City of Lakewood

COMMUNITY OPEN HOUSE

Downtown Transportation Feasibility Study

Project overview and alternatives

Presented by Framework for the City of Lakewood



How tonight works



STEP 1

Listen

A short overview of the study, what we learned, and the three alternatives.



STEP 2

Explore

Visit the boards around the room. Each one covers a topic in more detail.



STEP 3

Share

Talk with the project team and leave comments on the boards. You can also comment online.

Turning the Downtown vision into real projects

This study builds on the Downtown Subarea Plan. It looks at how to make Downtown streets safer and better connected for people walking, biking, driving, and taking transit.

Builds on past work

The Subarea Plan (2018, updated 2025), its environmental review, and past community input.

Focuses on key streets

Finds priority corridors, reviews how they work today, and develops options.

Leads to concept designs

Gives the City a clear list of projects to design, fund, and build.



Colonial Plaza on Motor Ave SW (2019) was the first major public improvement from the Downtown Plan.

Downtown as the heart of Lakewood

Downtown is where people go to do fun things, see friends and neighbors, eat good food, and experience the cultural diversity of the City.

Downtown is best experienced by walking or biking and is safe, inviting, accessible, and connected.

— Downtown Subarea Plan vision statement

What stands in the way today

1 **No dense public street grid**

Especially inside Lakewood Towne Center, where many roads are private.

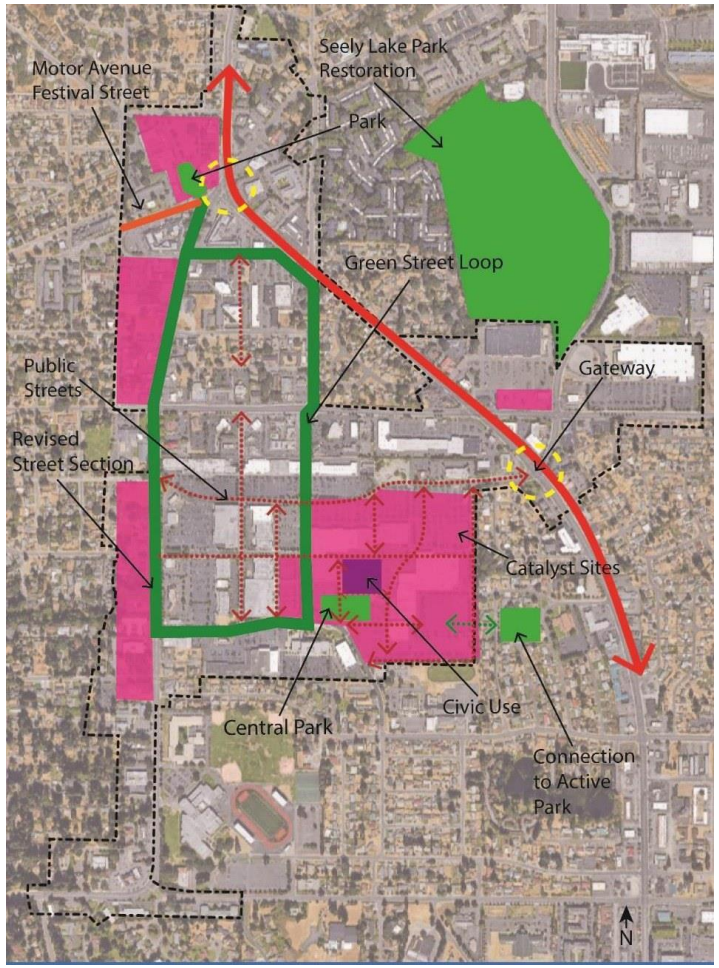
2 **Streets designed for cars**

Gaps in sidewalks and bike facilities make walking and biking hard.

3 **Little public space**

Downtown lacks parks and places for people to gather.

Three types of City-led improvements



Improve existing roadways

A Green Street Loop with slower traffic and better walking and biking on Gravelly Lake Dr SW, 59th Ave SW, and Mt Tacoma Dr SW.

Add public street connections

New public roads (red dotted lines on the map), mostly through Lakewood Towne Center, which has many private roads today.

