIL FOR CONSIDERATION AND ACTION**

WHEREAS, the City of Lakewood is a code city planning under the Washington State Growth Management Act (GMA), codified in RCW 36.70A; and

WHEREAS, the City Council adopted its Comprehensive Plan via Ordinance No. 237, as last amended by Ordinance No. 812; and

WHEREAS, the City of Lakewood is a public entity subject to the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), codified at 42 U.S.C. § 12131 et seq., and its implementing regulations at 28 CFR Part 35, which prohibit discrimination on the basis of disability in all services, programs, and activities provided by the City; and

WHEREAS, Title II of the ADA requires public entities to develop and implement a transition plan to identify and remove barriers to accessibility in existing facilities, including public rights-of-way, where structural modifications are necessary to achieve program accessibility; and

WHEREAS, the U.S. Access Board's Public Rights-of-Way Accessibility Guidelines (PROWAG) establish accessibility standards for pedestrian facilities in the public right-of-way, including requirements related to running slope, cross slope, curb ramps, detectable warnings, and pedestrian access routes; and

WHEREAS, the City has incorporated applicable accessibility standards, including PROWAG and guidance from the Washington State Department of Transportation (WSDOT), into its Lakewood Municipal Code (LMC), Engineering Standards Manual and design practices to the maximum extent feasible; and

WHEREAS, the City acknowledges that certain existing conditions within the public right-of-way, including topographic constraints, right-of-way limitations, and existing infrastructure, may limit the ability to fully meet current accessibility standards, and that such constraints must be evaluated and documented consistent with the "maximum extent feasible" standard; and

WHEREAS, the City has conducted an inventory and assessment of pedestrian facilities within the public right-of-way to identify barriers to accessibility and prioritize improvements based on factors including facility condition, roadway classification and traffic volumes, proximity to key destinations such as transit, schools, parks, and medical facilities, and community input; and

WHEREAS, the City is committed to implementing a prioritized, systematic approach to removing barriers and improving accessibility within the public right-of-way over time, subject to available funding and resources; and

WHEREAS, the City has engaged, or will continue to engage, persons with disabilities, organizations representing persons with disabilities, transit agencies, and the public in the development and refinement of the ADA Transition Plan for public rights-of-way, consistent with federal requirements for public participation; and

WHEREAS, the ADA Transition Plan for public rights-of-way establishes a framework for ongoing compliance, including prioritization criteria, implementation strategies, funding considerations, and procedures for addressing accessibility barriers through both capital projects and maintenance activities; and

WHEREAS, the Lakewood Planning Commission held two study sessions on the proposed ADA Transition Plan in the rights-of-way on March 18, 2026 and April 1, 2026; and

WHEREAS, the Lakewood Planning Commission held an open record public hearing on April 15, 2026; and

WHEREAS, the Lakewood Planning Commission has determined the proposed draft ADA Transition Plan for public rights-of-way is consistent with federal, state and regional policies; and

WHEREAS, this document is intended to fulfill the City's obligations under 28 CFR §35.150(d) to identify accessibility barriers in the city's public rights-of-way and establish a program to address those barriers over time; and.

WHEREAS, the Lakewood Planning Commission finds that the proposed ADA Transition Plan furthers the goals and policies of the Comprehensive Plan by promoting orderly urban growth, efficient transportation systems, permit streamlining, environmental protection, and transparency;

**NOW, THEREFORE, THE LAKEWOOD PLANNING COMMISSION OF THE CITY OF LAKEWOOD, WASHINGTON, DOES RECOMMEND AS FOLLOWS:**

**Section 1.** The Lakewood Planning Commission hereby directs Planning and Public Works staff to transmit its recommendations as contained herein to the Lakewood City Council in a timely manner.

PASSED AND ADOPTED at a regular meeting of the City of Lakewood Planning Commission this 15<sup>th</sup> day of April 2026, by the following vote:

AYES: BOARDMEMBERS:

NOES: BOARDMEMBERS:

ABSENT: BOARDMEMBERS:

ATTEST:

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MARK HERR, CHAIR,  
PLANNING COMMISSION

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KAREN DEVEREAUX, SECRETARY



# Clover Creek Restoration Alliance

## Mission

Identify and make efforts to reverse damage, to protect the integrity of the creek, to restore the habitat for all aquatic life, and ensure protection of vital ground water.

## Vision

We envision the restoration of healthy flows of water throughout the footprint of Clover Creek, extending from the headwaters to its final reach at Lake Steilacoom. This water will be clean, free from biological pollutants, such as fecal coliform and higher than normal water temperatures that cannot sustain aquatic life.

State and local agencies will be held accountable to enforcing the Clean Water Act mandates and use the Clean Water Act to guide land and development policies to ensure that creek and stream flows are not compromised.

Coordinated efforts will be made to educate watershed residents about water quality and quantity issues and will take action to protect, restore, and steward the environment. This will be accomplished through removal of flow impediments such as invasive plants and species and beaver dams that choke water flow create flooding in areas not normally prone to flood.

- Free the water
- Make developers and polluters pay
- Defend the right to water
- Restore the right to return for salmon



# CCRA in Action

## Education & Tabling

- Water Quality
- Wells/Consumption
- Wildlife Impacts

## Advocacy regarding human impacts

- Development
- Stormwater Runoff
- Sewers
- Culverts, Bridges, Fish Ladders & Dams

## Flooding

- Education and restoration

## Stewardship

- Restoring habitat, trees, native plants
- Removing invasive species

## Historical site recognition & respect

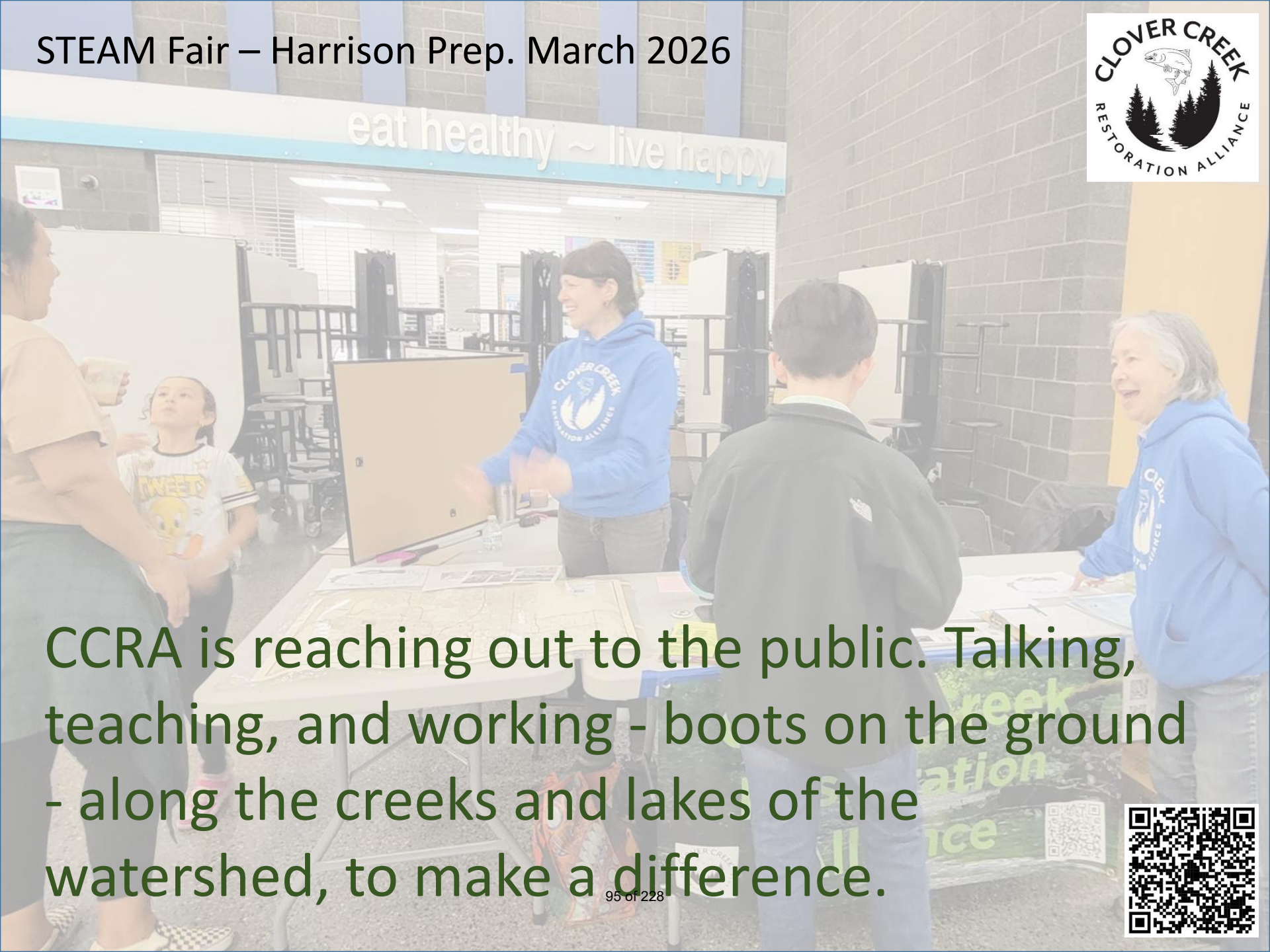
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# Projects in the City of Lakewood

- **Springbrook Park**
  - Trash cleanup
  - Invasive plant removal
  - Flooding photos
- **Apostolic Faith Fellowship**
  - Trash cleanup
  - Invasive plant removal
- **Private Property, Chamber Creek**
  - Assistance, invasive plant removal
  - Advising on maintenance
- **Carp Lake**
  - Doorbelling
  - Resident Information and issue record taking
- **Watershed Festival with CCWC**
  - Organizing, advertising, tabling
- **Flooding photography**
  - Springbrook, McChord, Ponce De Leon, Steilacoom Lake outfall
- **Tabling at Fort Steilacoom Summer Market**





CCRA is reaching out to the public. Talking, teaching, and working - boots on the ground - along the creeks and lakes of the watershed, to make a difference.





Carp Lake 2026



Carp Lake 2026

# Photographic records

[CloverCreekRA.com](http://CloverCreekRA.com)



Carp Lake 2023



Outlet from Steilacoom Lake



Gravelly Lake weir, dry



# Photographic Records





**Chambers-Clover Creek Watershed  
Council Report**  
City of Lakewood Shoreline Restoration  
2025-2026

Dr. Derek Faust, Vice-Chair, CCWC  
Environmental Sciences Faculty  
Clover Park Technical College  
April 15, 2026

# About the Chambers-Clover Creek Watershed Council (CCWC)



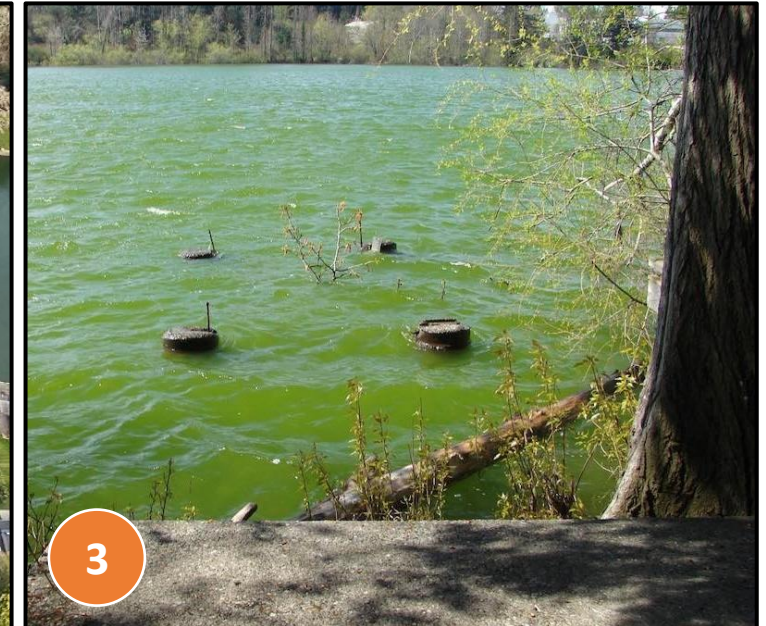
- **Mission:** To promote the protection and enhancement of the Chambers-Clover Creek Watershed
- Provides an opportunity for local agencies and citizen groups to coordinate their efforts to benefit the watershed
- Volunteer-based organization working with other organizations to:
  - Reduce environmental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

# Chambers- Clover Creek Watershed Council & the City of Lakewood

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

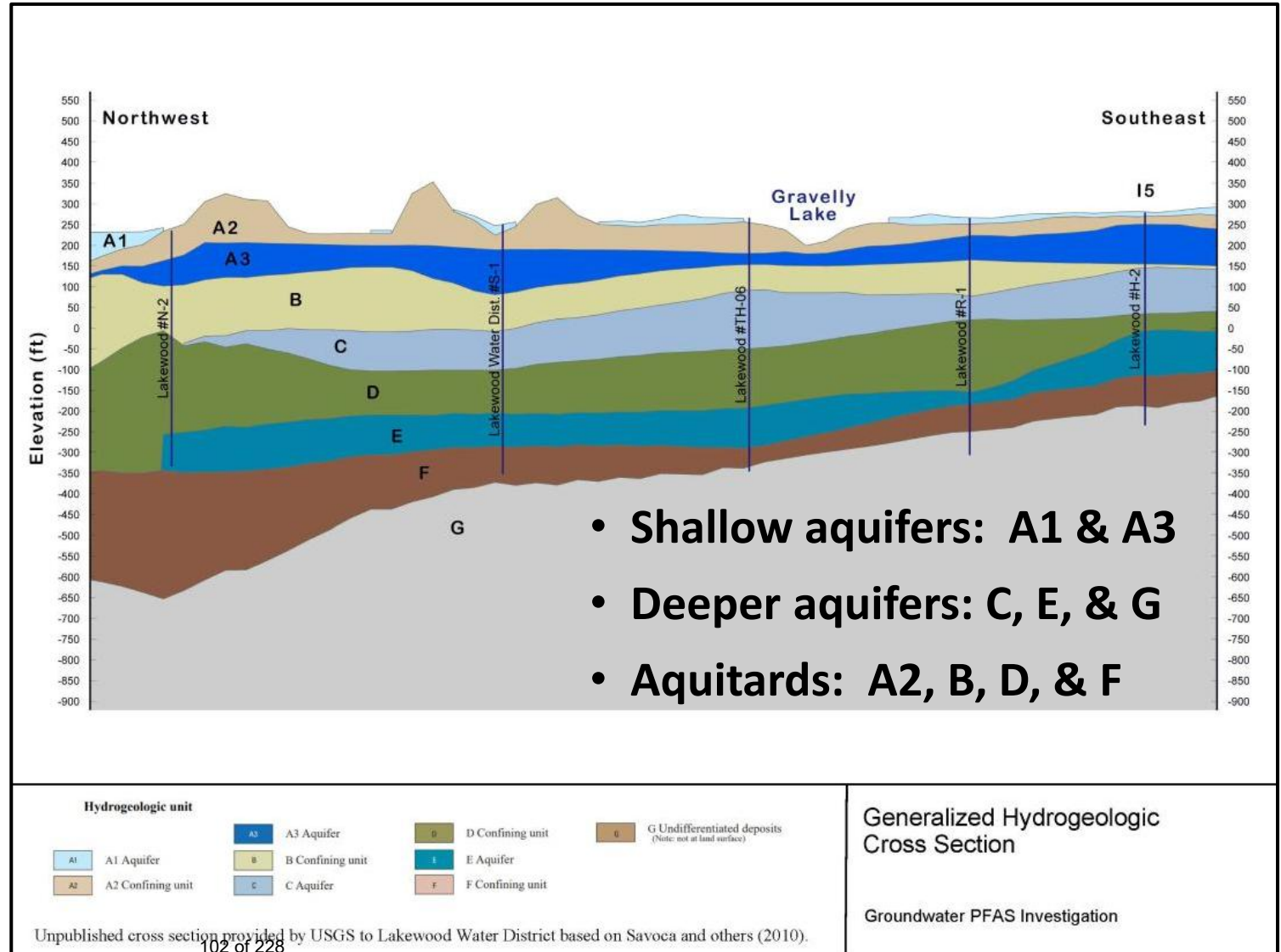
# Review of Major CCW Issues – **Water Quality**

- Trash in/next to creeks
  - Riparian area is much improved in Springbrook Park (1)
- Excess nutrients → Toxic algal blooms (current and/or historical)
  - Steilacoom Lake (2 in 2021 & annually 2006 to 2017)
  - American Lake ('07, '09, '11, '13, '14, '15)
  - Waughop Lake (3) – '06-'17
  - Lake Louise ('06, '10, '15)
  - Funding for this ended in 2018



# Review of Major CCW Issues – **Water Quality**

- PFOS
  - Impacts to 13 of 21 Lakewood Water District wells
  - LWD drilled deeper well with federal funds
- 6-PPD quinone & other stormwater pollutants



# Review of Major CCW Issues – **Water Quantity**

- Dry and paved creek beds
  - Clover Creek
- Creeks and lakes connected to groundwater
  - water levels fluctuate with groundwater levels
    - Pictured: Steilacoom Lake
- Lakewood Water District (LWD) directly serves approximately 185,000 people and wholesale customers
  - 63,300 in Lakewood



# Major CCW Issues – **Inability to Support Wildlife**

- **Good News** – Chinook salmon were released upstream of Chambers Dam in 2025
- Dry creeks, low lake levels & pollution → **Dead fish & less wildlife**
  - Photo shows dry fish ladder in October 2025



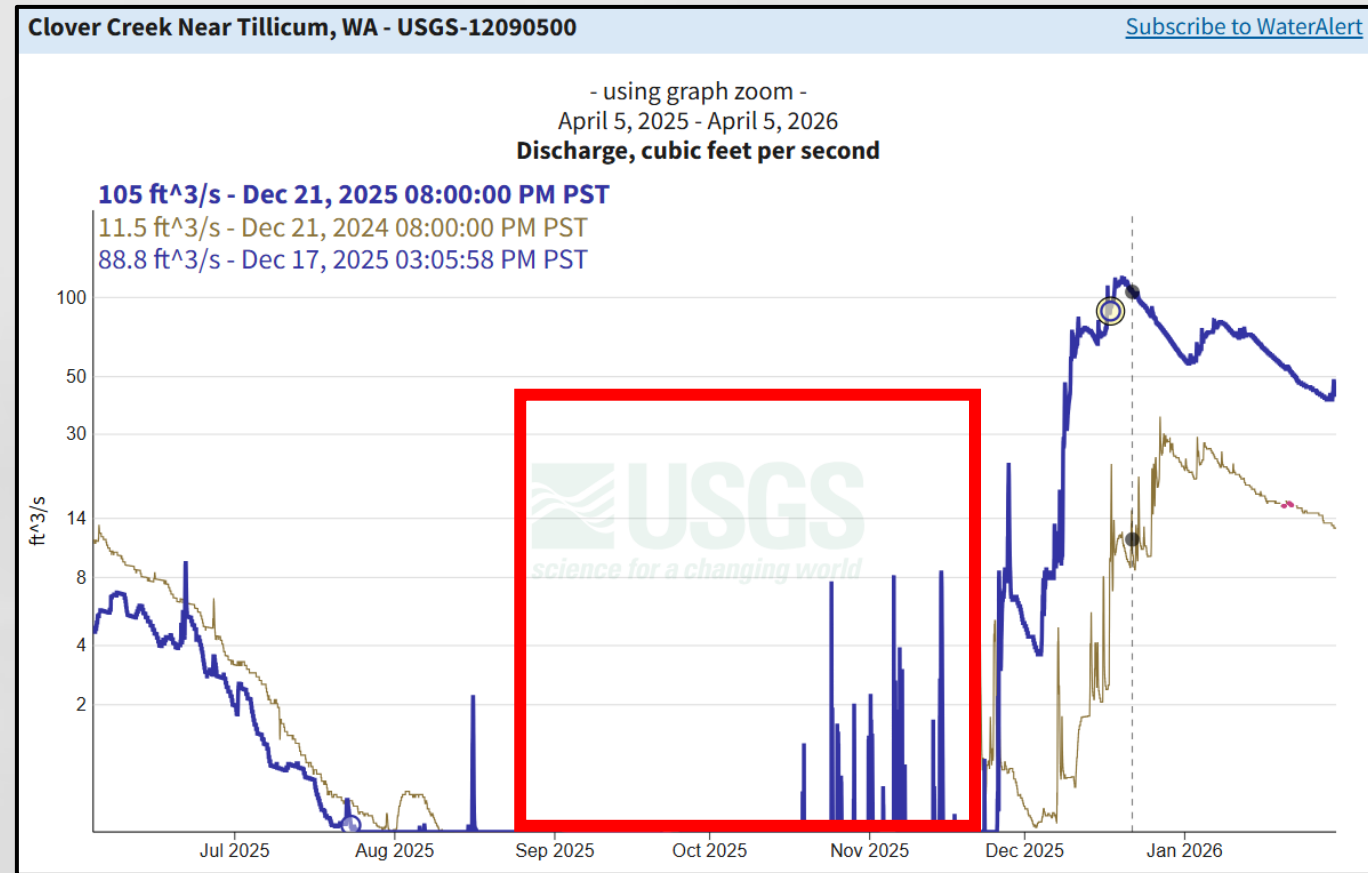
# Critical Restoration Needs in CCWC



# What is the CCWC doing?

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

- Photos and articles
- Bird data
- Water quality data
- Water quantity (flow) data from USGS
- All flow infiltrating before getting to Lake Steilacoom when the "A-1" aquifer is below the stream level
- Precipitation has been below normal the past few years
- Until the aquifer level gets high enough to make the stream a gaining (flowing) reach instead of a losing reach, the creek will go dry
- Increasing demand for water from these aquifers affects flow