Create new and better public spaces

Parks and open spaces for relief, gathering, and making Downtown a place people want to be.

WHERE WE ARE

Study process



A preferred alternative could be one of the alternatives or a mix of projects from several. It will be shaped by concept design, the evaluation, community input, and decisions by the Planning Commission and City Council.

01

Downtown streets today

How streets work now, and what the safety data tells us.



Streets built to move cars

Most of the street space Downtown goes to travel lanes. Sidewalks are narrow or missing, with no trees or buffer from traffic. Traffic has dropped in recent years, but most streets are still stressful for people walking and biking.

7 of 8 study streets have no bike facilities

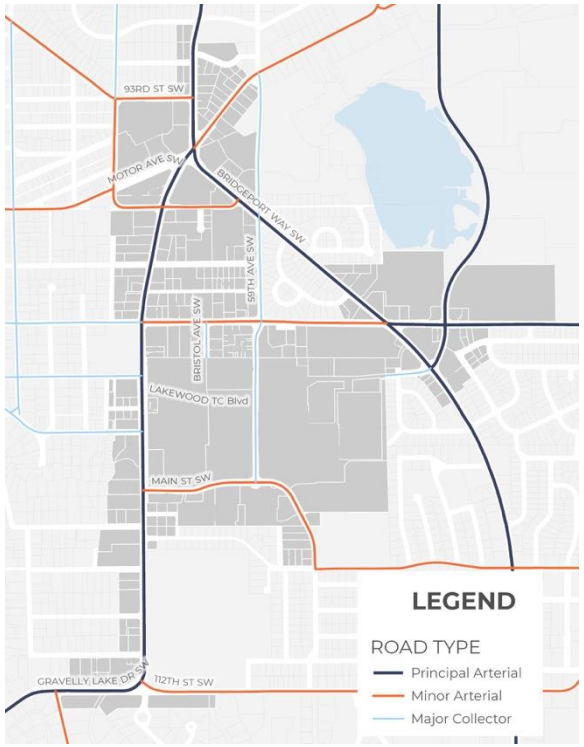
35 mph posted speed on Bridgeport Way SW

5 lanes on Gravelly Lake Dr SW

Street	Speed (mph)	Vehicle lanes	Bike facilities	Sidewalk (ft)	ROW (ft)
Gravelly Lake Dr SW	30	5	Sharrow	7 / 7	109
Bridgeport Way SW	35	3	Sharrow	6 / 6	80
Mt Tacoma Dr SW	30	3	None	0 / 0	59
Whitman Ave SW	30	3	None	6 / 6	65
93rd St SW	30	3	None	0 / 7	60
59th Ave SW (N of 100th)	25	3	None	6 / 5	60
100th St	35	5	Sharrow	7 / 7	70
Main St SW	25	3	None	6 / 6	67

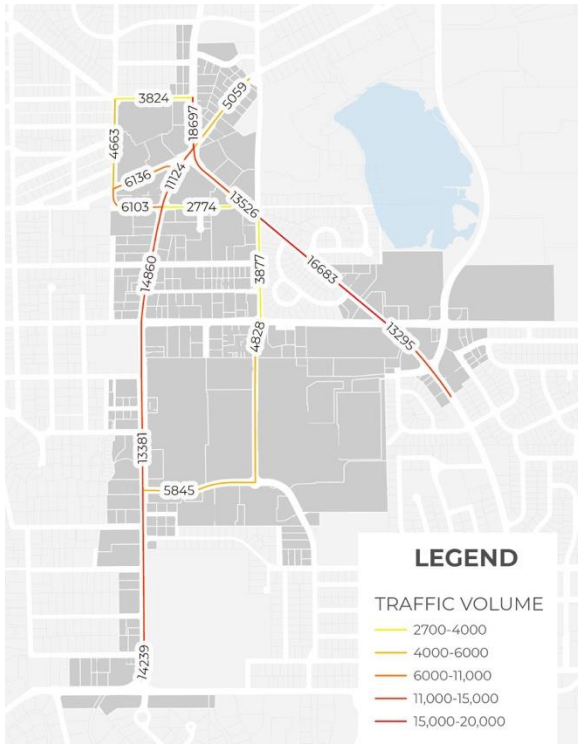
Sidewalk widths shown north/south or east/west side. ROW = public right-of-way.