# What is the CCWC doing?

## Community - Support local organizations & programs

- Flett Wetland restoration
- Springbrook Park restoration
- Inaugural Clover-Chambers Watershed Festival
- Outreach Events
- Field Trips



# What is the CCWC doing?

Support classroom programs  
& restoration through the  
CCWC Small Grants  
program

- Clover Park School District  
Salmon in the Classroom
- Clover Park Technical College –  
Flett Wetland Restoration
- Grant for these programs  
awarded multiple times



# Our Past Recommendations to City of Lakewood

Recommendation	Accomplished
Support the CCWC Small Grants program	<b>YES</b> – Thank You for many years of support!
Follow Shoreline Restoration Plan Component of the Shoreline Master Program	<b>YES</b> – Thank You!
Collaborate with Pierce Conservation District on shoreline restoration, management, and education	<b>YES</b> – Ft. Steilacoom Park & Waughop Lake Other examples???
Collaboration and communication between jurisdictions	<b>YES</b> – Chambers Trail Other examples???
Continue annual review & and update, if needed, the Lakewood Shoreline Restoration Plan	<b>Annual Review – Yes</b> (here we are) <b>Update – Is update needed or rather follow current plan?</b>

# Our Past Recommendations to City of Lakewood

Recommendation	In Need of Attention
Support staff attendance at CCWC meetings and provide updates on City activities	<b>Occasional attendance (2023).</b> Would be great to have consistent attendance and receive updates
Better manage stormwater & critical areas	<b>Some Progress (2024)</b>
Promote water conservation and analysis of LWD pumping	<b>NO (2024)</b> – Requires multi-jurisdictional coordination
Consult with Lakewood Water District and Pierce County to use the USGS model on steps that could be taken to improve creek flow	<b>Not yet (2023)</b> – model released, but have not heard that Lakewood is pursuing doing this
Create a collaborative City & volunteer community member advisory board to develop future goals for Waughop Lake and plan(s) for achieving those goals	<b>NO (2025)</b>

# “New” Recommendations

## 2025-2026 Recommendations

Continue to make progress on past recommendations completely or partially accomplished

Brainstorm and collaborate on how to make progress on past uncompleted recommendations

Portions of the City’s stormwater systems will upgrade to remove emerging pollutants (e.g., 6-PPD-quinone from tires). Begin planning for upgrades.

Create/support collaborative task forces related to waterbody and shoreline issues

# Conclusions

- **Lakewood is growing** - We recognize that the WA state government often dictates the rate of growth.
  - Best management practices must be first and foremost in planning processes.
- **Community must grasp intricate connection between groundwater recharge, withdrawals, and repercussions on surface waters in our watershed**
- **Surface water pollution can lead to deterioration of groundwater quality, while groundwater pollution can adversely impact surface water.**
- We encourage **smart development**, use of scientifically supported **management practices**, and **meaningful stakeholder engagement**.

**Together, we can do better!**

# Questions???

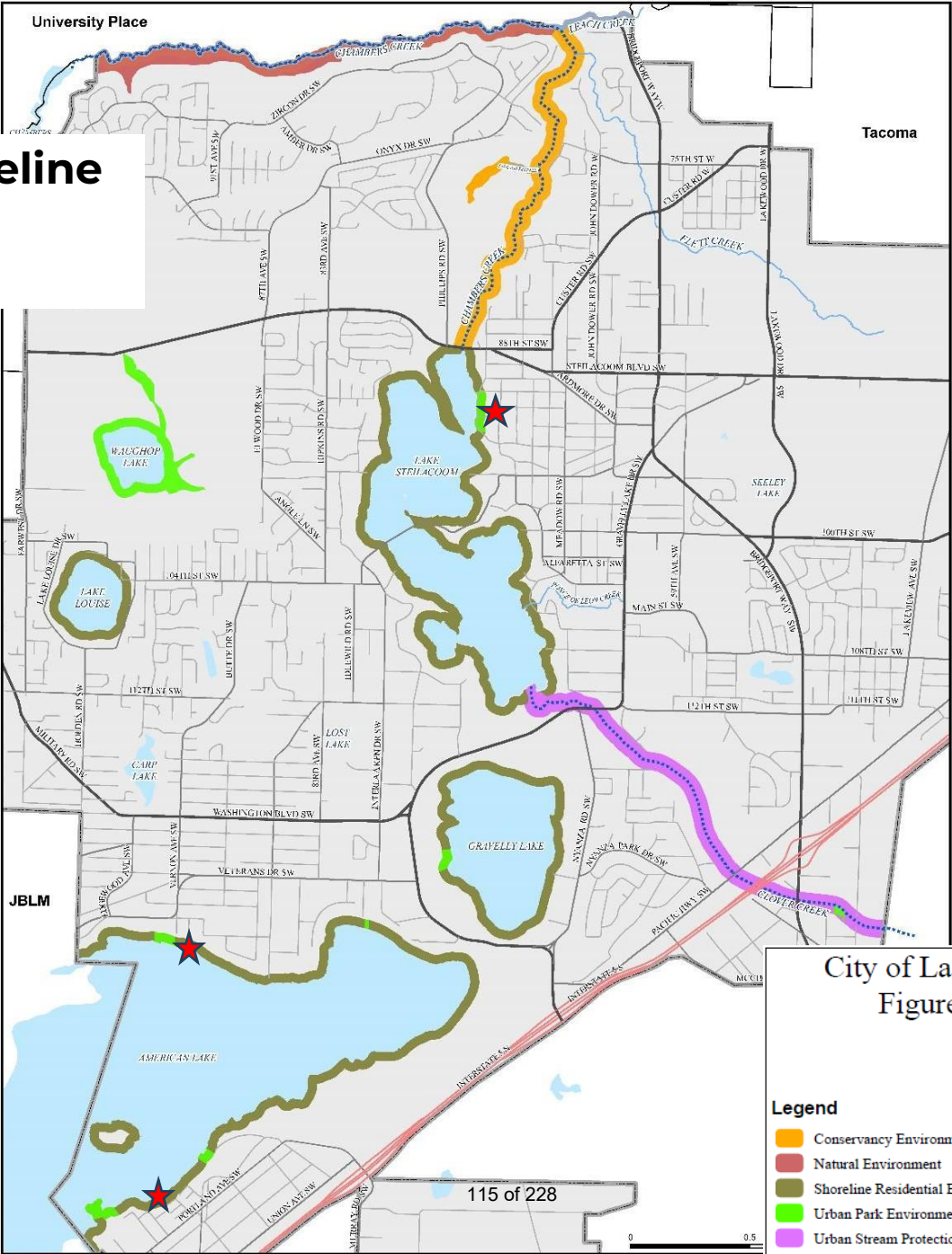


# 2025 Lakewood Shoreline Restoration Activities

**4/15/26 Planning Commission**  
Roxanne Miles, PRCS Director



# 2025 Lakewood Shoreline Master Program Designations Map



City of Lakewood Shoreline Master Program  
Figure 1: Environment Designations

- Legend**
- Conservancy Environment
  - Natural Environment
  - Shoreline Residential Environment
  - Urban Park Environment
  - Urban Stream Protection Environment
  - Stream (designated Aquatic Environment)
  - Aquatic Environment
  - Lakewood City Boundary
  - Surrounding Jurisdictions



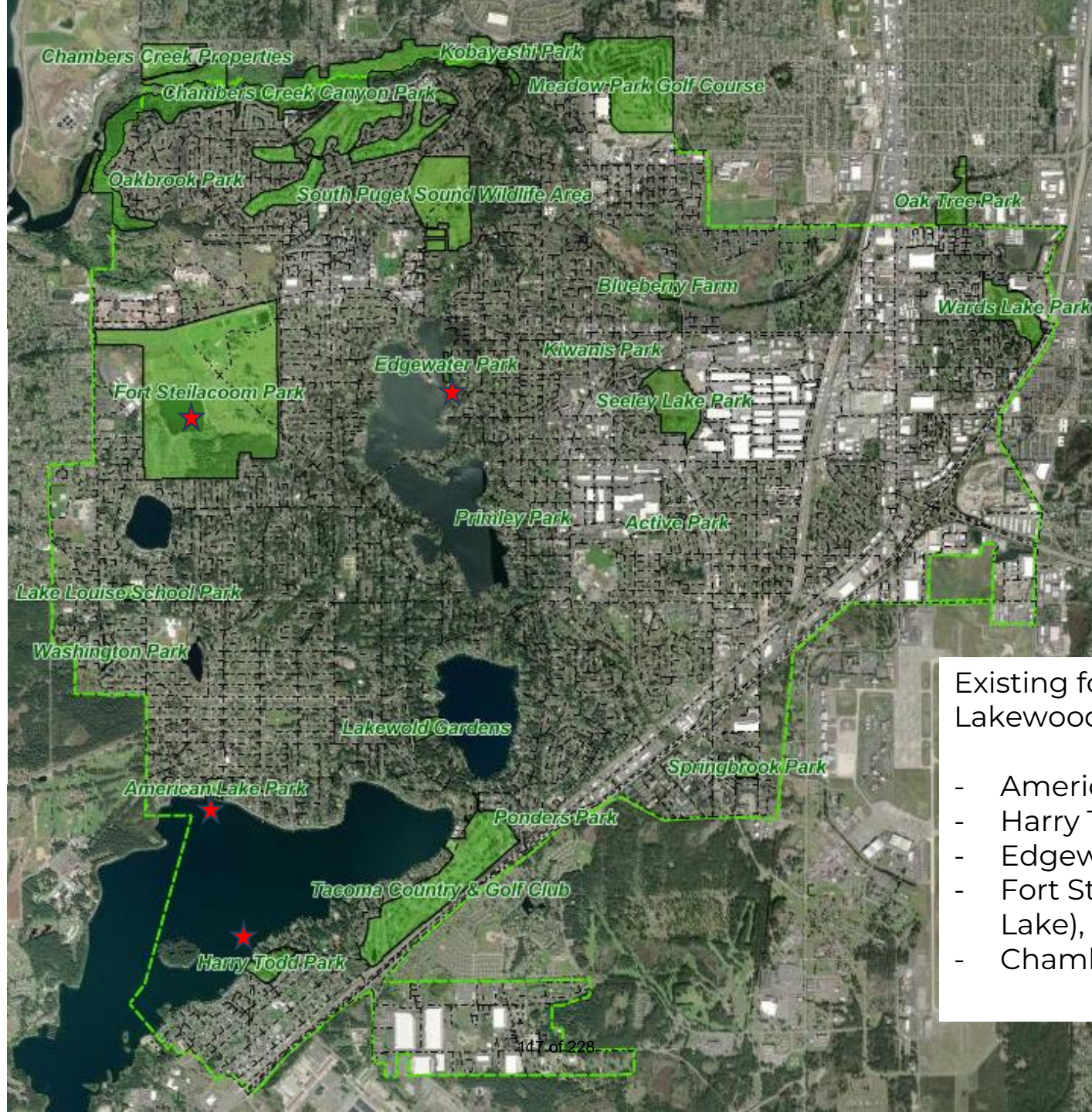
- In 2019, the City Council directed that the Planning Commission hold a meeting each year at which shoreline restoration activities that were conducted in the prior year would be presented.

- **Ord 711: Section 3. Annual review of Restoration Plan activities established.**

- “The City Council hereby establishes a process for the Planning Commission to hold a meeting annually at which reports will be provided by organizations and individuals who have conducted shoreline restoration activities within the City, and the Commission will determine whether to recommend amendments to the Restoration Plan for Council consideration.”

Park, Recreation, and Community Services (PRCS) cares for shorelines in the Lakewood Urban Park Environment at:

- Edgewater Park,
- Waughop Lake,
- American Lake and
- Harry Todd Park.

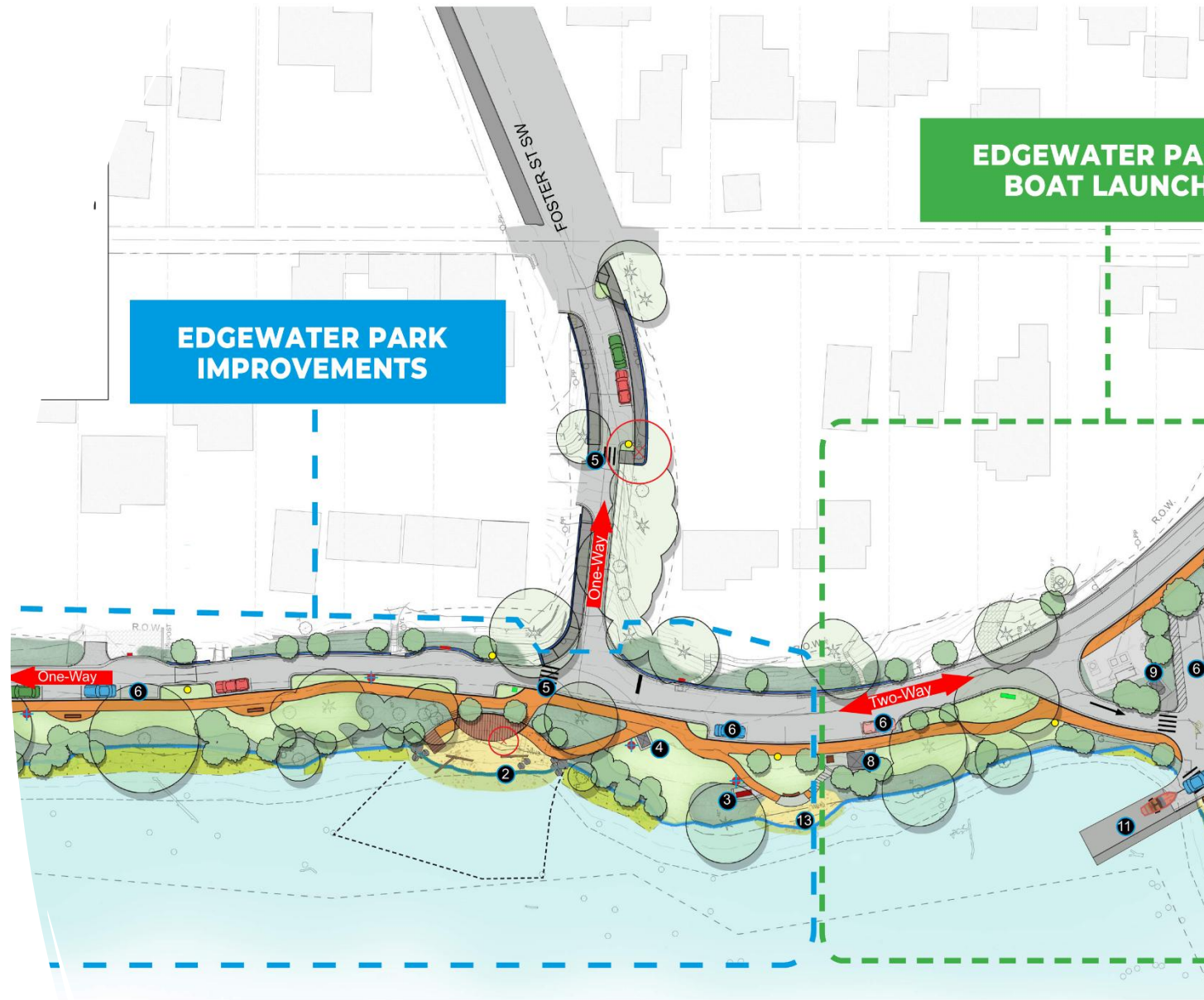


Existing formal public access in Lakewood to shorelines includes:

- American Lake North Park,
- Harry Todd Park (American Lake),
- Edgewater Park (Lake Steilacoom),
- Fort Steilacoom Park (Waughop Lake), and
- Chambers Creek Canyon Park

**Goals:** Target **Edgewater Park** for restoration of shoreline natural resources and functions, while allowing public access to the shoreline. Improve ecological function of lake shorelines by removing bulkheads and replacing with native and natural materials and climate & erosion resilient landscaping.

- Edgewater – **Edgewater Park** is mowed annually to open approx. 400 linear feet of shoreline for public viewing and mitigation of invasives; the site is also the focus of annual Parks Appreciation Day efforts in April.
- A master plan depicting park improvements has been approved and project design is evolving to ensure increased ecological functioning of the site while increasing recreational access within the urban park. Construction, slated for 2028, will include restoration of appx 1,000 linear feet of shoreline, reduction in armoring, removal of invasives and the addition of stormwater treatments.
- Annual maintenance of the site will continue (2026, 2027) until construction begins.



- **Goals:** Target **Waughop Lake** for restoration of shoreline natural resources and functions, while allowing public access to the shoreline. Implement shoreline projects and measures to address persistent water quality issues at Fort Steilacoom Park.

- 
- The City partners with Pierce Conservation District for water quality monitoring and regular work parties to remove invasive species and restore the shoreline of the lake within Fort Steilacoom Park. Work covers approx. 300 ft of shoreline, with over 30 yards of invasives being removed annually.
  - Work parties have 30-35 participants and occur 10 times per year, to include being a featured location each Parks Appreciation Day. 119 volunteers contributed 357 service hours in 2025.



- **Goal:** Target **American Lake** and Harry Todd Park (HTP) for limited habitat enhancements that are designed and sited to be suitable with heavy use of the site; plant native vegetation where appropriate.

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- American Lake - A park improvement project was completed in 2025 that included beachfront/shoreline restoration and the addition of trees to the property. Wetlands habitat was restored and protected with fencing and signage.
- Parks staff do an annual review of the shoreline in the spring to prepare the site for summer operations and work with partners on identified issues of concern. Care of habitat was taken during maintenance and repair of the docks performed by WDFW in December 2025.



- **Goal:** Target American Lake and **Harry Todd Park (HTP)** for limited habitat enhancements that are designed and sited to be suitable with heavy use of the site; plant native vegetation where appropriate.
- 

- Harry Todd Park – The site has limited shoreline with docks for human powered craft. Park staff do an annual review of the shoreline in the spring to prepare the site for summer operations and work with partners on identified issues of concern.



- Wards Lake and Seeley Lake are not regulated under Lakewood’s Shoreline Master Plan; they are surface water retention ponds that receive restoration activities to enhance the ecological functions of the site.

- **Wards Lake Park** was recently expanded and improved in 2025, to include 10+ acres of invasive removal and habitat restoration in and around the north shore of the lake including 700lf of shoreline habitat landscaping. Work to remove ivy around the shoreline continues in partnership with Pierce Conservation District during the 2026 Parks Appreciation Day. 2025 park improvements also included installation of a bird blind and bridge supporting wildlife viewing, art and signage. A bird walk, ribbon-cutting ceremony and other educational and engagement activities will occur during the grand opening event April 25, 2026.



- Wards Lake and Seeley Lake are not regulated under Lakewood's Shoreline Master Plan; they are surface water retention ponds that receive restoration activities to enhance the ecological functions of the site.