Busy roads and key destinations



Road type

Bridgeport Way and Gravelly Lake Dr are principal arterials carrying over 10,000 vehicles a day.



Daily traffic volume

The quietest study streets: 93rd St, Mt Tacoma Dr, and 59th Ave north of 100th St.



Local destinations

Schools, the library, transit center, and shops draw people walking and biking — including kids and seniors.

SAFETY

Where and how crashes happen

578

crashes in the Downtown Subarea, 2021–2025

10

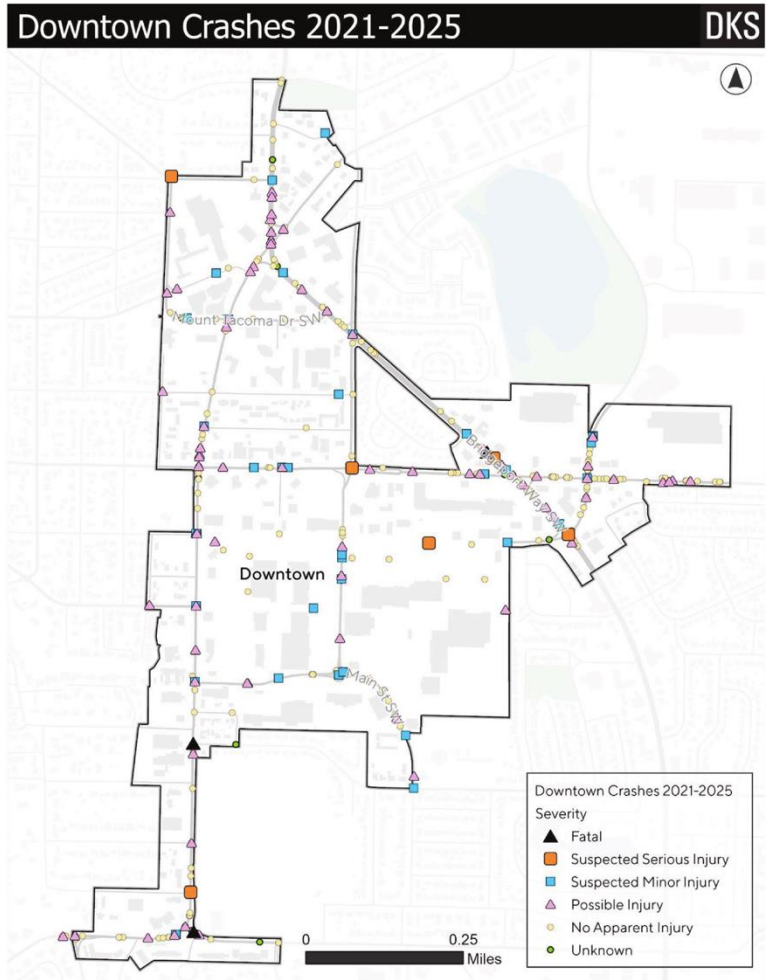
fatal or serious injury (FSI) crashes

70%

of FSI crashes happened at intersections

20%

of FSI crashes involved people walking or biking — but only 4% of all crashes

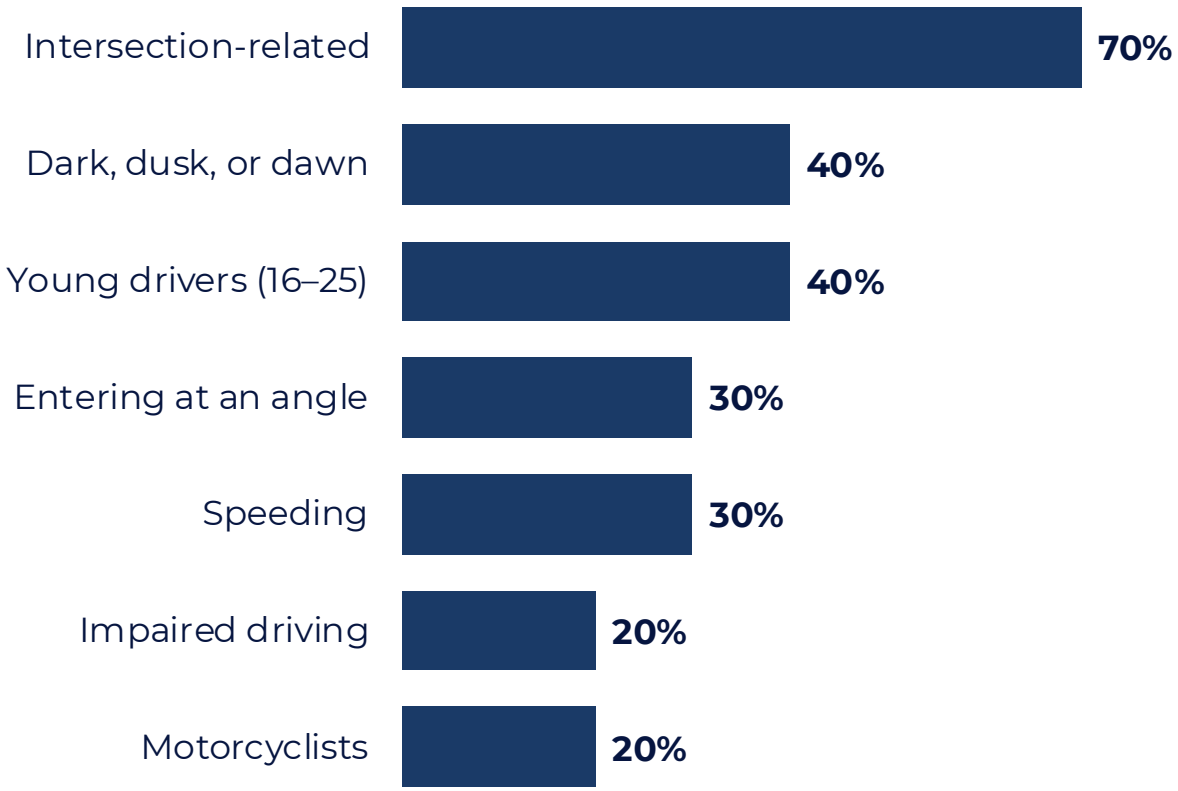


Lakewood has 21.1 crashes per 100 residents per year, compared with 14.2 in Pierce County and 13.4 statewide.

SAFETY