- **Seeley Lake** is managed by Pierce County Parks.
- Pierce County performs routine maintenance of the trail and associated shoreline through their Natural Lands Program: [Projects & Plans | Pierce County, WA - Official Website](#)



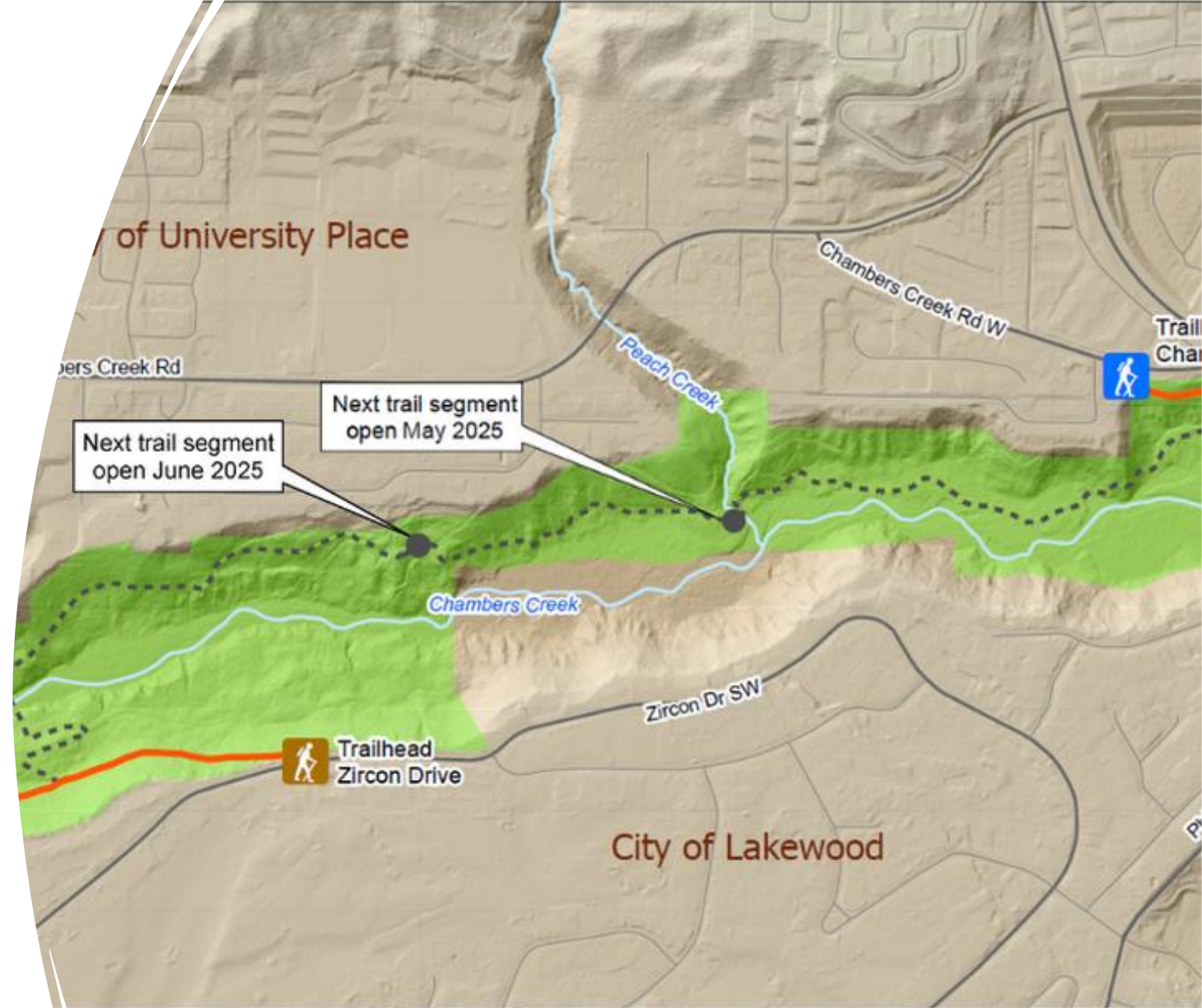


- **Goal:** Target **Springbrook Park** for environmentally friendly materials and design vegetation enhancements. Collaborate with partners on improving habitat and ecological function within Clover Creek in the Springbrook Community.

- Clover Creek Restoration at Springbrook Park – Over \$1.8M in improvements were made to the park during the phase 2 improvements completed in 2023, including restoration of over 400 lineal feet of shoreline through removing invasives and installing native shoreline plantings.
- Regular clean up and removal of trash from this site occurs no less than quarterly to address dumping and unauthorized camping.
- Pierce Conservation District brings a Northwest Youth Corp Crew on site to remove blackberries from the shoreline and to plant native species to protect and restore the ecological functions of the creek.

- **Goal:** Target Chambers Canyon for environmentally friendly materials and design vegetation enhancements; remove invasive species during any future planned development. Collaborate with partners on improving habitat and ecological function within Chambers Creek Canyon Park.

- Chambers Creek Watershed – Parks engages in planning activities facilitated by its partners and collaborates with Pierce County on improvements to and within Chambers Creek Canyon Park. In 2025, habitat and trail improvements were completed as part of phase 2 that support the flow of the creek and the expanded habitat between jurisdictions.



**Chambers Creek Canyon Trail**

Chambers Creek Canyon Park

**Legend**

- Chambers Creek Regional Park
- Open Trails
- Closed Trails Under Construction

**Questions?**

# Draft 2027-2032 Six-Year Transportation Improvement Plan

**4/15/26 Planning Commission**

Troy Pokswinski, Capital Projects Division Manager  
Planning & Public Works Department



Pursuant to Revised Code of Washington (RCW) 35.77.010, the City of Lakewood is required to annually update its **Six-Year Comprehensive Transportation Program (TIP)** and submit the adopted TIP to WSDOT by July 1 of each year.

The TIP is intended to:

- **Funding Eligibility:** Inclusion in the current TIP is required for projects to be eligible for state and federal funding.
- **Revenue-Based Planning:** The TIP is based on anticipated revenues and identifies priority transportation projects over a six-year period.
- **Prioritization:** Available funding is limited; therefore, the TIP reflects a balance between identified needs and available resources.
- **System Focus:** The TIP supports the orderly development, preservation, and improvement of the City's transportation system.

Adoption of the TIP does not irreversibly commit the City of Lakewood to construct all listed projects. The TIP may be revised at any time by the City Council, following a public hearing.

TIP projects are prioritized to improve safety, enhance multimodal accessibility, support system reliability and preserve the city's transportation infrastructure.

Transportation improvements in the TIP generally fall into three categories:

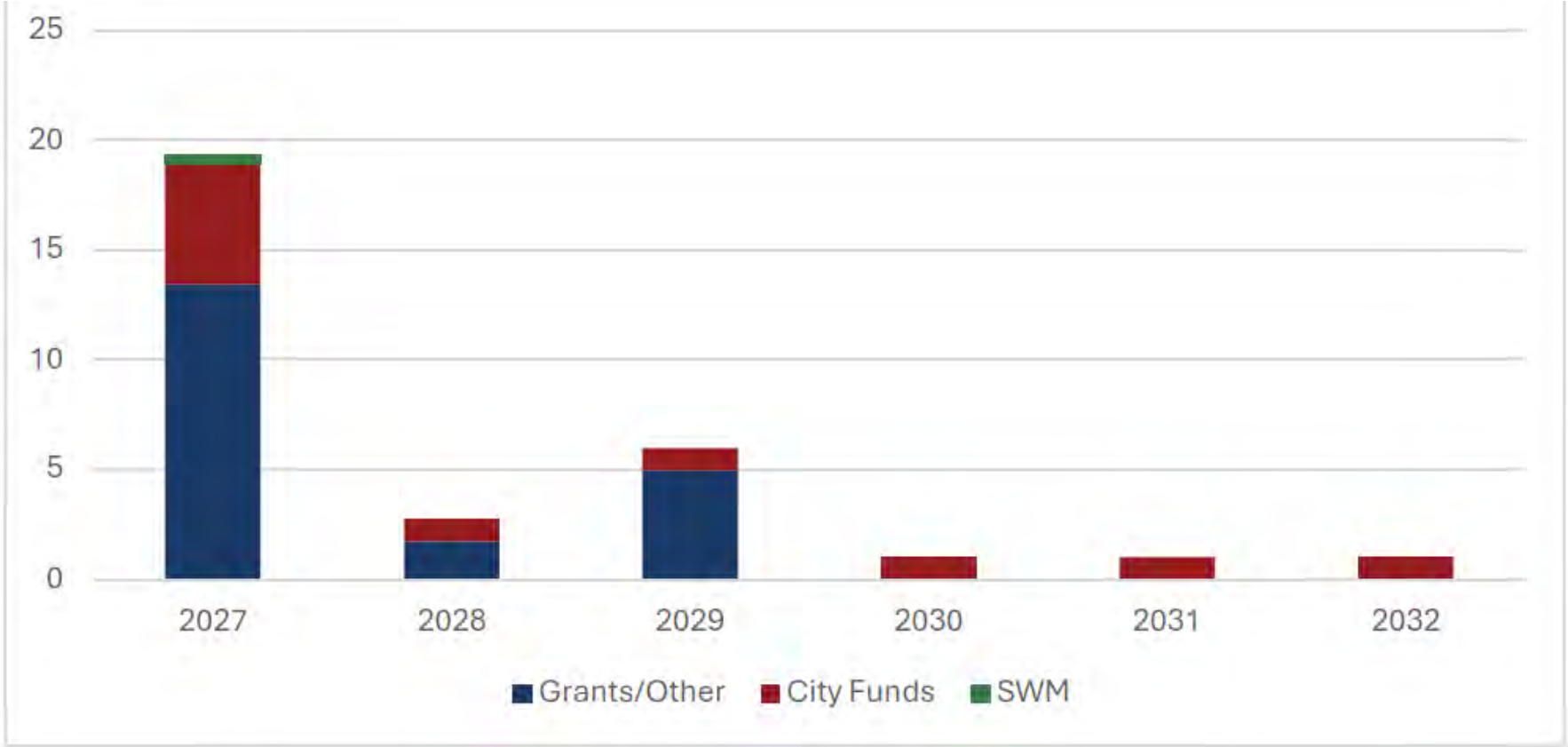
- **Roadway Projects:** The most common type of improvement, focused on roadway preservation, capacity, and safety. These projects typically include multimodal elements such as sidewalks, bike facilities, and intersection upgrades.
- **Non-Motorized Projects:** Projects specifically focused on pedestrian and bicycle improvements, including sidewalks, shared-use paths, and crossing enhancements. These may also include drainage, minor roadway repairs, and lighting to improve safety.
- **Intersection Projects:** Targeted improvements to enhance safety, efficiency, and reliability at specific intersections. These often include signal upgrades, channelization, and ADA-compliant curb ramps, supporting both motorized and non-motorized users.

Given limited local revenues and increasing competition for external funds, the City prioritizes leveraging local dollars to secure grants and maximize delivery of transportation projects. While this is not an exhaustive list, the adopted TIP authorizes the Planning & Public Works department to seek grant opportunities, wherever possible.

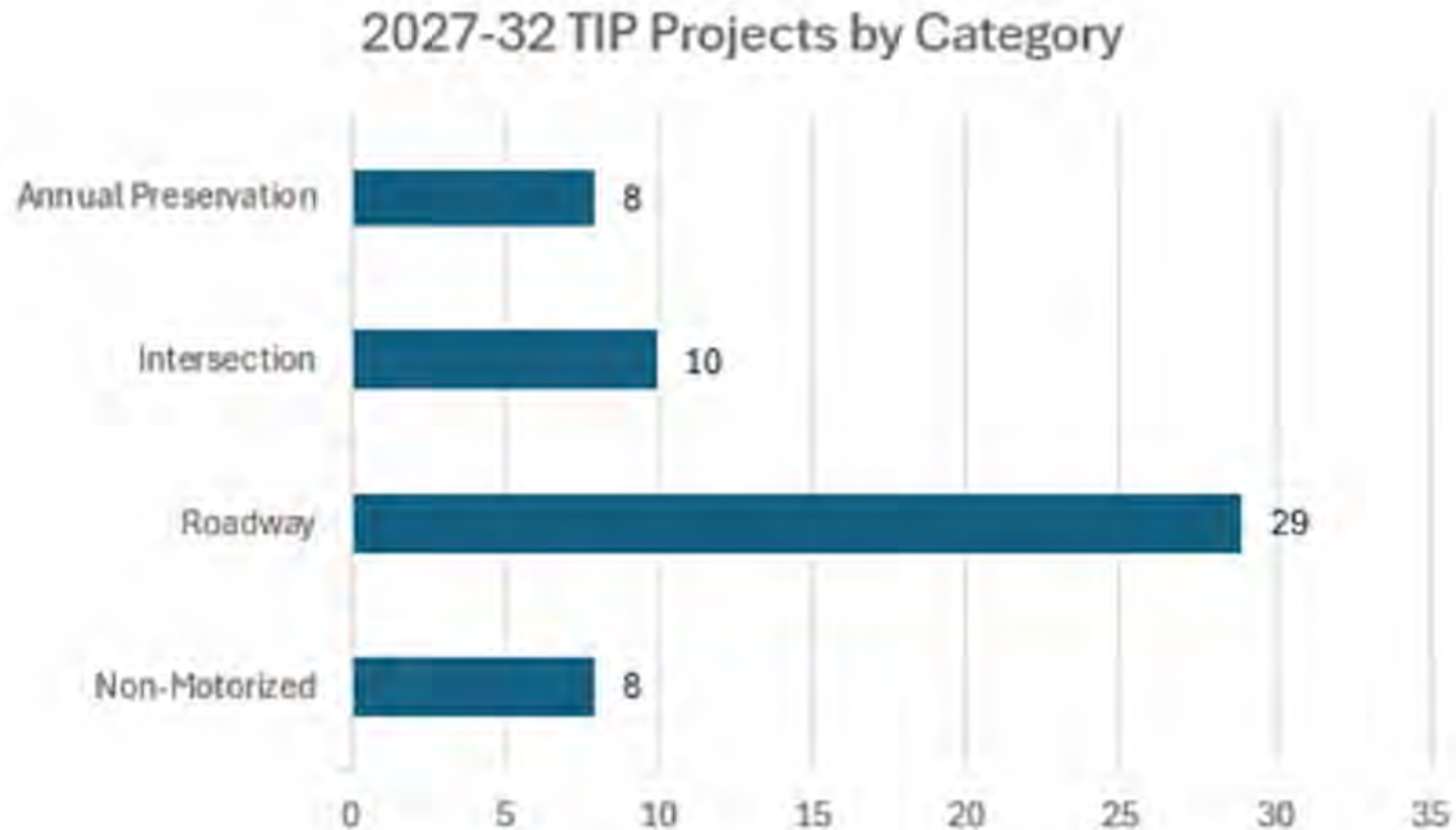
Category	Funding Source	Purpose
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	Transportation Benefit District (TBD)	Vehicle license fee funding; supports preservation and bonded projects
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<b>State</b>	Transportation Improvement Board (TIB)	Arterial, active transportation, and complete streets funding
	WSDOT Programs	Pedestrian/bicycle and Safe Routes to School grants
<b>Regional / Other</b>	Puget Sound Regional Council (PSRC)	Regional allocation of federal funds; competitive process
	Community Development Block Grant (CDBG)	Improvements in low-income areas and economic development
	Surface Water Management (SWM)	Funds drainage and stormwater improvements tied to transportation projects
	Sound Transit Lakewood Station Access Improvement (LSAI)	\$31.6M partnership for station access improvements through 2029

# Committed Transportation Revenue (Millions \$) at Time of RIP Adoption



As shown in the chart below, while projects are categorized by primary purpose, many roadway projects incorporate elements of non-motorized and intersection improvements, resulting in a balanced approach across all transportation modes.



<b>Category Weight Distribution</b>	
<b>Category</b>	<b>Weight %</b>
Safety	30%
Multimodal Accessibility	25%
Funding	15%
Traffic Volume	10%
Project Readiness	10%
System Preservation	5%
Comp. Plan	3%
Environmental	2%
<b>TOTAL</b>	<b>100%</b>

Projects that already have funding in place are generally prioritized to ensure timely delivery and to avoid the risk of losing funds. Categories are then further weighted as shown in the table. Projects are listed in priority order, with the highest priority projects scheduled first.

Overall, the program reflects a balance between advancing ready-to-deliver projects and addressing long-term transportation needs. Once weighted, projects are then grouped into priority tiers based on how well they align with these considerations:

<b>Priority Tier</b>	<b>General Description</b>
<b>Very High</b>	Strong alignment with safety, mobility, and readiness; often have secured funding
<b>High</b>	Well-aligned projects that address key needs
<b>Average</b>	Projects that meet several goals but may require additional development or funding
<b>Low</b>	Lower immediate need or longer-term projects
<b>Very Low</b>	Projects with limited current need or readiness

The following projects have been completed and will be removed from the TIP as part of this update:

Project No.	Project Title	Project Components
302.0002	New Street Lighting	Install Street Lighting (Yearly Program completed in 2026)
302.0111	Kendrick – 111 <sup>th</sup> to 108 <sup>th</sup>	Curb, sidewalk, storm, street lighting, rebuilt roadway
302.0114	112 <sup>th</sup> – Gravelly to Bridgeport	Curb, sidewalk, storm, street lighting, rebuilt roadway
302.0116	Custer – Bridgeport to 75 <sup>th</sup>	Curb, sidewalk, storm, street lighting, rebuilt roadway
302.0176	112 <sup>th</sup> – S Tacoma to Steele	Resurfacing of roadway and minor pedestrian improvements

Projects added to TIP

Overall, the TIP reflects both current system needs and prior investments, resulting in variation in project distribution and funding levels across neighborhoods in each TIP.

Project No.	Project Title	Project Components
302.0184	Upgrade Accessible Pedestrian Routes	Update all nonconforming pedestrian routes to bring them into compliance.)
302.0185	75 <sup>th</sup> Street SW Extension	Connect Phillips Road and Bridgeport Way via new road/bridge. Street lighting, non-motorized path, storm drainage.

The table below identifies projects that are fully funded and currently in design, with construction anticipated between 2027 and 2029.

TIP #	PROJECT NAME	FUNDING SOURCE
2027-1	Mt Tacoma – Interlaaken to Whitman	TBD/LOCAL
2027-2	Custer – John Dower to Bridgeport	FEDERAL HSIP
2027-6	47 <sup>th</sup> – Clover Creek to Pacific Highway	SOUND TRANSIT
2027-7	McChord/New York – Pacific to Bridgeport	SOUND TRANSIT
2027-8	115 <sup>th</sup> – Bridgeport to ST ROW	SOUND TRANSIT
2027-10	47 <sup>th</sup> – McChord to Clover Creek	SOUND TRANSIT
2027-11	Lincoln – McChord to San Francisco	SOUND TRANSIT
2027-12	Chicago – Springbrook to McChord	SOUND TRANSIT
2027-13	San Francisco – Springbrook to True	SOUND TRANSIT
2027-14	Clover Creek Drive – Pacific to Hillcrest	SOUND TRANSIT
2027-15	Boston – I-5 to McChord	SOUND TRANSIT
2027-16	Davisson/Highland/111 <sup>th</sup> – 112 <sup>th</sup> to 108 <sup>th</sup>	SOUND TRANSIT
2027-17	McChord – Bridgeport to 47 <sup>th</sup>	SOUND TRANSIT
2027-48	Steilacoom/WSH Traffic Signal	WA DSHS

The funded project list also does not include annual programs, which are typically supported through ongoing local funding sources. The list below does not include annual programs which have historically been funded through local funds.

MAP ID #	TIP PROJECT #	PROJECT NAME
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## 2027-2032 TIP MAP



# 2027-2032 TIP MAP

MAP ID #	TIP PROJECT #	PROJECT NAME
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- TIP No. 2027-19; Project No. 302.0004 Minor Capital
- TIP No. 2027-23; Project No. 302.0005 Chip Seal
- TIP No. 2027-25; Project No. 302.0146 Green Street Loop
- TIP No. 2027-49; Project No. 302.0184 Upgrade Accessible Ped. Routes



## **Legislative Schedule**

- **City Council Introduction: May 11**
- **City Council Public Hearing: May 18**
- **City Council Action on Resolution Approving 2027-2032 TIP: June 1**

# 2027-2032 Six-Year Transportation Improvement Program



City of  
Lakewood

## Acknowledgements

### City Council

Paul Bocchi, Mayor  
Patti Belle, Deputy Mayor  
Ellen Talbo  
Mike Brandstetter  
Philip Lindholm  
Ryan Pearson  
Trestin Lauricella

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Jeff Rimack, Director  
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Eric Swanstrom, Civil Engineer  
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## INTRODUCTION

Pursuant to Revised Code of Washington (RCW) 35.77.010, the City of Lakewood is required to annually update its Six-Year Comprehensive Transportation Program (TIP) and submit the adopted TIP to the Washington State Department of Transportation (WSDOT) by July 1 of each year. The Program is intended to:

- **Funding Eligibility:** Inclusion in the current TIP is required for projects to be eligible for state and federal funding.
- **Revenue-Based Planning:** The TIP is based on anticipated revenues and identifies priority transportation projects over a six-year period.
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- **System Focus:** The TIP supports the orderly development, preservation, and improvement of the City's transportation system.

Adoption of the TIP does not irreversibly commit the City of Lakewood to construct all listed projects. The TIP may be revised at any time by the City Council, following a public hearing.

## CONSISTENCY WITH COMPREHENSIVE & SUBAREA PLANS

The State's Growth Management Act (GMA) requires local governments to adopt comprehensive plans covering land use, housing, capital facilities, utilities, and transportation. The comprehensive plan and applicable subarea plans must include anticipated growth with the provision of public facilities including transportation .

The City of Lakewood has adopted a Comprehensive Plan and subarea plans consistent with GMA requirements. Supporting goals in the Transportation Element include:

- To provide a safe, comfortable, and reliable transportation system for all users
- Improve multimodal accessibility, including walking, biking, transit and freight movement.
- Reduce energy consumption and greenhouse gas emissions through efficient transportation options.
- Support innovation and future improvements through evolving technology and best practices.
- Maintain reliable travel for people and goods across the transportation network.
- Prioritize the movement of people and goods to maximize system efficiency and public safety.
- Establish and maintain consistent standards for transportation system adequacy and performance.
- Preserve existing infrastructure through ongoing maintenance and investment.

Further, the City recognizes GMAs transportation planning goal:

*Encourage efficient multimodal transportation system that will reduce greenhouse gas emission and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans.*

The Six-Year TIP is developed to align with these goals. Projects are prioritized to improve safety, enhance multimodal accessibility, support system reliability and preserve the city's transportation infrastructure.

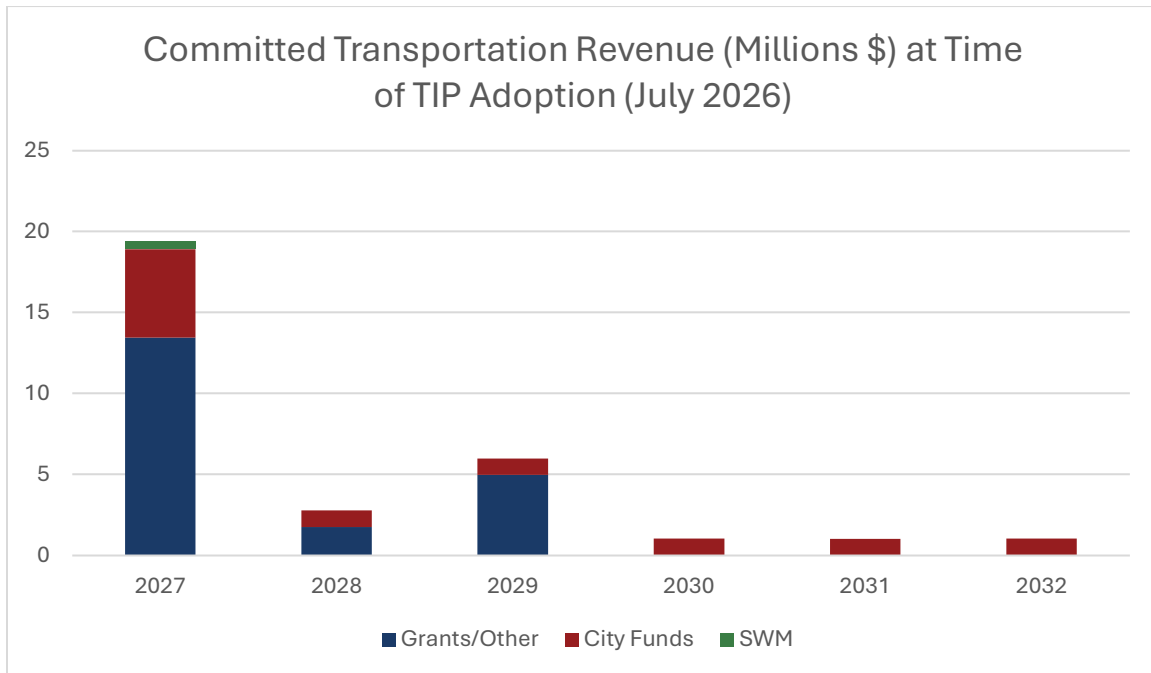
## FUNDING SOURCES

The city’s TIP relies on a combination of local, state, federal and partner funding sources. Given limited local revenues and increasing competition for external funds, the City prioritizes leveraging local dollars to secure grants and maximize delivery of transportation projects.

Many funding sources are competitive and subject to legislative uncertainty and require projects to be included in the TIP to pursue funding opportunities. While this is not an exhaustive list, the adopted TIP authorizes the Planning & Public Works department to seek grant opportunities, wherever possible.

Category	Funding Source	Purpose
<b>Local</b>	Motor Vehicle Fuel Tax	Population-based state distribution; used for matching funds and local projects
	Real Estate Excise Tax (REET)	Restricted to capital projects; key local funding source
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## PROJECTS ADDED

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## PROJECT EQUITY

### Geographic Equity

Transportation projects are distributed across the city. However, some areas currently have fewer projects due to recent infrastructure investments:

- Lake City (South and East): Recently completed improvements along Washington Boulevard, Veterans Drive, Gravelly Lake Drive, Interlaaken Drive, 112<sup>th</sup> Street, and Idlewild Road have taken quite a few arterial streets off of previous TIP iterations.
- Fort Steilacoom: Improvements to Farwest Drive, Angle Lane, Elwood, Hipkins, and Steilacoom Boulevard leave this area without an arterial roadway with significant need. Sidewalk on the other side of Angle Lane may be added to the TIP in the future.
- Tillicum: Streets and sidewalks have mainly been upgraded during the Tillicum/Woodbrook sewer construction of 2010 and some expansion on Union Avenue over the past decade.

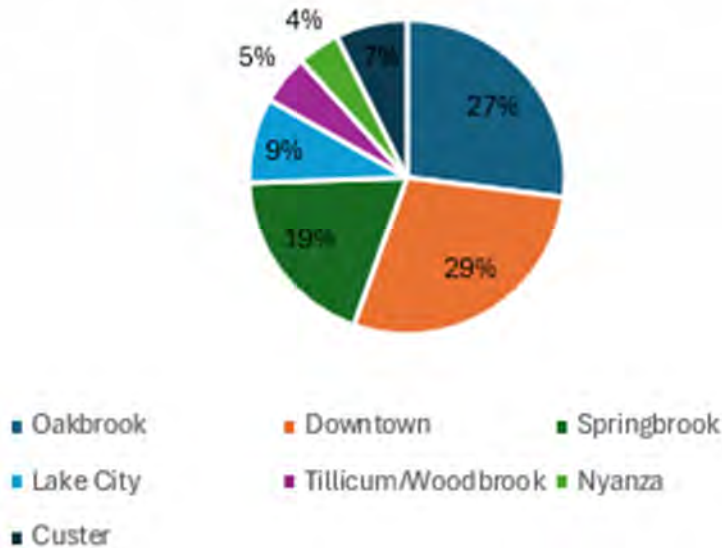
### Investment Distribution

While projects are aligned geographically where feasible, total investment varies by area:

- **Oakbrook and Downtown**: Higher-cost projects result in a greater concentration of total funding.
- **Springbrook**: A significant share of investment is programmed over the next four years due to the Lakewood Station Access Improvement (LSAI) Program funded by Sound Transit. This represents an unprecedented level of infrastructure investment in this area.

Overall, the TIP reflects both current system needs and prior investments, resulting in variation in project distribution and funding levels across neighborhoods.

### TIP Estimated Expense By Neighborhood



## Types of Improvement

In addition to geographic equity, the city considers how transportation investments serve different users, including drivers, pedestrians, cyclists and transit users.

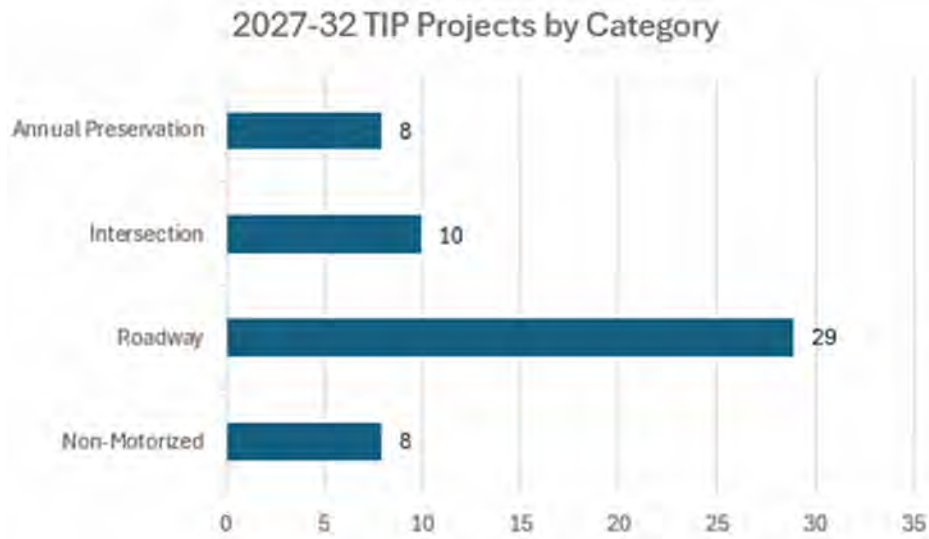
Since incorporation, the City of Lakewood has made significant progress in expanding multimodal infrastructure including over 82 miles of curbs and sidewalk creation/updates. While most trips are still made by motorized vehicles, continued investment is needed to maintain roadway conditions while improving safety and accessibility for all multimodal users.

Transportation improvements in the TIP generally fall into the following categories:

- Roadway Projects:** The most common type of improvement, focused on roadway preservation, capacity, and safety. These projects typically include multimodal elements such as sidewalks, bike facilities, and intersection upgrades.
- Non-Motorized Projects:** Projects specifically focused on pedestrian and bicycle improvements, including sidewalks, shared-use paths, and crossing enhancements. These may also include drainage, minor roadway repairs, and lighting to improve safety.

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As shown in the chart below, while projects are categorized by primary purpose, many roadway projects incorporate elements of non-motorized and intersection improvements, resulting in a balanced approach across all transportation modes.



## PRIORITIZATION

The Six-Year Transportation Improvement Program (TIP) is prioritized using a structured scoring system that is weighted based on the following criteria:

- Safety
- Mobility and accessibility
- Funding availability
- Project readiness
- System preservation
- Consistency with comprehensive plan
- Environmental considerations

Projects are evaluated using a standardized scoring matrix, with a maximum of 100 points. Projects that already have funding in place are generally prioritized to ensure timely delivery and to avoid the risk of losing funds. Categories are then further weighted as shown in the table. Projects are listed in priority order, with the highest priority projects scheduled first.

Category Weight Distribution	
Category	Weight %
Safety	30%
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Overall, the program reflects a balance between advancing ready-to-deliver projects and addressing long-term transportation needs.

Once weighted, projects are then grouped into priority tiers based on how well they align with these considerations:

Priority Tier	General Description
<b>Very High</b>	Strong alignment with safety, mobility, and readiness; often have secured funding
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<b>Low</b>	Lower immediate need or longer-term projects
<b>Very Low</b>	Projects with limited current need or readiness

As shown in the tables below, TIP Project numbers are ordered by priority with 2027-1 being the highest priority.

## TIP MAP INDEX

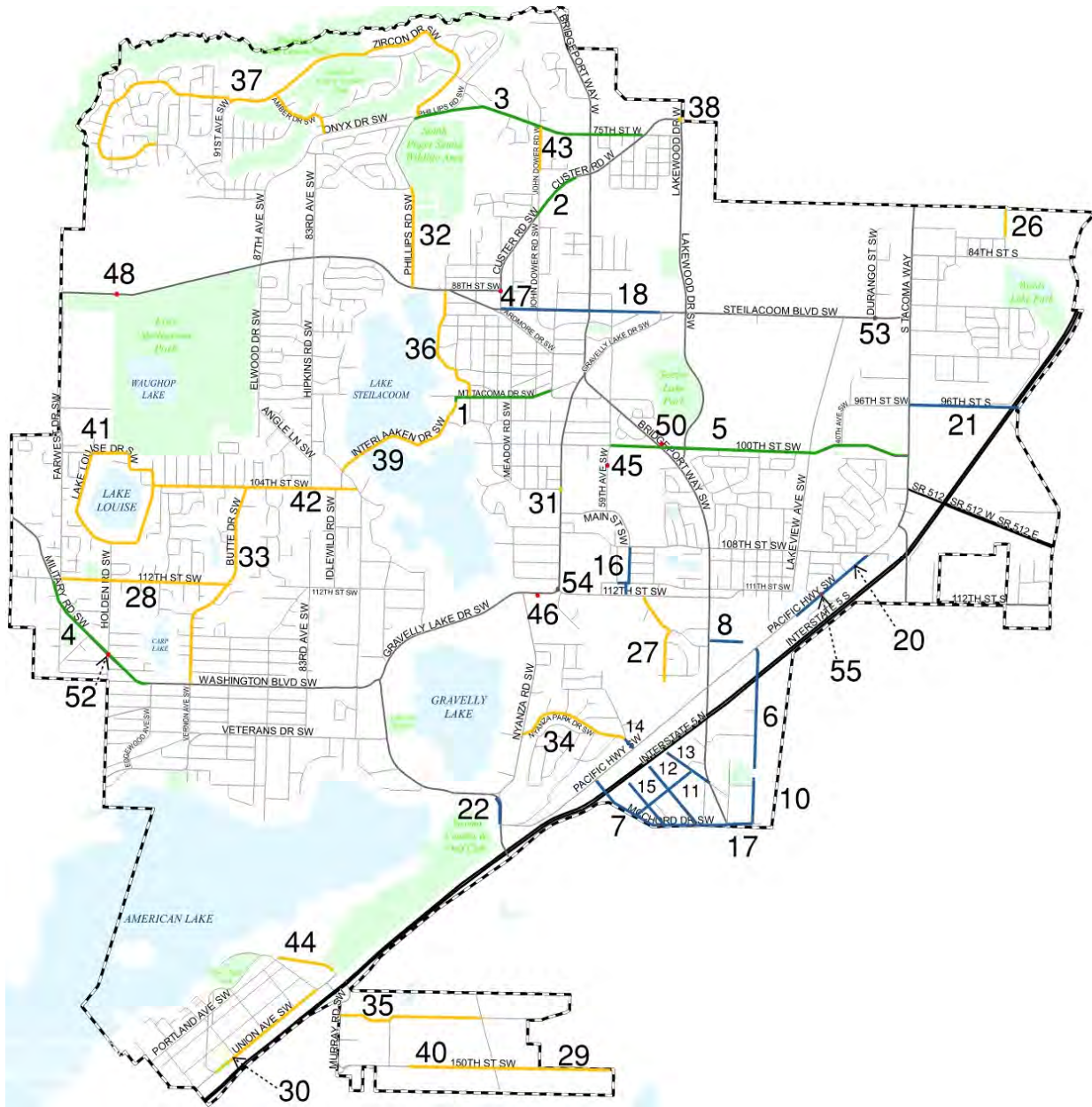
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- TIP No. 2027-51; Project No. 302.0003 Neighborhood Traffic Control
- TIP No. 2027-19; Project No. 302.0004 Minor Capital
- TIP No. 2027-23; Project No. 302.0005 Chip Seal
- TIP No. 2027-25; Project No. 302.0146 Green Street Loop
- TIP No. 2027-49; Project No. 302.0184 Upgrade Accessible Ped. Routes

# 2027-2032 TIP MAP



# PROJECT SCORES

Ranking Legend:		Very High										
		High										
		Average										
		Low										
		Very Low										
Rank	Project No.	Project Name	Safety	Multimodal Accessibility	Funding	Traffic Volume	Project Readiness	System Preservation	Comprehensive Plan	Environmental	Total	
1	302.0075	Mt Tacoma Drive - Interfaaken to Whitman	30	15	15	2	5	4	1	1	73	
2	302.0131	Custer Rd - Bridgeport to Stellacoom	30	10	15	5	7	4	1	1	73	
3	302.0185	75th St - Phillips to Custer	25	25	10	2	0	4	1	2	69	
4	302.0113	Military Rd - Edgewood to Farwest	25	15	10	2	10	4	1	1	68	
5	302.0136	100th - 59th to S Tacoma Way	25	10	12	8	5	4	1	1	66	
6	302.0122	47th Ave SW Sidewalks - Clover Creek to Pacific	25	10	15	0	7	5	1	1	64	
7	302.0168	McChord/New York - Pacific to Bridgeport	25	10	15	0	7	5	1	1	64	
8	302.0097	115th - Bridgeport to ST ROW	25	10	15	0	7	4	1	1	63	
9	101.0000	Bridge Inspection	30	25	0	0	0	5	1	0	61	
10	302.0169	47th Ave - McChord to Clover Creek	25	10	15	0	5	4	1	1	61	
11	302.0170	Lincoln Ave - McChord to San Francisco	25	10	15	0	5	4	1	1	61	
12	302.0171	Chicago Ave - Springbrook to McChord	25	10	15	0	5	4	1	1	61	
13	302.0172	San Francisco Ave - Spring to True	25	10	15	0	5	4	1	1	61	
14	302.0173	Clover Creek Dr - Pacific to Hillcrest	25	10	15	0	5	4	1	1	61	
15	302.0174	Boston - I-5 to McChord	25	10	15	0	5	4	1	1	61	
16	302.0115	Davison Rd - 112th to 108th	25	10	15	0	5	4	1	1	61	
17	302.0167	McChord Dr - Bridgeport to 47th	25	10	15	0	5	4	1	1	61	
18	302.0092	Stellacoom Blvd - Custer to Gravelly	25	15	10	5	0	4	1	1	61	
19	302.0004	Minor Capital	30	25	0	0	0	4	1	0	60	
20	302.0180	Pacific Highway - Rail Bridge to 108th	25	15	10	5	0	4	1	0	60	
21	302.0183	96th St - S Tacoma to East City Limit	25	15	10	5	0	4	1	0	60	
22	302.0181	Gravelly Lk Dr - Pacific to Nyanza	25	10	10	10	0	2	1	1	59	
23	302.0005	Chip Seal Resurfacing	25	25	0	0	0	4	1	0	55	
24	101.0000	Pavement Management System	25	25	0	0	0	4	1	0	55	
25	302.0146	Downtown Green Street Loop	10	15	10	8	0	4	3	1	51	
26	302.0165	Pine St - 84th to 80th	25	15	5	0	0	4	1	1	51	
27	302.0120	Tyee Park School Sidewalk - Seminole	25	10	10	0	0	4	1	1	51	
28	302.0121	112th Street - Farwest to Butte	25	10	10	0	0	4	1	1	51	
29	302.0145	150th St Road Restoration	25	10	5	5	0	4	1	1	51	
30	302.0096	Union Avenue - Thoma to Spruce	25	10	5	2	2	4	1	1	50	
31	302.0094	Gravelly/Avondale Traffic Signal	30	5	5	5	0	3	1	0	49	
32	302.0109	Phillips Rd - Agate to Stellacoom	25	10	5	2	0	4	1	1	48	
33	302.0163	Butte Dr - Washington to 104th	25	10	5	0	0	4	1	1	46	
34	302.0182	Nyanza Park Dr - Nyanza to Clover Creek	25	10	5	0	0	4	1	1	46	
35	302.0144	146th St - Woodbrook to Muray	25	10	0	0	5	4	1	1	46	
36	302.0155	Edgewater Dr - Stellacoom to Mt. Tacoma	25	10	0	0	2	4	1	3	45	
37	302.0152	Oakbrook Motorized Loop	25	15	0	0	0	2	1	1	44	
38	302.0118	Lakewood Dr - Custer/74th	15	0	10	8	5	4	1	1	44	
39	302.0084	Interfaaken Drive - Short Lane to Holly Hedge	25	10	0	2	0	4	1	1	43	
40	302.0073	150th Street Capacity - Muray to Woodbrook	25	10	0	2	0	4	1	1	43	
41	302.0150	Lake Louise Loop	25	10	0	0	0	4	1	1	41	
42	302.0141	104th - Short Lane to Lake Louise	25	10	0	0	0	4	1	1	41	
43	302.0175	John Dower Rd - 78th to 75th	25	10	0	0	0	4	1	1	41	
44	302.0161	N Thoma Lane - Union to Portland	25	10	0	0	0	4	1	1	41	
45	302.0147	59th & Towne Center Blvd	30	0	0	2	0	4	1	1	38	
46	302.0130	Gravelly/Clover Creek Structural Guardrail	30	0	0	5	0	0	1	0	36	
47	302.0126	Custer/88th Traffic Signal	15	5	5	5	0	3	1	0	34	
48	302.0177	Stellacoom/WSH Traffic Signal	5	0	15	5	5	3	1	0	34	
49	302.0184	Upgrade Accessible Pedestrian Routes	15	5	10	0	0	2	1	0	33	
50	302.0148	100th Street/Bridgeport Rt Turn Pocket	5	15	0	8	0	4	1	0	33	
51	302.0003	Neighborhood Traffic Control	30	0	0	0	0	0	1	0	31	
52	302.0123	Holden/Military Traffic Signal	15	5	5	2	0	3	1	0	31	
53	302.0059	Stellacoom/Durango Traffic Signal	5	0	5	8	0	3	1	0	22	
54	302.0166	Gravelly/112th Traffic Signal	5	0	5	5	0	3	1	0	19	
55	302.0174	Pacific Hwy/Sharondale Traffic Signal	5	0	5	5	0	3	1	0	19	

## FUNDED PROJECT LIST

The table below identifies projects that are fully funded and currently in design, with construction anticipated between 2027 and 2029.