Patterns in the most serious crashes

Share of FSI crashes, Downtown Subarea 2021–2025



What this points to

- **Safer intersections** where crash history, traffic, and crossing needs are highest.
- **Lower speeds** through street design, not just signs.
- **Better lighting** for crashes that happen after dark.
- **Protected space** for people walking and biking.

A toolbox of proven safety treatments



Rectangular Rapid Flashing Beacon

Best for:

Mid-block crosswalks, schools

Image: FHWA



Compact roundabout

Best for:

Unsignalized intersections

Image: WSDOT

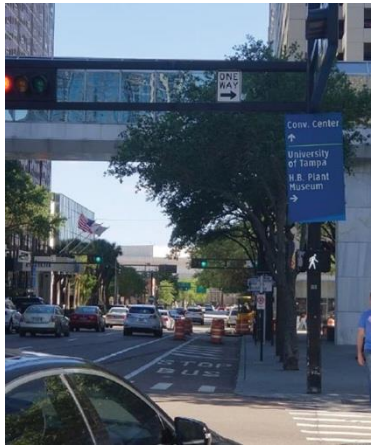


Retroreflective signal borders

Best for:

Signalized intersections, night crashes

Image: FHWA

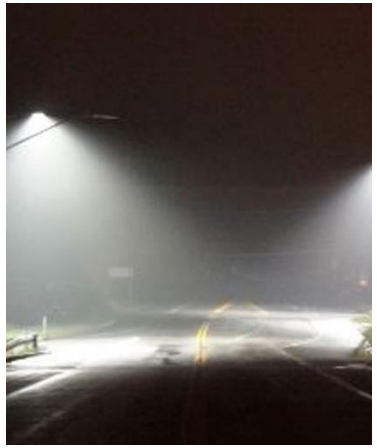


Leading pedestrian interval

Best for:

Signals with pedestrian crash history

Image: FHWA



Intersection lighting

Best for:

Intersections, dark-condition crashes

Image: FHWA



Pavement speed markings

Best for:

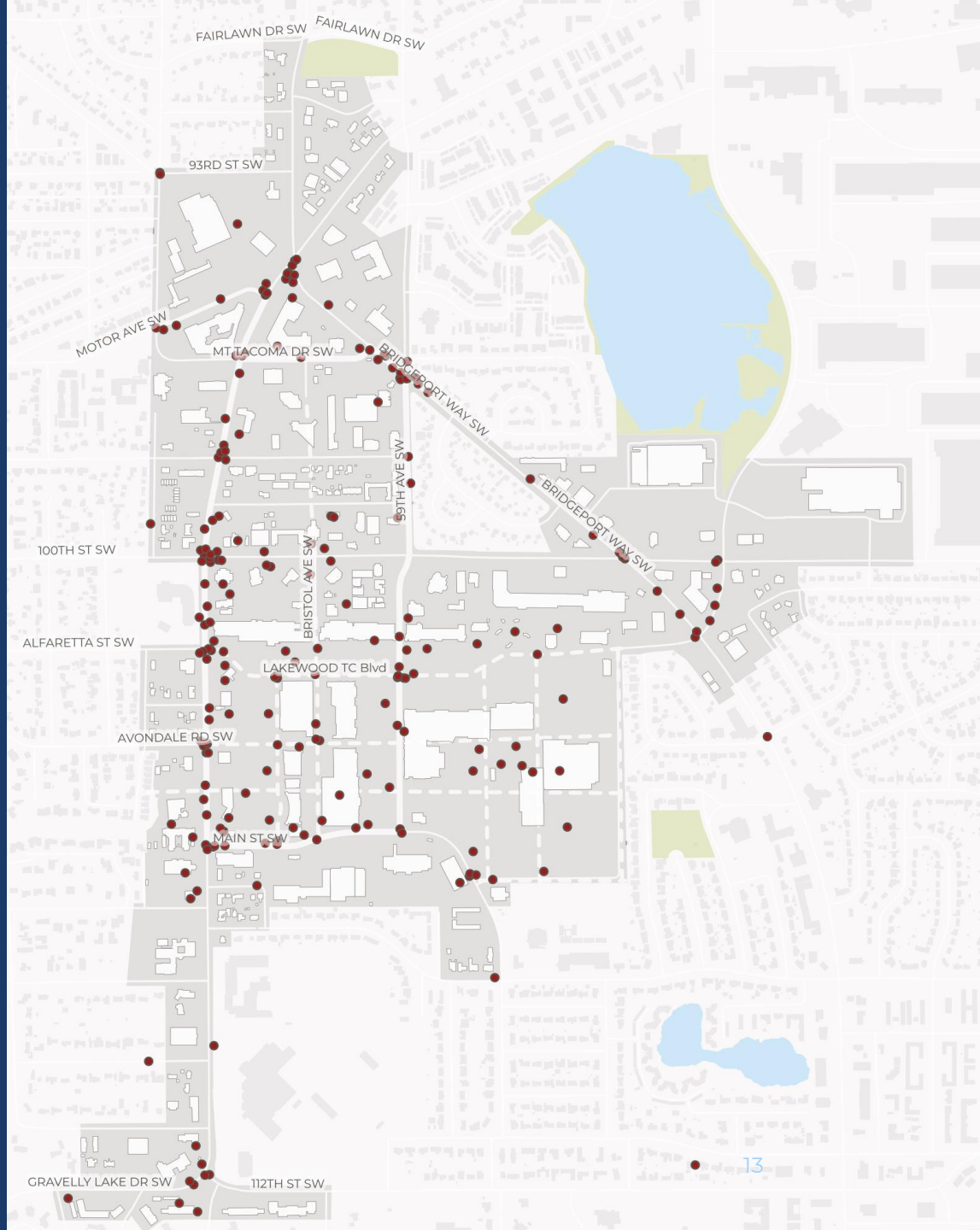