Some projects have received partial funding but are not included in the funded list, such as:

- 2027-4 Military Road and project 2027-5 100<sup>th</sup> Street. Military Road has received funding for design which is now complete.
- 2027-5 100<sup>th</sup> Street has been funded for design and construction of an overlay between Lakewood Drive and Lakeview Avenue in 2027 and design and right of way for a road construction project between Lakeview Avenue and S Tacoma Way.

Because these projects are not fully funded, they are excluded from the funded project list at this time.

The funded project list also does not include annual programs, which are typically supported through ongoing local funding sources. The list below does not include annual programs which have historically been funded through local funds.

TIP #	PROJECT NAME	FUNDING SOURCE
2027-1	Mt Tacoma – Interlaaken to Whitman	TBD/LOCAL
2027-2	Custer – John Dower to Bridgeport	FEDERAL HSIP
2027-6	47 <sup>th</sup> – Clover Creek to Pacific Highway	SOUND TRANSIT
2027-7	McChord/New York – Pacific to Bridgeport	SOUND TRANSIT
2027-8	115 <sup>th</sup> – Bridgeport to ST ROW	SOUND TRANSIT
2027-10	47 <sup>th</sup> – McChord to Clover Creek	SOUND TRANSIT
2027-11	Lincoln – McChord to San Francisco	SOUND TRANSIT
2027-12	Chicago – Springbrook to McChord	SOUND TRANSIT
2027-13	San Francisco – Springbrook to True	SOUND TRANSIT
2027-14	Clover Creek Drive – Pacific to Hillcrest	SOUND TRANSIT
2027-15	Boston – I-5 to McChord	SOUND TRANSIT
2027-16	Davison/Highland/111 <sup>th</sup> – 112 <sup>th</sup> to 108th	SOUND TRANSIT
2027-17	McChord – Bridgeport to 47 <sup>th</sup>	SOUND TRANSIT
2027-48	Steilacoom/WSH Traffic Signal	WA DSHS

## UNFUNDED PROJECT LIST

The unfunded project list identifies priority transportation improvements that address known system needs but do not yet have full funding secured. These projects are included in the TIP to maintain eligibility for future state, federal, and regional funding opportunities.

Unfunded projects reflect the City’s ongoing commitment to improving safety, mobility, and multimodal access, while recognizing current funding constraints. Many of these projects are in earlier stages of development or are awaiting grant opportunities to advance.

As funding becomes available, projects may move from the unfunded list into the funded program based on priority, readiness, and alignment with available funding sources.

TIP PROJECT #	PROJECT NAME
2027-3	75 <sup>th</sup> – Phillips to Custer
2027-4	Military Road – Edgewood to Farwest
2027-5	100 <sup>th</sup> – 59 <sup>th</sup> to S Tacoma Way
2027-18	Steilacoom – Custer to Gravelly
2027-20	Pacific Highway Overlay – RR Bridge to 108th
2027-21	96 <sup>th</sup> St Overlay – S Tacoma to East City Limit
2027-22	Gravelly – Pacific to Nyanza Sidewalk
2027-26	Pine – 83 <sup>rd</sup> to 80th
2027-27	Tyee Park Elementary Sidewalk
2027-28	112 <sup>th</sup> – Farwest to Butte
2027-29	150 <sup>th</sup> St Overlay – Woodbrook to East City Limit
2027-30	Union Ave – W Thorne to Spruce
2027-31	Gravelly/Avondale Traffic Signal
2027-32	Phillips – Steilacoom to Agate
2027-33	Butte Drive – Washington to 104th
2027-34	Nyanza Park – Nyanza to Clover Creek Drive
2027-35	146 <sup>th</sup> – Murray to Springbrook
2027-36	Edgewater – Mt Tacoma to Steilacoom
2027-37	Oakbrook Non-Motorized Loop
2027-38	Lakewood Drive/Custer/74 <sup>th</sup> Intersection

## 2027-2032 6-Year Transportation Improvement Program



TIP PROJECT #	PROJECT NAME
2027-39	Interlaaken Drive – Short to Holly Hedge
2027-40	150 <sup>th</sup> St Capacity – Spring to Woodbrook
2027-41	Lake Louise Loop
2027-42	104 <sup>th</sup> – Interlaaken to Lake Louise
2027-43	John Dower – 78 <sup>th</sup> to 75th
2027-44	N Thorne Lane – Union to Portland
2027-45	59 <sup>th</sup> & Lakewood Towne Center Boulevard
2027-46	Gravelly/Clover Creek Bridge Barrier
2027-47	Custer Road/88 <sup>th</sup> Traffic Signal Replacement
2027-50	100 <sup>th</sup> /Bridgeport Way Right Turn Lane
2027-52	Military/Holden Traffic Signal
2027-53	Steilacoom/Durango Traffic Signal
2027-54	Gravelly/112 <sup>th</sup> Traffic Signal Replacement
2027-55	Pacific Highway/Sharondale Traffic Signal

## APPENDIX A: PROJECT DETAILS

# Mt Tacoma Drive - Interlaaken to Whitman

Priority: 1  
 BARS No: 302.0075  
 Budget Status: Fully Funded  
 Project Length: 2,600 LF

TIP No: 2027-1



**Project Description:**

Like most minor arterials throughout Lakewood at the time of incorporation, Mt. Tacoma Drive consists of a two-lane paved road with sporadic shoulders. This project will install curb, sidewalk, storm drainage, street lighting, and traffic safety upgrades at Meadow Road.

Expenditures/ Revenues	Programmed 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ 280,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 3,330,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 190,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 3,800,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
REET:	\$ 243,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD:	\$ 3,199,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SWM:	\$ 357,700.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ 3,800,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

# Custer Road - John Dower to Bridgeport

Priority: 2  
 BARS No: 302.0131  
 Budget Status: Fully Funded  
 Project Length: 1,525 LF

TIP No: 2027-2



## Project Description:

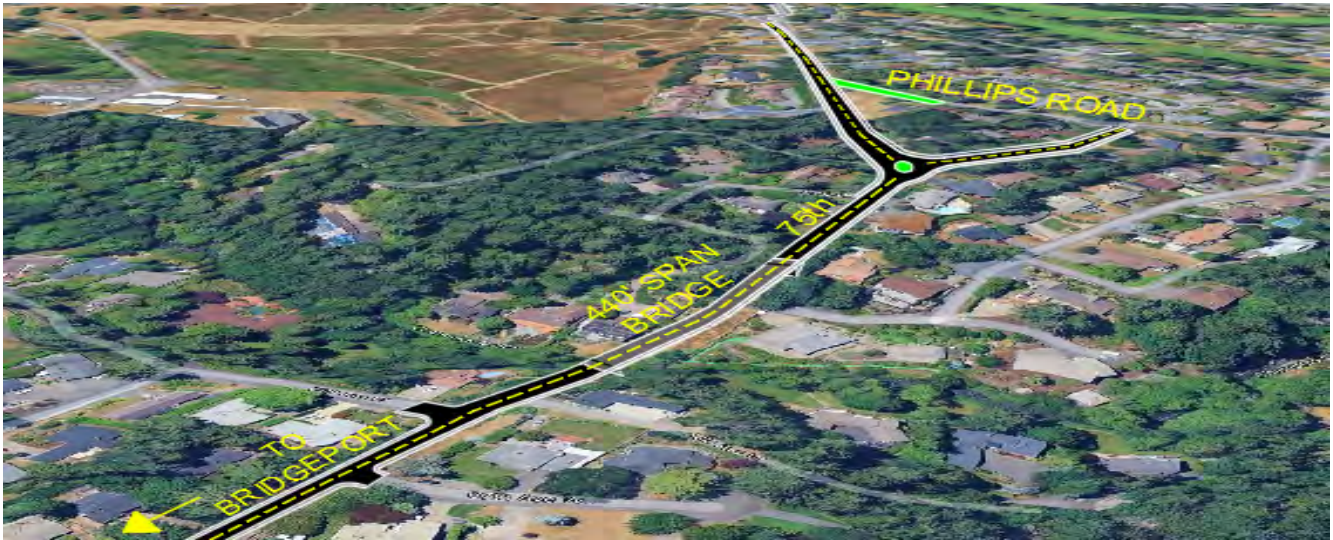
Custer Road is a principal arterial without sidewalk on the northern side between John Dower Road and Bridgeport Way. Additionally, left turn lanes along Custer at the intersection of John Dower are not present causing a safety issue for vehicles waiting to turn left. This project will remedy both.

Expenditures/ Revenues	Programmed 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 138,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ 542,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 912,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 45,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 1,637,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
General Fund:	\$ 75,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WSDOT HSIP:	\$ 1,420,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SWM:	\$ 142,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ 1,637,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

# 75th St - Phillips to Custer

Priority: 3  
 BARS No: 302.0185  
 Budget Status: Unfunded  
 Project Length: 4,800 LF

TIP No: 2027-3



**Project Description:**

This project will extend 75th St S from the current terminus west of John Dower to Phillips Road via a new bridge of Chambers Creek. Improvements include bike/ped path, bridge, street lighting, storm drainage, new roundabouts, curbs and sidewalks.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 2,100,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 13,900,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 400,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 16,400,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
------	--------	--------	--------	--------	--------

# Military Road - Edgewood to Farwest

Priority: 4  
 BARS No: 302.0113  
 Budget Status: Unfunded  
 Project Length: 3,675 LF

TIP No: 2027-4



**Project Description:**

Military Road is a three-lane arterial connecting Washington Boulevard with the Farwest/Town of Steilacoom corridors. The City has recently made improvements to Washington Blvd to the east and Farwest/112th to the northwest. This project will bring the entire corridor up to current standards.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ 20,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 4,500,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.	\$ 175,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 4,695,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
------	--------	--------	--------	--------	--------

# 100th St - 59th to S Tacoma Way

Priority: 5  
 BARS No: 302.0136  
 Budget Status: Partly Funded  
 Project Length: 8,000 LF

TIP No: 2027-5



**Project Description:**  
 100th Street is a principal arterial. This project has been split into multiple phases.  
 \*An overlay in 2027 is anticipated to be completed using federal aid STP funds.  
 \*A roadway project design and ROW project is underway between Lakeview and S Tacoma.

Expenditures/ Revenues	Programmed 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 20,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ 298,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ -	\$ 845	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.	\$ -	\$ 25	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 318,000.00</b>	<b>\$ 870</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
REET:	\$ 20,000.00	\$ 118	\$ -	\$ -	\$ -	\$ -	\$ -
WSDOT STP:	\$ 298,000.00	\$ 752	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ 318,000.00</b>	<b>\$ 870</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Numbers in FY2027-2032 are shown in thousands of dollars

# 47th Avenue - Clover Creek to Pacific Highway

Priority: 6  
 BARS No: 302.0122  
 Budget Status: Fully Funded  
 Project Length: 3,125 LF

TIP No: 2027-6



**Project Description:**

A portion of the Lakewood Station Access Improvement project, this project will improve 47th Ave. between Clover Creek and Pacific. Improvements include curb, sidewalk, street lighting, bridge overcrossing of I-5 improvements, and storm drainage. This is a priority 1 project.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 4,660,000.00	\$ 4,846	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.	\$ 240,000.00	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 4,900,000.00</b>	<b>\$ 5,096</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
Sound Transit:	\$ -	\$ 5,096	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ 5,096</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Numbers in FY2027-2032 are shown in thousands of dollars

# McChord/New York - Pacific Highway to Bridgeport

Priority: 7  
 BARS No: 302.0168  
 Budget Status: Fully Funded  
 Project Length: 3,875 LF

TIP No: 2027-7



### Project Description:

A portion of the Lakewood Station Access Improvement project, this project will improve McChord Drive/New York between Pacific and Bridgeport. Improvements include curb, sidewalk, street lighting, bridge overcrossing of I-5 improvements and storm drainage. This is a priority 1 project.

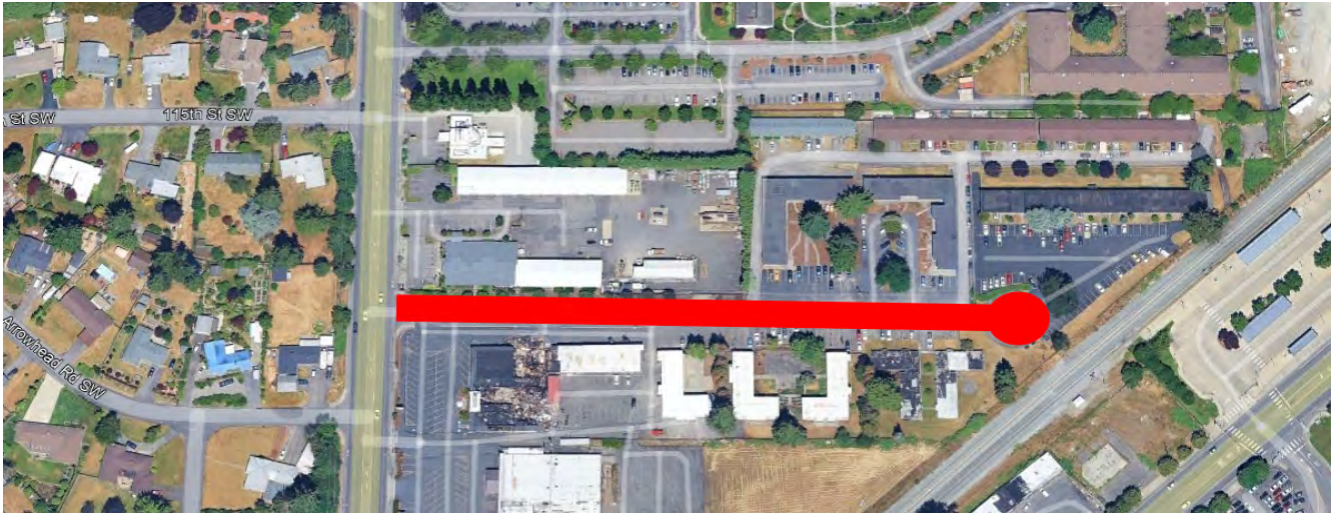
Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 3,608,000.00	\$ 3,752	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 192,000.00	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 3,800,000.00</b>	<b>\$ 3,952</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
Sound Transit:	\$ -	\$ 3,952	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ 3,952</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Numbers in FY2027-2032 are shown in thousands of dollars

# 115th St - Bridgeport to Sound Transit ROW

Priority: 8  
 BARS No: 302.0097  
 Budget Status: Fully Funded  
 Project Length: 900 LF

TIP No: 2027-8



**Project Description:**

A portion of the Lakewood Station Access Improvement project, this project will improve 115th between Bridgeport and the Sound Transit railway. Improvements include curb, sidewalk, street lighting, and storm drainage. This is a priority 1 project.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 135,000.00	\$ 140	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 1,454,000.00	\$ 1,512	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.	\$ 34,000.00	\$ 35	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 1,623,000.00</b>	<b>\$ 1,687</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
Sound Transit:	\$ -	\$ 1,687	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ 1,687</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Numbers in FY2027-2032 are shown in thousands of dollars

# Biennial Bridge Inspection

Priority: 9  
 BARS No: 101.0000  
 Budget Status: Annual  
 Project Length: N/A

TIP No: 2027-9



**Project Description:**  
 Inspection of bridges identified in the Nation Bridge Inventory (NBI) is mandated by FHWA at varying frequencies depending upon the condition. The City has 8 structures on the NBI. Inspections are currently required every other year plus every five years for underwater on the Lk Steilacoom Bridge.

Expenditures/ Revenues	Annual Program	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ -	\$ 5	\$ 50	\$ -	\$ 50	\$ -	\$ 55
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL EXPENSE:	\$ -	\$ 5	\$ 50	\$ -	\$ 50	\$ -	\$ 55
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL REVENUE:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Numbers in FY2027-2032 are shown in thousands of dollars

# 47th Ave - McChord to Clover Creek

Priority: 10  
 BARS No: 302.0169  
 Budget Status: Fully Funded  
 Project Length: 1,200 LF

TIP No: 2027-10



**Project Description:**

A portion of the Lakewood Station Access Improvement project, this project will improve 47th between McChord and Clover Creek. Improvements include curb, sidewalk, street lighting, and storm drainage. This is a priority 2 project, meaning funds will only be authorized once priority 1 is complete.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 46,000.00	\$ -	\$ 50	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 645,000.00	\$ -	\$ -	\$ 725	\$ -	\$ -	\$ -
Construction Eng.	\$ 22,000.00	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 713,000.00</b>	<b>\$ -</b>	<b>\$ 50</b>	<b>\$ 750</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
Sound Transit:	\$ -	\$ -	\$ 50	\$ 750	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 50</b>	<b>\$ 750</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Numbers in FY2027-2032 are shown in thousands of dollars

# Lincoln Avenue - McChord to San Francisco

Priority: 11  
 BARS No: 302.0170  
 Budget Status: Fully Funded  
 Project Length: 1,900 LF

TIP No: 2027-11



**Project Description:**

A portion of the Lakewood Station Access Improvement project, this project will improve Lincoln between McChord and San Francisco. Improvements include curb, sidewalk, street lighting, and storm drainage. This is a priority 1 project.

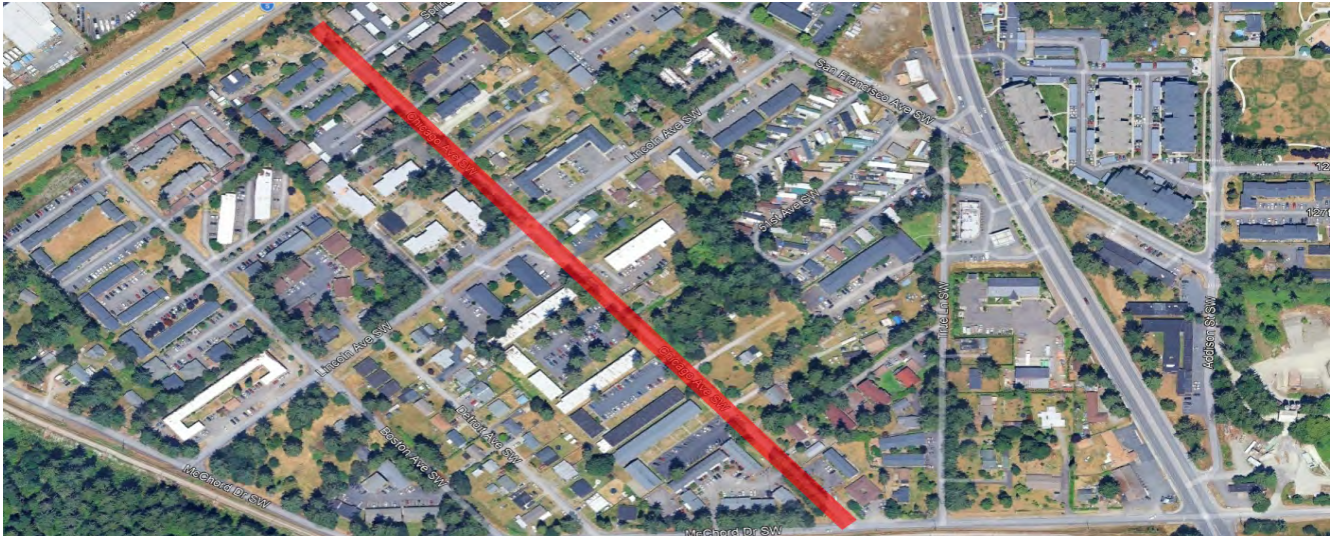
Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 29,000.00	\$ 30	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 828,000.00	\$ -	\$ 895	\$ -	\$ -	\$ -	\$ -
Construction Eng.	\$ 23,000.00	\$ -	\$ 25	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 880,000.00</b>	<b>\$ 30</b>	<b>\$ 920</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
Sound Transit:	\$ -	\$ 30	\$ 920	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ 30</b>	<b>\$ 920</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Numbers in FY2027-2032 are shown in thousands of dollars

# Chicago Avenue - Springbrook to McChord

Priority: 12  
 BARS No: 302.0171  
 Budget Status: Fully Funded  
 Project Length: 1,900 LF

TIP No: 2027-12



**Project Description:**

A portion of the Lakewood Station Access Improvement project, this project will improve Chicago between Springbrook and McChord. Improvements include curb, sidewalk, street lighting, and storm drainage. This is a priority 2 project, meaning funds will only be authorized once priority 1 is complete.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 71,000.00	\$ -	\$ 77	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 800,000.00	\$ -	\$ -	\$ 900	\$ -	\$ -	\$ -
Construction Eng.:	\$ 27,000.00	\$ -	\$ -	\$ 30	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 898,000.00</b>	<b>\$ -</b>	<b>\$ 77</b>	<b>\$ 930</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
Sound Transit:	\$ -	\$ -	\$ 77	\$ 930	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 77</b>	<b>\$ 930</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Numbers in FY2027-2032 are shown in thousands of dollars

# San Francisco Ave - Springbrook to True

Priority: 13  
 BARS No: 302.0172  
 Budget Status: Fully Funded  
 Project Length: 1,275 LF

TIP No: 2027-13



**Project Description:**

A portion of the Lakewood Station Access Improvement project, this project will improve San Francisco between Springbrook and True. Improvements include curb, sidewalk, street lighting, and storm drainage. This is a priority 2 project, funds will only be authorized once priority 1 is complete.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 55,000.00	\$ -	\$ 60	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 529,000.00	\$ -	\$ -	\$ 595	\$ -	\$ -	\$ -
Construction Eng.	\$ 22,000.00	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 606,000.00</b>	<b>\$ -</b>	<b>\$ 60</b>	<b>\$ 620</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
Sound Transit:	\$ -	\$ -	\$ 60	\$ 620	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 60</b>	<b>\$ 620</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Numbers in FY2027-2032 are shown in thousands of dollars

# Clover Creek Drive - Pacific Highway to Hillcrest

Priority: 14  
 BARS No: 302.0173  
 Budget Status: Fully Funded  
 Project Length: 450 LF

TIP No: 2027-14



**Project Description:**

A portion of the Lakewood Station Access Improvement project, this project will improve Clover Creek Drive between Pacific and Hillcrest. Improvements include curb, sidewalk, street lighting, and storm drainage. This is a priority 1 project.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 33,000.00	\$ 35	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 398,000.00	\$ -	\$ 430	\$ -	\$ -	\$ -	\$ -
Construction Eng.	\$ 23,000.00	\$ -	\$ 25	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 454,000.00</b>	<b>\$ 35</b>	<b>\$ 455</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
Sound Transit:	\$ -	\$ 35	\$ 455	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ 35</b>	<b>\$ 455</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Numbers in FY2027-2032 are shown in thousands of dollars

# Boston Avenue - I-5 to McChord

Priority: 15  
 BARS No: 302.0174  
 Budget Status: Fully Funded  
 Project Length: 1,475 LF

TIP No: 2027-15



**Project Description:**  
 A portion of the Lakewood Station Access Improvement project, this project will improve Boston between I-5 and McChord. Improvements include curb, sidewalk, street lighting, and storm drainage. This is a priority 2 project, meaning funds will only be authorized once priority 1 is complete.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 28,000.00	\$ -	\$ 30	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 422,000.00	\$ -	\$ -	\$ 475	\$ -	\$ -	\$ -
Construction Eng.:	\$ 22,000.00	\$ -	\$ -	\$ 25	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 472,000.00</b>	<b>\$ -</b>	<b>\$ 30</b>	<b>\$ 500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
Sound Transit:	\$ -	\$ -	\$ 30	\$ 500	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 30</b>	<b>\$ 500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Numbers in FY2027-2032 are shown in thousands of dollars

# Davisson Road - 112th to 108th

Priority: 16  
 BARS No: 302.0115  
 Budget Status: Fully Funded  
 Project Length: 2,000 LF

TIP No: 2027-16



**Project Description:**  
 A portion of the Lakewood Station Access Improvement project, this project will improve Davisson between 112th and 108th. Improvements include curb, sidewalk, street lighting, and storm drainage. This is a priority 2 project, meaning funds will only be authorized once priority 1 is complete.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 69,000.00	\$ -	\$ 75	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 1,835,000.00	\$ -	\$ -	\$ 2,065	\$ -	\$ -	\$ -
Construction Eng.:	\$ 54,000.00	\$ -	\$ -	\$ 61	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 1,958,000.00</b>	<b>\$ -</b>	<b>\$ 75</b>	<b>\$ 2,126</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
Sound Transit:	\$ -	\$ -	\$ 75	\$ 2,126	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 75</b>	<b>\$ 2,126</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Numbers in FY2027-2032 are shown in thousands of dollars

# McChord Drive - Bridgeport to 47th

Priority: 17  
 BARS No: 302.0167  
 Budget Status: Fully Funded  
 Project Length: 600 LF

TIP No: 2027-17



**Project Description:**

A portion of the Lakewood Station Access Improvement project, this project will improve McChord Drive between Bridgeport and 47th. Improvements include curb, sidewalk, street lighting, and storm drainage. This is a priority 2 project, meaning funds will only be authorized once priority 1 is complete.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 55,000.00	\$ -	\$ 60	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 655,000.00	\$ -	\$ -	\$ 735	\$ -	\$ -	\$ -
Construction Eng.	\$ 40,000.00	\$ -	\$ -	\$ 45	\$ -	\$ -	\$ -
TOTAL EXPENSE:	\$ 750,000.00	\$ -	\$ 60	\$ 780	\$ -	\$ -	\$ -
<b>REVENUES:</b>							
Sound Transit:	\$ -	\$ -	\$ 60	\$ 780	\$ -	\$ -	\$ -
TOTAL REVENUE:	\$ -	\$ -	\$ 60	\$ 780	\$ -	\$ -	\$ -

Numbers in FY2027-2032 are shown in thousands of dollars

# Steilacoom Blvd. - Custer to Gravelly

Priority: 18  
 BARS No: 302.0092  
 Budget Status: Unfunded  
 Project Length: 4,150 LF

TIP No: 2027-18



**Project Description:**

Steilacoom Blvd. is a five-lane principal arterial carrying the majority of the east/west vehicle traffic throughout the City. This project would complete the non-motorized gap between Custer and Gravelly. Improvements include resurfacing, storm, curb, sidewalk, and street lighting.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 346,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ 1,870,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 3,600,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 195,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 6,011,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# Minor Capital

Priority: 19  
 BARS No: 302.0004  
 Budget Status: Annual  
 Project Length: N/A

TIP No: 2027-19



**Project Description:**  
 Minor Capital primarily completes patching, striping, and pavement marking maintenance programs on arterial streets and some local access streets. Occasionally, sidewalk and curb repairs are made when damages occur under this program.

Expenditures/ Revenues	Annual Program	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 20,000.00	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 245,000.00	\$ 245	\$ 245	\$ 245	\$ 245	\$ 245	\$ 245
Construction Eng.	\$ 5,000.00	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5
<b>TOTAL EXPENSE:</b>	<b>\$ 270,000.00</b>	<b>\$ 270</b>	<b>\$ 270</b>	<b>\$ 270</b>	<b>\$ 270</b>	<b>\$ 270</b>	<b>\$ 270</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Numbers in FY2027-2032 are shown in thousands of dollars

# Pacific Highway - RR Bridge to 108th Overlay

Priority: 20  
 BARS No: 302.0180  
 Budget Status: Unfunded  
 Project Length: 2,575 LF

TIP No: 2027-20



## Project Description:

The pavement along Pacific Highway is in need of resurfacing. This project would resurface the road. Striping would be upgraded to MMA (plastic). Curb would remain in place. Sidewalk will be checked to ensure conformance with PROWAG.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 40,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 1,135,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 25,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 1,200,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# 96th St - S Tacoma Way to East City Limit Overlay

Priority: 21  
 BARS No: 302.0183  
 Budget Status: Unfunded  
 Project Length: 2,800 LF

TIP No: 2027-21



### Project Description:

The pavement along 96th is in need of resurfacing. This project would resurface the road. Striping would be upgraded to MMA (plastic). Curb would remain in place. Sidewalk will be checked to ensure conformance with PROWAG.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 40,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 1,060,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.	\$ 25,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 1,125,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
------	--------	--------	--------	--------	--------

# Gravelly Lake Drive - Pacific Highway to Nyanza

Priority: 22  
 BARS No: 302.0181  
 Budget Status: Unfunded  
 Project Length: 775 LF

TIP No: 2027-22



**Project Description:**

When Gravelly Lake Drive between Pacific Highway and Nyanza was completed as part of the JBLM-North Access Improvement Project, the sidewalk on the west side of the street was not completed due to ROW. This project would complete that sidewalk link.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 30,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ 570,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 150,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 30,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 780,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
------	--------	--------	--------	--------	--------

# Chip Seal Resurfacing Program

Priority: 23  
 BARS No: 302.0005  
 Budget Status: Annual  
 Project Length: N/A

TIP No: 2027-23



**Project Description:**

Local street preservation program. Each annual project resurfaces approximately 6 lane miles of local access streets throughout the City. Local Access Streets make up approximately 220 lane miles of streets. City does not treat dead end cul de sac streets. Cycle is current running every 25 years.

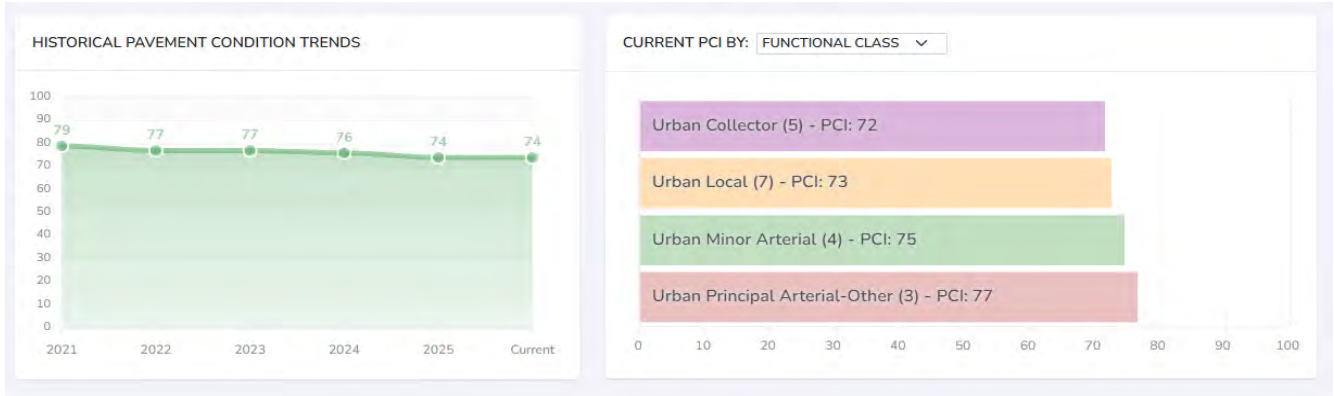
Expenditures/ Revenues	Annual Program	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 30,000.00	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 405,000.00	\$ 405	\$ 405	\$ 405	\$ 405	\$ 405	\$ 405
Construction Eng.	\$ 5,000.00	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5
<b>TOTAL EXPENSE:</b>	<b>\$ 440,000.00</b>	<b>\$ 440</b>	<b>\$ 440</b>	<b>\$ 440</b>	<b>\$ 440</b>	<b>\$ 440</b>	<b>\$ 440</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Numbers in FY2027-2032 are shown in thousands of dollars

# Pavement Management System

Priority: 24  
 BARS No: 101.0000  
 Budget Status: Semi Annual  
 Project Length: N/A

TIP No: 2027-24



**Project Description:**

Pavement rating gives the City an indication how one of the most critical and expensive infrastructure components is performing. Additionally, it shows which streets are failing and where maintenance will be needed. Rating system costs \$22,000 plus \$18,000 staff time every other year.

Expenditures/ Revenues	Semi-Annual Program	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 40,000.00	\$ 40	\$ -	\$ 40	\$ -	\$ 40	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 40,000.00</b>	<b>\$ 40</b>	<b>\$ -</b>	<b>\$ 40</b>	<b>\$ -</b>	<b>\$ 40</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

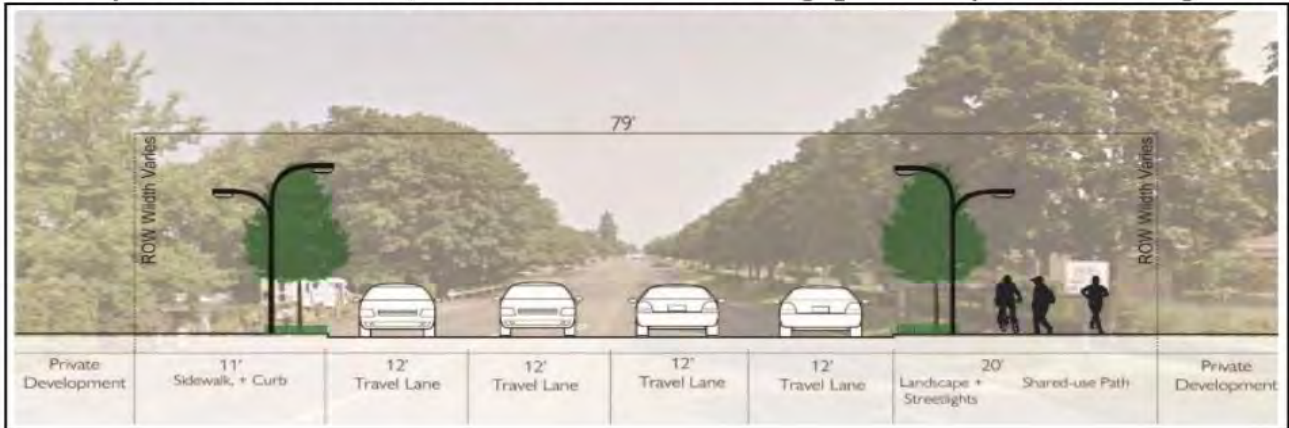
Numbers in FY2027-2032 are shown in thousands of dollars

# Green Street Loop

Priority: 25  
 BARS No: 302.0146  
 Budget Status: Unfunded  
 Project Length: N/A

TIP No: 2027-25

## Gravelly Lake Drive SW (Main Street SW to Bridgeport Way SW, looking north)



**Project Description:**  
 The Green Street Loop Project is a component of the Downtown Transportation Feasibility Study. Funded by a RAISE Grant, the study anticipated to be completed in 2027 will recommend a list of projects. This project is a placeholder for the projects anticipated to be recommended.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 2,168,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 23,390,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 755,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 26,313,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# Pine Street - 83rd to 80th

Priority: 26  
 BARS No: 302.0165  
 Budget Status: Unfunded  
 Project Length: 675 LF

TIP No: 2027-26



**Project Description:**

Pine Street is a local access street in the northeast quadrant of Lakewood. It connects 84th Street with the City of Tacoma (80th) which has sidewalk leading north. This project will connect curbs, street lighting, sidewalk, and street improvements along Pine between 83rd and 80th.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 75,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 885,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 1,010,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# Tye Park School Sidewalks - Seminole Road

**Priority:** 27  
**BARS No:** 302.0120  
**Budget Status:** Unfunded  
**Project Length:** 2,550 LF

**TIP No:** 2027-27



**Project Description:**

This project would construct curb and sidewalk along one side of Seminole/Arrowhead/Loch Lea between Tye Park Elementary School and 112th Street. Improvements include 3' wide patch in front of curb and storm drainage. Lighting is not included.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 75,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 575,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.	\$ 42,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 692,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# 150th Street Road Restoration

Priority: 29  
 BARS No: 302.0145  
 Budget Status: Unfunded  
 Project Length: 2,950 LF

TIP No: 2027-29



**Project Description:**

150th Street connects Woodbrook/I-5 to Spanaway/Fredrickson. The minor arterial is a vital connection point for residents and businesses in the Woodbrook Neighborhood as it is one of only two access points. This project would resurface the street.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 5,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 420,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 12,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 437,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# Union Avenue - W Thorne to Spruce Street

Priority: 30  
 BARS No: 302.0096  
 Budget Status: Unfunded  
 Project Length: 3,500 LF

TIP No: 2027-30



**Project Description:**

Resolution 2011-04 set the Union Avenue street profile. This project would complete that. Improvements include two-way left turn lane, overlay of roadway, curbs and sidewalk on the nw side of the street and right of way acquisition. Sidewalk on sw side completed in 2023.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 126,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ 2,665,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 1,100,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.	\$ 85,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 3,976,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# Gravelly Lake Drive/Avondale Traffic Signal

Priority: 31  
 BARS No: 302.0094  
 Budget Status: Unfunded  
 Project Length: 200 LF

TIP No: 2027-31



**Project Description:**

This project will construct a traffic signal at the intersection. Gravelly is a five-lane principal arterial. One the west side, Avondale is a collector arterial. On the east side, one of two west facing access points to the Lakewood Towne Center provides an approximate equivalent traffic volume.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 77,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 1,030,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 21,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 1,128,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# Phillips Road - Steilacoom to Agate

Priority: 32  
 BARS No: 302.0109  
 Budget Status: Unfunded  
 Project Length: 2,600 LF

TIP No: 2027-32



**Project Description:**

The west side of Phillips Road between Steilacoom Blvd and Onyx has recently been improved with sidewalk. This project would install sidewalk along the east side and resurface the roadway from Steilacoom Blvd to Onyx.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 225,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ 450,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 2,480,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 88,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 3,243,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

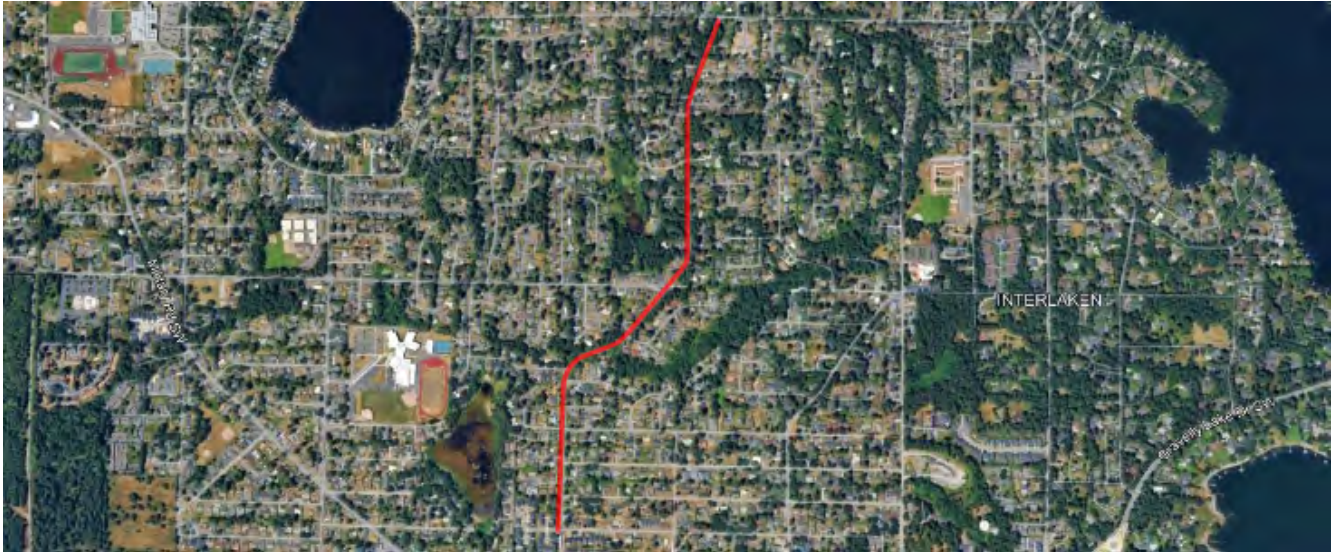
Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# Butte Drive - Washington to 104th

**Priority:** 33  
**BARS No:** 302.0163  
**Budget Status:** Unfunded  
**Project Length:** 5,550 LF

TIP No: 2027-33



**Project Description:**

Butte Drive is a two-lane minor arterial connecting 104th and Washington Blvd. The road has sporadic shoulders. This project would provide street lighting, storm drainage, a roundabout at Butte/112th, replaced pavement, curbs and sidewalks.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 382,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ 200,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 5,000,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 175,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 5,757,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# Nyanza Park Drive - Nyanza Rd to Clover Creek Dr

**Priority:** 34  
**BARS No:** 302.0182  
**Budget Status:** Unfunded  
**Project Length:** 3,050 LF

TIP No: 2027-34



**Project Description:**

Nyanza Park Drive is a two-lane collector arterial connecting the residents of the Nyanza Park Neighborhood with Nyanza Road and Pacific Highway. The road has no shoulders or sidewalk. This project would bring non-motorized improvements and street lighting.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 171,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 2,110,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 85,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 2,366,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# 146th Street - Murray to Woodbrook