School zones, curves, speeding areas

Image: FHWA

02

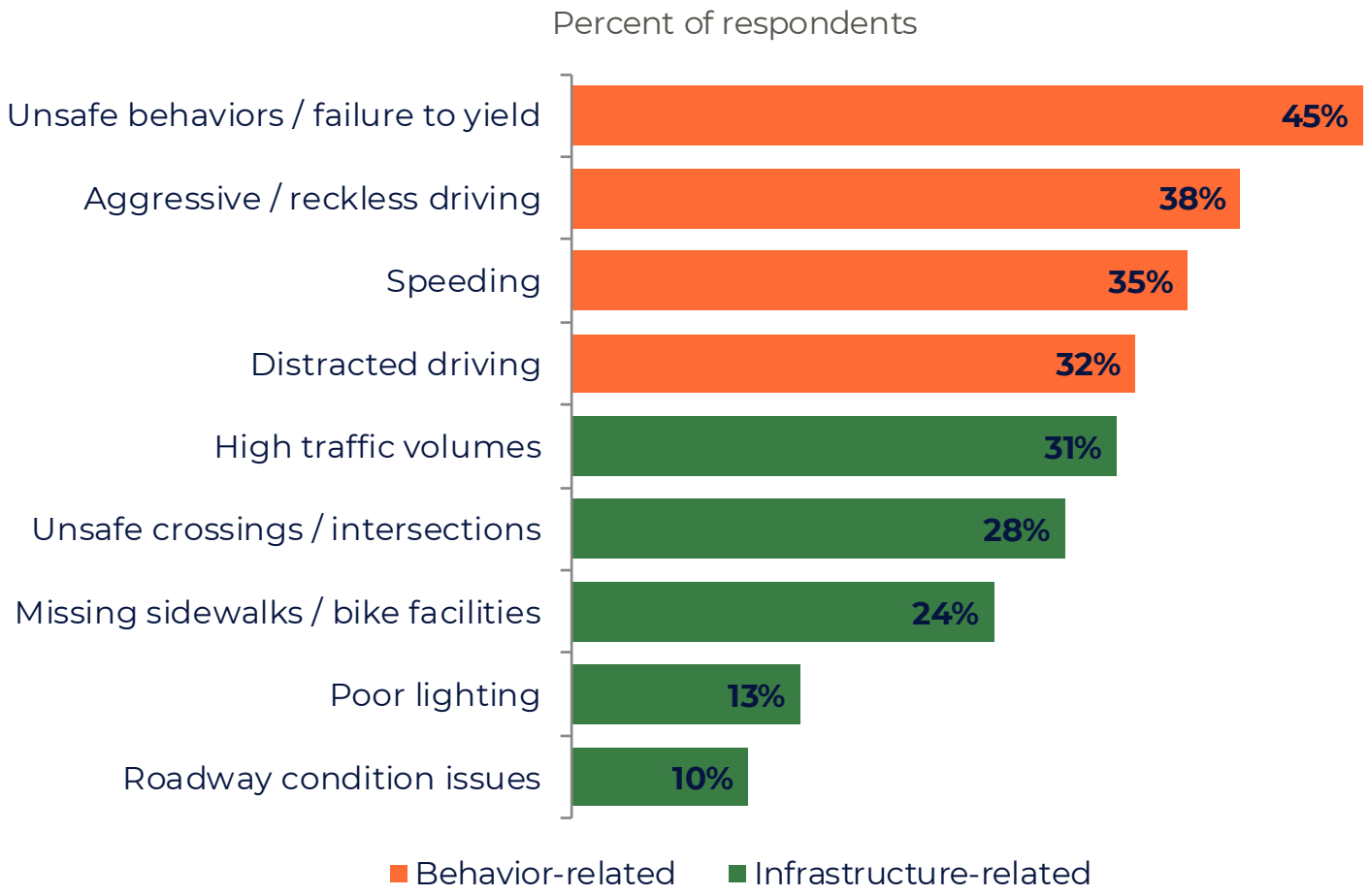
What we've heard

Results from the online community survey.