Priority: 35  
 BARS No: 302.0144  
 Budget Status: Unfunded  
 Project Length: 3,700 LF

TIP No: 2027-35



### Project Description:

Design for this project was completed in 2020 to assist and encourage development. Portions of sidewalk have been installed by the adjacent development. This project will fill in remaining portions of curb and sidewalk and overlay the previously 4" base lift placed as part of the sewer projects.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 1,470,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 95,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 1,565,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

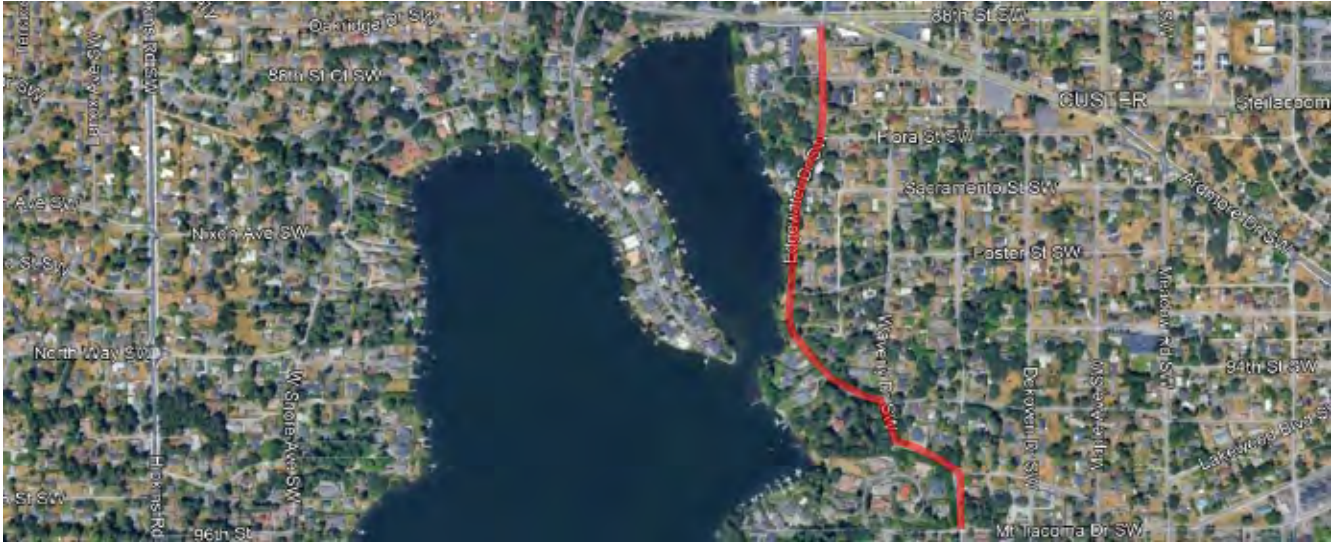
Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# Edgewater Drive - Mt. Tacoma to Steilacoom

**Priority:** 36  
**BARS No:** 302.0155  
**Budget Status:** Unfunded  
**Project Length:** 3,250 LF

TIP No: 2027-36



**Project Description:**

Edgewater Drive is the primary access to Edgewater Park. Improvements have been made to Steilacoom Blvd. and are planned for Mt. Tacoma Dr. to encourage non-motorized access. A portion of this project will be completed by the park expansion. Improvements include curbs and sidewalks.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 342,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 3,200,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 100,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 3,642,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# Oakbrook Non-Motorized Loop

Priority: 37  
 BARS No: 302.0152  
 Budget Status: Unfunded  
 Project Length: 17,300 LF

TIP No: 2027-37



### Project Description:

Oakbrook was primarily platted in the 1960s and 1970s. Curbs and sidewalks were not required as part of the plat. Constructing the backbone of a non-motorized system around the main roads of the Oakbrook neighborhood would allow residents a safe space to walk. Curbs and sidewalks included.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 2,109,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 14,500,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.	\$ 880,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 17,489,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# Lakewood Drive - Custer/74th Intersection

Priority: 38  
 BARS No: 302.0118  
 Budget Status: Unfunded  
 Project Length: 200

TIP No: 2027-38



**Project Description:**

The City of Tacoma, City of University Place, and City of Lakewood have previously agreed to initiate the Lakewood Drive/Orchard Corridor Project. Tacoma has taken the lead in the development of design. Lakewood's scope for this project is a new traffic signal and ramp upgrades in the intersection.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 10,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 1,351,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.	\$ 20,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 1,381,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# Interlaaken Drive - Short Lane to Holly Hedge

**Priority:** 39  
**BARS No:** 302.0084  
**Budget Status:** Unfunded  
**Project Length:** 4,075 LF

TIP No: 2027-39



**Project Description:**

Like most minor arterials throughout Lakewood at the time of incorporation, Interlaaken Drive consists of a two-lane paved road with sporadic shoulders. This project will install curb, sidewalk, storm drainage, street lighting on the south (east) side of Interlaaken Drive.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 377,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ 3,170,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 3,575,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 165,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 7,287,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# 150th Street Capacity - Spring to Woodbrook

Priority: 40  
 BARS No: 302.0073  
 Budget Status: Unfunded  
 Project Length: 2,100 LF

TIP No: 2027-40



### Project Description:

150th was reconstructed with a 24' wide, two-lane road with base section of 4" of asphalt. The total section includes a two-way left turn lane and a 2" overlay to increase the total asphalt depth to 6". Development has installed some improvements. This project will include sidewalk and street lighting.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 115,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 995,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 45,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 1,155,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# Lake Louise Loop

Priority: 41  
 BARS No: 302.0150  
 Budget Status: Unfunded  
 Project Length: 7,650 LF

TIP No: 2027-41



**Project Description:**

This project would construct curb and sidewalk on the outside of the Lake Louise Loop. Storm drainage would be renovated on the outside of the loop. The roadway would be patched and overlaid. Street lighting would be on wooden power poles.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 247,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 1,880,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.	\$ 120,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 2,247,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# 104th - Interlaaken Drive to Lake Louise Drive

Priority: 42  
 BARS No: 302.0141  
 Budget Status: Unfunded  
 Project Length: 5,450 LF

TIP No: 2027-42



### Project Description:

104th is a lower/middle volume arterial street with sporadic shoulders and varying right of way width. Like most Lakewood roads at incorporation, this is a two-lane county street that is primarily designed for vehicles. This project will add non-motorized component and resurface the roadway.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 347,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ 200,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 4,520,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 175,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 5,242,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# John Dower Road - 78th to 75th

Priority: 43  
 BARS No: 302.0175  
 Budget Status: Unfunded  
 Project Length: 1,075 LF

TIP No: 2027-43



**Project Description:**

Sidewalk exists on the east side of John Dower between Custer and 78th funded from a Safe Routes to School Grant for Dower Elementary. This project would extend sidewalk on the east side of John Dower between 78th and 75th. Complete overlay and curb on the west side of Dower included.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 78,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 840,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 968,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# N Thorne Lane - Union to Portland

Priority: 44  
 BARS No: 302.0161  
 Budget Status: Unfunded  
 Project Length: 1,425 LF

TIP No: 2027-44



**Project Description:**

The easternmost portion of N Thorne Lane was revised in late 2021 as part of the I-5 widening project. A sidewalk gap between Portland Avenue and Union Avenue remains. This projects would connect the sidewalk along the north side of N Thorne Lane.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 250,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 20,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 320,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# 59th Avenue & Lakewood Towne Center Blvd.

Priority: 45  
 BARS No: 302.0147  
 Budget Status: Unfunded  
 Project Length: 800 LF

TIP No: 2027-45



**Project Description:**

This project would improve the intersection of Lakewood Towne Center Blvd. and 59th Ave. to construct a roundabout to move traffic more safely through the downtown. Lakewood Towne Center Blvd. is a private roadway. Significant right of way would need to be purchased.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 242,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ 2,150,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 1,125,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.	\$ 125,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 3,642,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# Gravelly Lake Dr/Clover Creek Bridge Rail

Priority: 46  
 BARS No: 302.0130  
 Budget Status: Unfunded  
 Project Length: 94 LF

TIP No: 2027-46



**Project Description:**

Bridge rail of the Gravelly Lake Drive crossing over Clover Creek is past its life cycle and does not meet current standards. The bridge railing along the north side of the bridge was replaced with a concrete barrier during the Nyanza Rd. project. This project would replace the south side.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 7,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 180,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 5,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 192,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# Custer Rd/88th Traffic Signal Replacement

Priority: 47  
 BARS No: 302.0126  
 Budget Status: Unfunded  
 Project Length: 200

TIP No: 2027-47



## Project Description:

Constructed in the 1960s, the spanwire traffic signal system at the intersection of Custer Road and 88th St is approaching the end of its service life. This project would evaluate an intersection replacement.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 60,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 725,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 17,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 802,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# Steilacoom Blvd/Western State Hospital Signal

Priority: 48  
 BARS No: 302.0177  
 Budget Status: Fully Funded  
 Project Length: 200 LF

TIP No: 2027-48



**Project Description:**

Western State Hospital is in the midst of an expansion of its campus. As part of the work, the entrances to Western State Hospital will need to be renovated. This project will temporarily relocate a traffic signal and construct a new signal for the entrance to the hospital.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 29,000.00	\$ 30	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 373,000.00	\$ 388	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.	\$ 11,000.00	\$ 12	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 413,000.00</b>	<b>\$ 430</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
DSHS:	\$ 413,000.00	\$ 430	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ 413,000.00</b>	<b>\$ 430</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Numbers in FY2027-2032 are shown in thousands of dollars

# Upgrade Accessible Pedestrian Routes

Priority: 49  
 BARS No: 302.0184  
 Budget Status: Annual  
 Project Length: N/A

TIP No: 2027-49



**Project Description:**

Title II mandates that local governments create a plan to remove physical barriers in public facilities. Lakewood has completed its ADA Transition Plan. This project will implement the removal of those barriers under an annual program.

Expenditures/ Revenues	Annual Program	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 30,000.00	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 210,000.00	\$ 210	\$ 210	\$ 210	\$ 210	\$ 210	\$ 210
Construction Eng.	\$ 20,000.00	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20
<b>TOTAL EXPENSE:</b>	<b>\$ 260,000.00</b>	<b>\$ 260</b>	<b>\$ 260</b>	<b>\$ 260</b>	<b>\$ 260</b>	<b>\$ 260</b>	<b>\$ 260</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Numbers in FY2027-2032 are shown in thousands of dollars

# 100th/Bridgeport Way Right Turn Lane

Priority: 50  
 BARS No: 302.0148  
 Budget Status: Unfunded  
 Project Length: 800 LF

TIP No: 2027-50



**Project Description:**

Identified in the Lakewood Downtown Plan, this project would remove left turn lanes for westbound and eastbound 100th at the intersection of Bridgeport/100th. A right turn lane would be installed for westbound 100th.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 71,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 850,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.	\$ 25,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 946,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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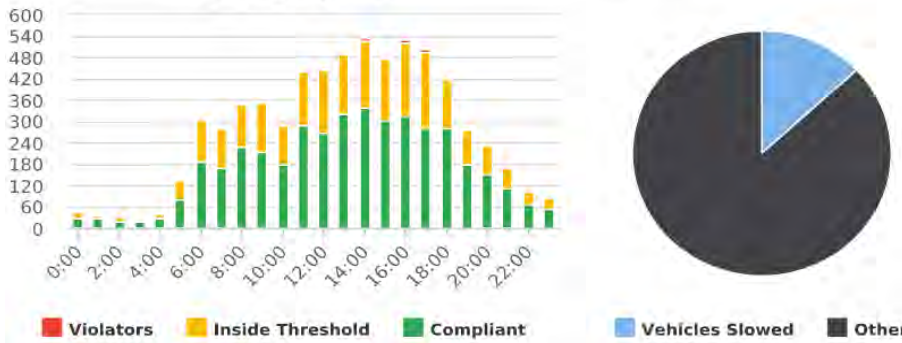
# Neighborhood Traffic Control

**Priority:** 51  
**BARS No:** 302.0003  
**Budget Status:** Annual  
**Project Length:** N/A

TIP No: 2027-51

## Overall Summary

Total Days of Data: 4  
 Speed Limit: 25  
 Average Speed: 22.81  
 50th Percentile Speed: 23.95  
 85th Percentile Speed: 28.38  
 Pace Speed Range: 20-30  
 Minimum Speed: 5  
 Maximum Speed: 44  
 Display Mode: Speed Display  
 Average Volume per Day: 1651.5  
 Total Volume: 6606



### Project Description:

Annual program that provides traffic calming to local access roadways. Typical treatments are radar feedback signs, led signs, traffic circles, raised crosswalks, and other traffic calming devices.

Expenditures/ Revenues	Annual Program	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 30,000.00	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30
Construction Eng.:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 30,000.00</b>	<b>\$ 30</b>	<b>\$ 30</b>	<b>\$ 30</b>	<b>\$ 30</b>	<b>\$ 30</b>	<b>\$ 30</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Numbers in FY2027-2032 are shown in thousands of dollars

# Holden/Military Traffic Signal

Priority: 52  
 BARS No: 302.0123  
 Budget Status: Unfunded  
 Project Length: 200 LF

TIP No: 2027-52



**Project Description:**

This project would construct a traffic signal at the intersection of Military and Holden. This intersection improvement is not included in City Project 302.0113 Military Road. Evaluation of traffic signal warrant is needed prior to installation.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 60,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 725,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 17,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 802,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# Steilacoom Blvd/Durango Traffic Signal

Priority: 53  
 BARS No: 302.0059  
 Budget Status: Unfunded  
 Project Length: 200 LF

TIP No: 2027-53



**Project Description:**

Steilacoom Blvd is a 5-lane principal arterial. Durango is a local access street with commercial/ industrial. This project will construct a traffic signal at the intersection. This would address future development in the area.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 85,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ 110,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 1,000,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.	\$ 24,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 1,219,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# Gravelly Lake Dr/112th Traffic Signal Replacement

Priority: 54  
 BARS No: 302.0166  
 Budget Status: Unfunded  
 Project Length: 200 LF

TIP No: 2027-54



**Project Description:**

Constructed in the 1960s, the spanwire traffic signal system at the intersection of Gravelly Lake Drive and 112th Street is approaching the end of its service life. This project would replace the existing spanwire signal with a mast arm signal. ADA facility upgrades would also be completed.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 77,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 1,030,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.	\$ 21,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 1,128,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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# Pacific Highway/Sharondale Traffic Signal

Priority: 55  
 BARS No: 302.0174  
 Budget Status: Unfunded  
 Project Length: 200 LF

TIP No: 2027-55



**Project Description:**

Previously SR 99, and prior to that Principal State Highway 1, Pacific Highway is a 5-lane minor arterial. Sharondale is a local access street with commercial/multifamily residential on NW side of Pacific Highway and commercial on the SE side. This project will construct a traffic signal at the intersection.

Expenditures/ Revenues	Base Cost 2026	2027	2028	2029	2030	2031	2032
<b>EXPENDITURES:</b>							
Design Eng.:	\$ 76,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction:	\$ 1,000,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Eng.:	\$ 20,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL EXPENSE:</b>	<b>\$ 1,096,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUES:</b>							
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL REVENUE:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Budget Numbers given above are estimated in 2026. To get FY20XX multiply by table column below.

1.04	1.0816	1.1249	1.1699	1.2167	1.2653
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## Landmark Heritage Nomination/Designation Staff Report

**Project Name:** Best Western Landmark Heritage Designation Nomination

**Report Date:** 4/6/26

**Application Submittal Date:** 2/4/26

**Public Hearing Date:** 5/6/26

**Application Complete Date:** 03/10/26

**Permit #:** MISC-2026-6

**Project Location:** 6125 MOTOR AVE SW    **Parcel #:** APN# 5140001201

**Applicant/Owner of Record:** Gene Giegoldt (property owner)

**Other Required/Separate Permits:** N/A

### VICINITY MAP



**1. Background**

Gene Giegoldt has nominated the Lakewood Best Western, formerly known as the Motor Inn, for designation as a Heritage Landmark per the process provided in Lakewood Municipal Code (LMC) Chapter 2.48.

The building was originally constructed in 1965 and was the first original hotel in the Lakewood Colonial Center. The site is located at 6214 Motor Ave SW (APN#5140001201), which is located within the Downtown Subarea Central Business District (CBD) land use zone. The site spans 3.03 acres.

**2. Public Hearing: Notices and Comments**

The application was submitted on February 4, 2026 and was deemed complete on March 20, 2026. The public hearing date is scheduled on May 6, 2026 at 6:30 pm as part of the Lakewood Planning Commission meeting.

Pursuant to LMC 2.48.050 (C), a Notice of Public Hearing will be mailed to the property owner and any interested persons of record not less than 10 calendar days before the date of the hearing (i.e., no later than April 26, 2026.)

Per LMC 2.48.060 (A), at the hearing, [PPW] shall receive evidence and hear argument only on the issues of:

- (1) whether the historic resource meets the criteria for designation of landmark or community landmark as specified in this chapter and merits designation as a landmark or community landmark, and
- (2) the significant features of the landmark.

**3. Physical Characteristics**

The subject site is flat and is accessed directly from Motor Ave. SW. The lot is considered a standard corner lot.

**Table 1 - Surrounding Land Use and Zoning**

Surrounding Property	Land Use	Zoning
North	Vacant Building	CBD
East	Vacant Land	Open Space & Recreation 2 (OSR2)
South	Professional Offices	CBD
West	Single-Family Residential	Mixed Residential 2 (MR2)

**4. Review Authority**

The Lakewood Historic Preservation Officer is the Planning and Public Works (PPW) Director or his or her designee. The PPW Department (PPW) has review and decision authority for this nomination and designation application per LMC 2.48.050.

Per LMC 2.48.060, PPW may recommend approval, denial, amendment or

termination of the designation of a historic resource as a landmark or community landmark. PPW may also continue the hearing to allow for additional information necessary to make the proper decision.

## 5. Findings

Pursuant to LMC Title 2.48.040 (A), an historic resource may be designated as a Lakewood landmark if it is more than 50 years old or, in the case of a landmark district, contains resources that are more than 50 years old, and possesses integrity of location, design, setting, materials, workmanship, feeling and association, and:

1. Is associated with events that have made a significant contribution to the broad patterns of national, state or local history; or

***The Lakewood Best Western, formerly known as the Motor Inn, was built in 1965 and was the first hotel in the Lakewood area.***

2. Is associated with the lives of persons significant in national, state or local history; or

***The hotel was the first hotel in the Lakewood area, establishing commercial lodging for visitors, which is significant to the City's local history.***

3. Embodies the distinctive characteristics of a type, period, style or method of design or construction, or that represents a significant and distinguishable entity whose components may lack individual distinction; or

***The Best Western Lakewood has maintained its distinct Colonial style architecture, which is consistent with the surrounding buildings in the Colonial Center.***

4. Has yielded or may be likely to yield information important in prehistory or history; or

***The Hotel was the first hotel established within the geographic area now encompassed by the City of Lakewood's geographic boundary.***

5. Is an outstanding work of a designer or builder who has made a substantial contribution to the art.

***Although built within the Colonial Center, the site was not designed by a substantial designer.***

## 6. Certificate of Appropriateness Required: Significant Feature Change (LMC 2.48.070)

Upon a designation or a preliminary determination of significance, no significant feature may be changed without first obtaining a certificate of appropriateness from the PPW Department, whether or not a building or other permit is required.

At any time after a designation report and notice have been filed with the City Manager and for a period of six months after notice of a preliminary determination

of significance has been mailed to the owner and filed with the City Manager, a certificate of appropriateness must be obtained from PPW before any alterations may be made to the significant features of the landmark identified in the preliminary determination report or thereafter in the designation report. The designation report shall supersede the preliminary determination report. This requirement shall apply whether or not the proposed alteration also requires a building or other permit.

Ordinary repairs and maintenance which do not alter the appearance of a significant feature and do not utilize substitute materials do not require a certificate of appropriateness. Repairs to, or replacement of, utility systems do not require a certificate of appropriateness; provided, that such work does not alter a significant exterior feature.

There shall be three types of certificates of appropriateness, as follows:

1. Type I, for restorations and major repairs which utilize in-kind materials.
2. Type II, for alterations in appearance, replacement of historic materials and new construction.
3. Type III, for demolition, moving and excavation of archaeological sites.

The Historic Preservation Officer may approve Type I certificates of appropriateness administratively without public hearing, subject to procedures adopted by PPW. Alternatively, the Historic Preservation Officer may refer applications for Type I certificates of appropriateness to PPW for decision.