COMMUNITY SURVEY

Top roadway safety concerns



1,225

places pinned on the survey map

133

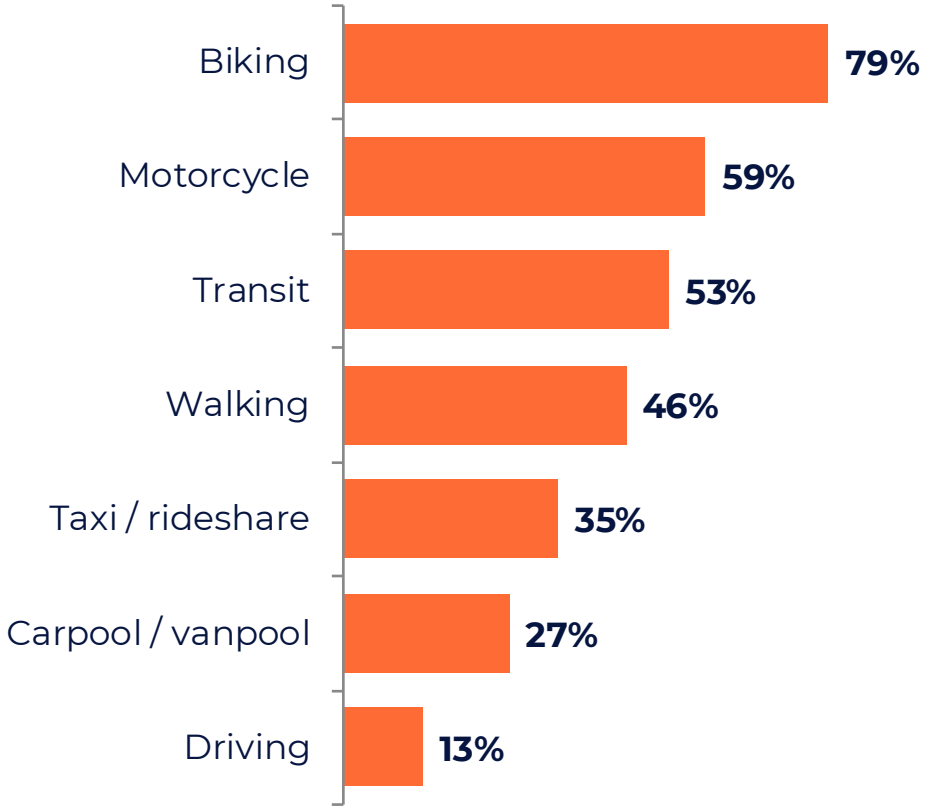
written comments

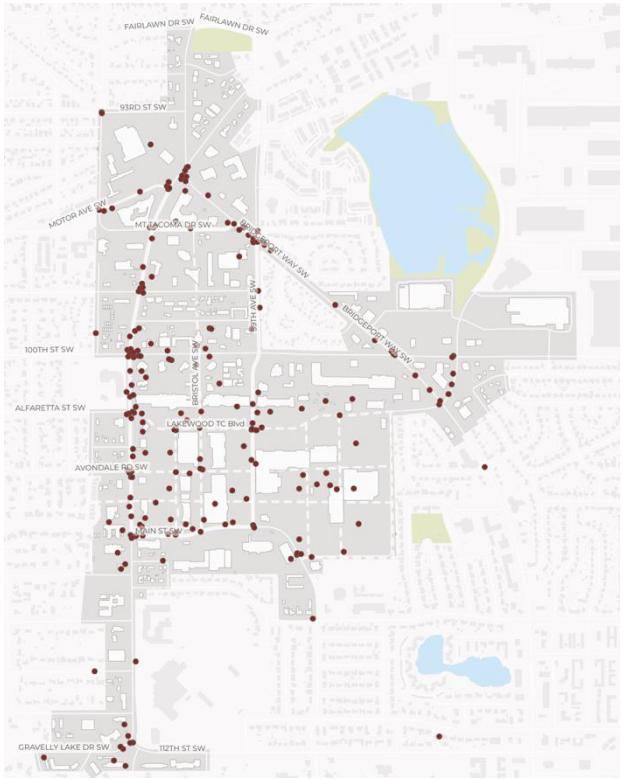
Top investment priorities

- Safer intersections and crossings
- Wider, better sidewalks
- Less traffic and vehicle flow