Type II and III certificates of appropriateness shall be decided by PPW and the following general procedures shall apply to such PPW actions:

1. Application for a certificate of appropriateness shall be made by filling out an application for such certificate with the Historic Preservation Officer on forms provided by PPW.
2. If an application is made to the City Manager or designee for a permit for any action which affects a landmark, the City Manager shall promptly refer such application to the Historic Preservation Officer and such application shall be deemed an application for a certificate of appropriateness. The City Manager or designee may continue to process such permit application, but shall not issue any such permit until the time has expired for filing with the City Manager the notice of denial of a certificate of appropriateness or a certificate of appropriateness has been issued pursuant to this chapter.
3. After PPW has commenced proceedings for the consideration of any application for a certificate of appropriateness by giving notice of a hearing pursuant to LMC 2.48.050(C), no other application for the same or similar alteration may be made until such proceedings and all administrative appeals therefrom pursuant to LMC Chapter 2.48 have been concluded.

4. Within 45 calendar days after the filing of an application for a certificate of appropriateness with PPW or the referral of an application to PPW by the City Manager, except those decided administratively by the Historic Preservation Officer pursuant to subsection D of this section, PPW shall hold a public hearing thereon.

The Historic Preservation Officer shall mail notice of the hearing to owner, the applicant, and parties of record at the designation proceedings, not less than 10 calendar days before the date of the hearing.

No hearing shall be required if PPW, the owner, and the applicant agree in writing to a stipulated certificate approving the requested alterations thereof. This agreement shall be ratified by PPW in a public meeting and reflected in the meeting minutes.

If PPW grants a certificate of appropriateness, such certificate shall be issued forthwith and the Historic Preservation Officer shall promptly file a copy of such certificate with the City Manager.

5. If PPW denies the application for a certificate of appropriateness, in whole or in part, it shall so notify the applicant, the owner, and interested persons of record setting forth the reasons why approval of the application is not warranted.

6. PPW shall adopt such other supplementary procedures consistent with the City Code as it determines are necessary to carry out the intent of this section.

**Date of Public Hearing: May 6, 2026 at 6:30 pm**

**Report prepared by:**



\_\_\_\_\_  
Billie Stewart, Associate Planner

\_\_\_\_\_  
Date

**Report approved by:**



\_\_\_\_\_  
Andrea Bell, Senior Planner

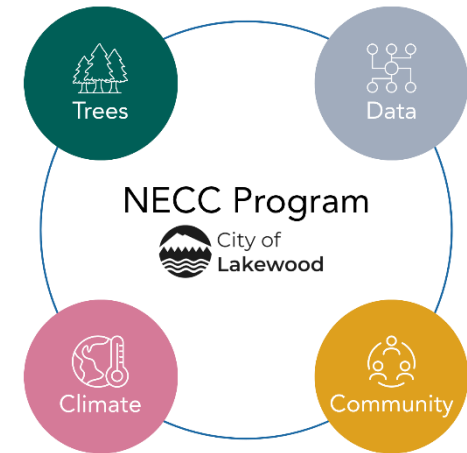
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Date

CC: Applicant/Owner: Gene Giegoldt (property owner)

# Natural Environment and Climate Change (NECC) Program Task Forces

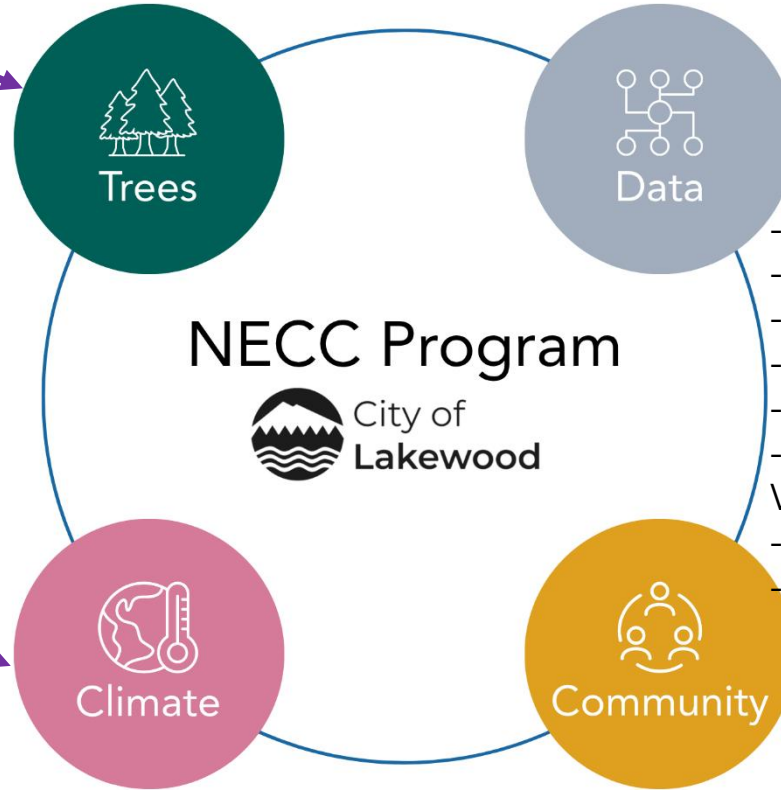
**4/15/26 Planning Commission**

Tiffany Speir, Planning Division Manager  
Planning & Public Works Department



- Comprehensive Plan Goals re Urban Forestry Program
- Comprehensive Plan Goals re Tree Canopy
- E2SHB 1181 requirements

- Comprehensive Plan Goals re Energy & Climate Change
- E2SHB 1181 requirements

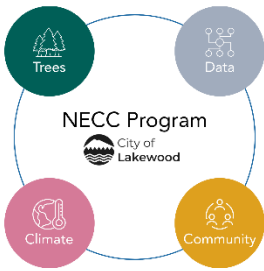


- '21 Energy & Climate Change 89 Actions Items
- '22 Tree Advisory Committee
- '22 Three Year Energy & Climate Work Plan
- '23 Urban Forestry Implementation Guide
- '22 & '24 Urban Tree Assessment Reports
- '24 Pierce County Canopy Analysis and Heat Watch Report
- '26 Lakewood Community Needs Map
- WA State HEAL Map

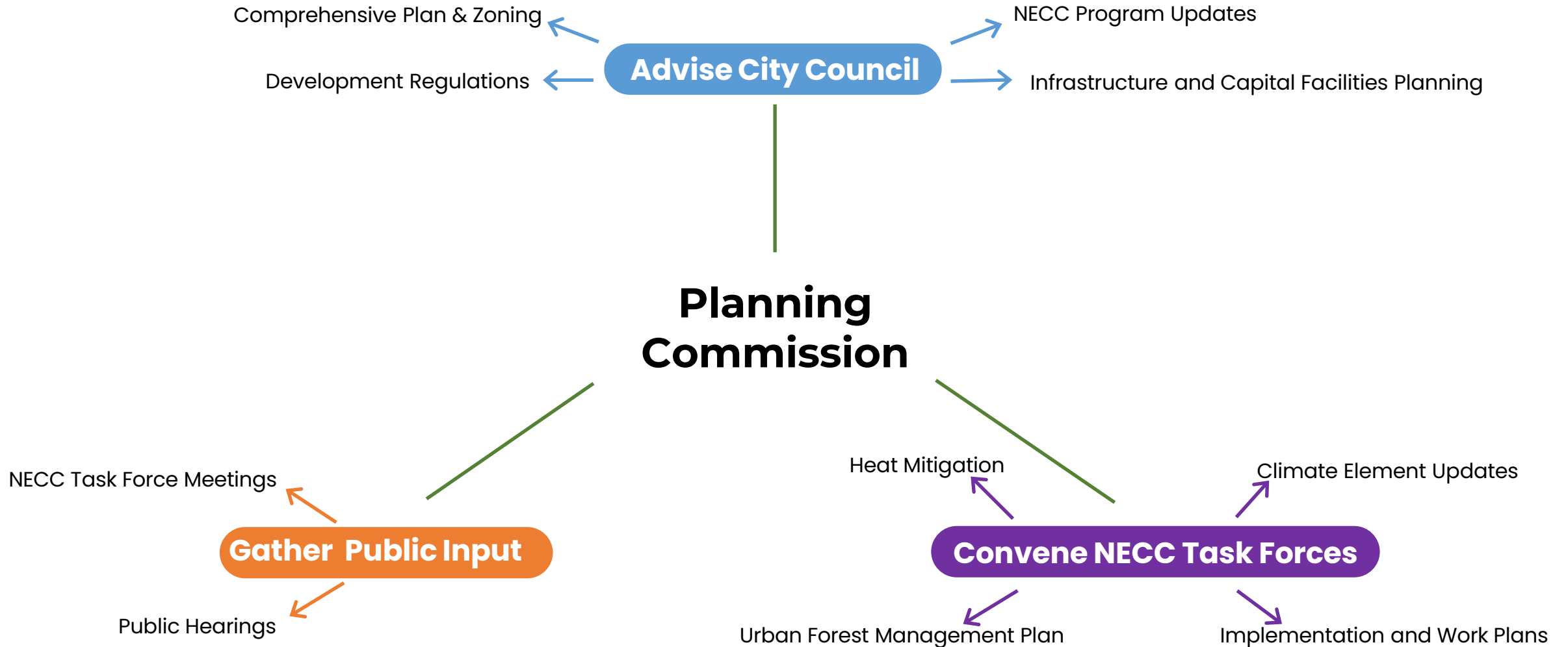
- '23 Urban Forestry Implementation Guide
- Comprehensive Plan Goals re Public Involvement and Environmental Justice
- E2SHB 1181 Requirements
- '26 City Council Direction

Preliminary call for interest in NECC Program Advisory Body Involvement: Fall 2025

City Council approval of Planning Commission as NECC Advisory Board with direction to convene Task Forces: February 2025



# Planning Commission Role in NECC Program



**Proposed NECC Task Force Membership as of 4/7/25  
(1+ Planning Commission Member Liaison(s) TBD)**

Task Force 1: 10 Yr & 3-5 Yr Plans		
Name	Org	Representing
Amy Torres	Puget Sound Asthma Coalition	Project manager for a Thriving Communities grant, resident, w/ UWT community planning degree
Lisa Watt Banks		Community member
Brooke Summerlin	CBO Palmer Scholars	Community member
Derek R. Faust	CPTC	Environmental Sciences and Technology

Tentative Schedule: May-June 2026

**Review and prioritize compiled existing City policy direction, informed by new requirements and information to create:**

10+ Year Implementation Plan

- Long-term framework to carry out required and voluntary climate actions
- Establishes a basis for documenting, measuring, and coordinating climate mitigation and adaptation efforts

3-5 Year Work Plan

- Near-term operational priorities with immediate foundational activities for the 2025–2027 period to kickstart long-term goals
- Builds on 2022 Three-Year Energy & Climate Work Plan

**Proposed NECC Task Force Membership as of 4/7/25  
(1+ Planning Commission Member Liaison(s) TBD)**

Task Force 2: Climate Resiliency & GHG Reduction Subelements		
Name	Org	Representing
Amy Torres	Puget Sound Asthma Coalition	Project manager for a Thriving Communities grant, resident, w/ UWT community planning degree
Derek R. Faust	CPTC	Environmental Sciences and Technology
Tichomír Dunlop	Resident	Mathematical modeling re conifer encroachment in Garry Oak habitat; member of '22 tree adv comm
Ruffaro Guzha	Resident	Lived experience/Youth

Tentative Schedule: June-July '26, October-November '26, April-May '27

**Update Lakewood Energy & Climate Change Element to include:**

**Greenhouse Gas (GHG) Emissions Reduction Sub-element** to lower emissions and per capita vehicle miles traveled (VMT)

**Climate Resilience Sub-element** to address hazards like extreme heat and wildfire smoke

Policies must prioritize and benefit overburdened communities to avoid worsening environmental health disparities

**Proposed NECC Task Force Membership as of 4/7/25  
(1+ Planning Commission Member Liaison(s) TBD)**

Task Force 3: Urban Forest Management Plan		
Name	Org	Representing
Amy Torres	Puget Sound Asthma Coalition	Project manager for a Thriving Communities grant, Amy lives in Lakewood, has a UWT community planning degree
Janet Spingath		Forester and heavily involved in noxious weed control in WA State
Zeima Kassahun	WA DNR	Urban and Community Forestry Specialist
Melissa Buckingham	Pierce Conservation District	Urban and Community Forestry Specialist
Christina Manetti	Garry Oak Coalition	501(c)(3) w focus on garry oaks
Ann Keonig	Pierce County	Urban Forester
Derek R. Faust	CPTC	Environmental Sciences and Technology

Tentative Schedule: July-October '26 (including August meetings)

**Create Lakewood Urban Forest Management Plan**

- Leverage existing Urban Forestry data and reports
- Secure tools and technology for tracking tree canopy cover increases over time.
- Integrate urban forestry goals with other NECC priorities
- Incorporate invasive species risks into the UFP and guide replanting with native, climate-resilient species
- Identify purposes for the City's tree fund
- Urban forestry public education
- Outline strategies for promoting voluntary tree planting on private property and partnering with external agencies & organizations

**Proposed NECC Task Force Membership as of 4/7/25  
(1+ Planning Commission Member Liaison(s) TBD)**

Task Force 4: Heat Mitigation		
Name	Org	Representing
Melissa Buckingham	Pierce Conservation District	
Carlie Stowe	Pierce County	County government technical expertise
Derek R. Faust	CPTC	Environmental Sciences and Technology
James Dunlop	Resident	Lived experience

Tentative Schedule: June '26, September – October '26

**Develop heat mitigation policies and actions**

Urban Heat Resilience Strategy to guide Urban Forestry and Tree Canopy Expansion

Land Use and Urban Design modifying standards to include features that reduce heat absorption in buildings and streetscapes.

Waste Heat Reduction identifying actions to reduce the thermal energy released by human activities.

Climate-Resilient Planting developing native and climate-resilient planting plans specifically for municipal projects to ensure long-term viability during hotter, drier summers.

Infrastructure and Built Environment Actions such as Cool Roofing, Green Infrastructure, Passive Cooling

Emergency Preparedness and Vulnerable Populations, including

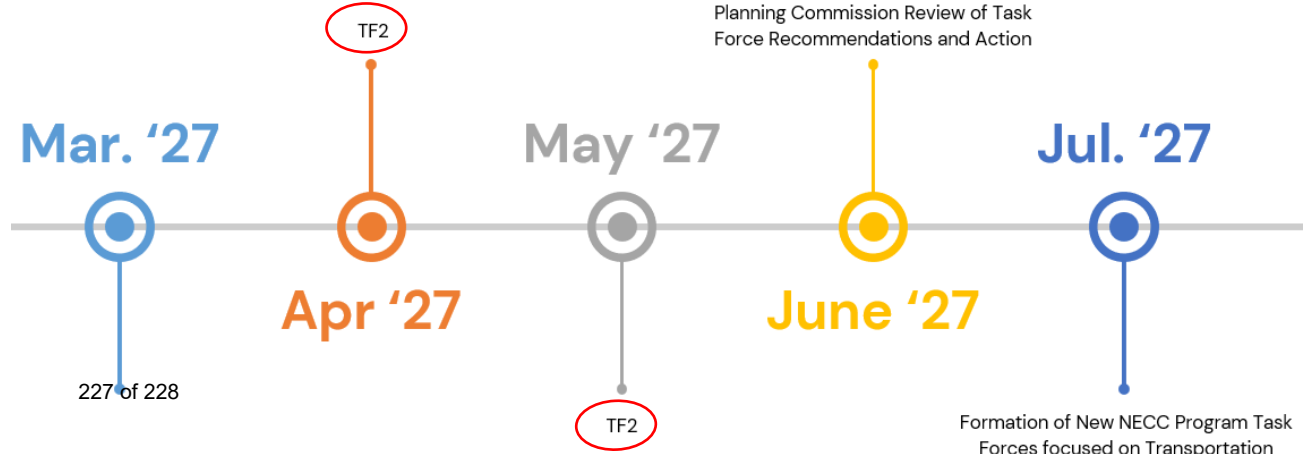
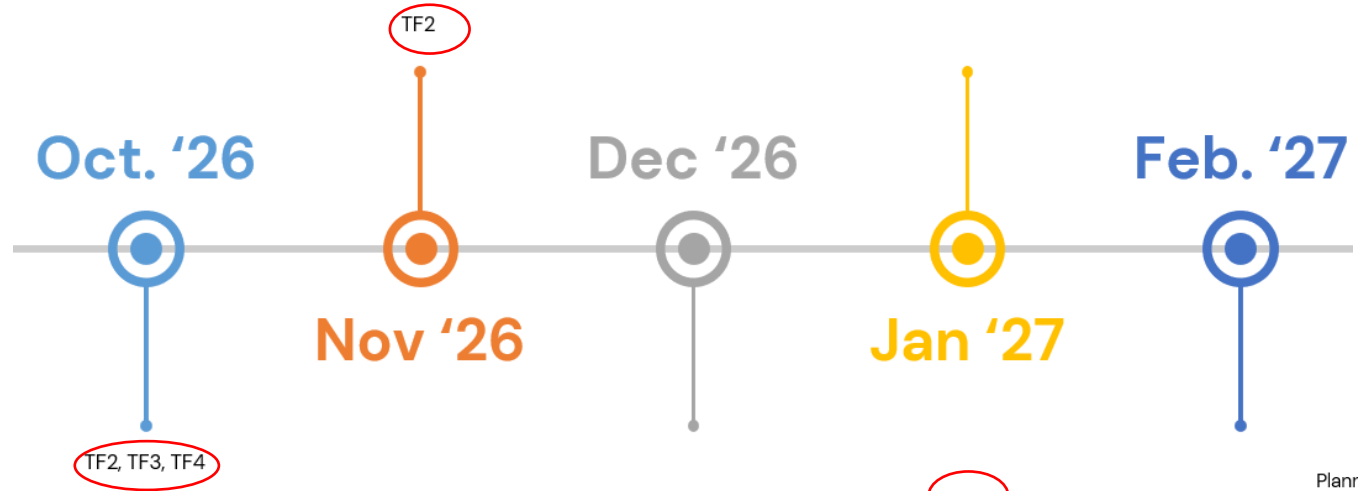
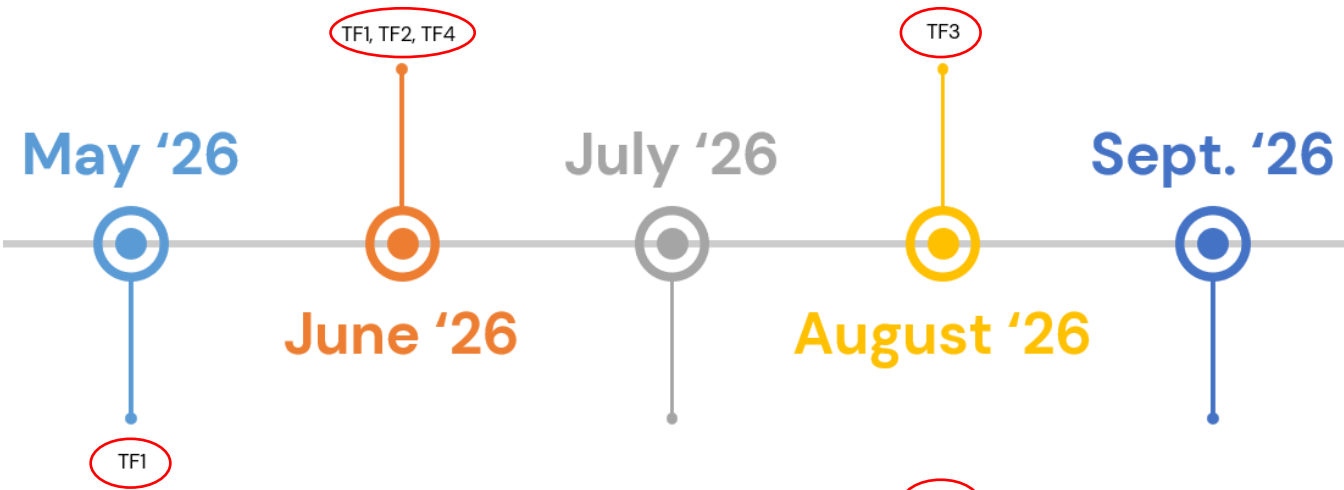
Cooling Centers: w/in 10-minute walk for the most vulnerable residents by 2025.

Health Protection: maintain low levels of heat-related illness and death through targeted outreach and real-time alerts via a mass notification system.

Data and Monitoring

# NECC Task Force Tentative Schedules

- 2026: May, June, August, October, November
- 2027: April, May



## **Next Steps**

- **Identify Planning Commission liaisons for each NECC Program Task Force:**
  - **10 Year Implementation Plan and 3-5 Year Work Plan**
  - **Climate Change & GHG Emission Sub-Elements**
  - **Urban Forestry**
  - **Heath Mitigation Strategy**
- **Discuss/approve proposed NECC Task Force Members by Motion**