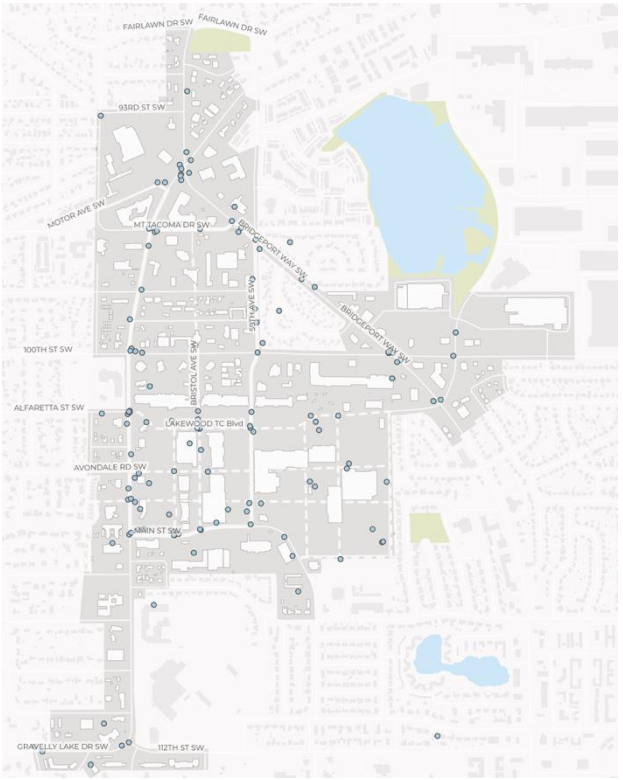
Walking and biking feel unsafe

Share who feel unsafe or very unsafe, by travel mode





"Where are you concerned about safety?"



"Where would you like to see improvements?"

03

Project alternatives

Three ways to move toward the Downtown vision — from focused to comprehensive.

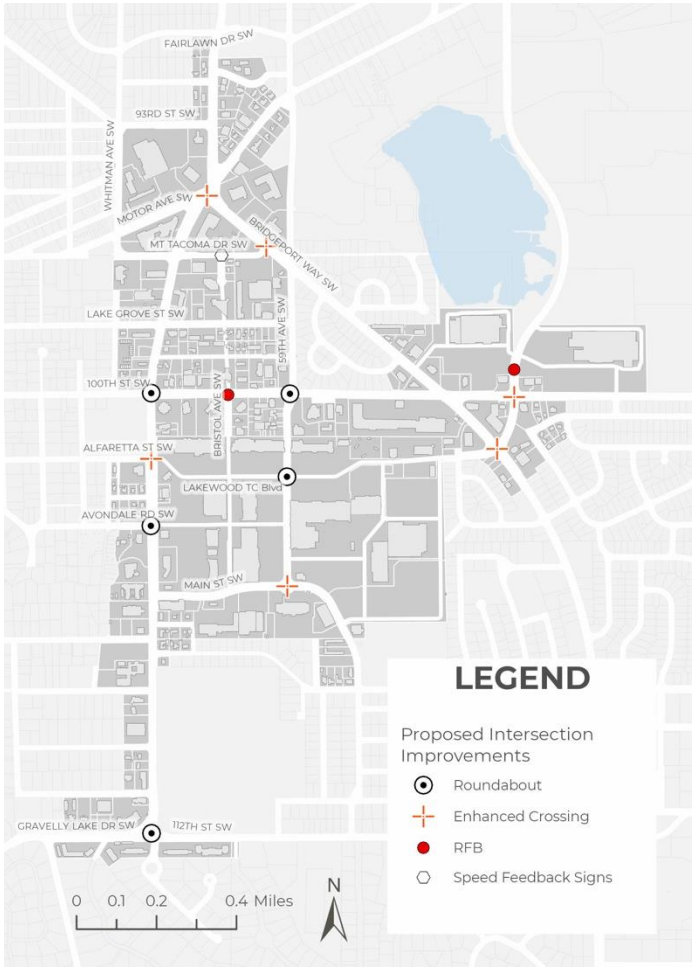


Three alternatives at a glance

Each alternative builds on the one before it. The City could choose one, or combine projects from several into a hybrid.

	ALTERNATIVE A Intersection Safety Focus	ALTERNATIVE B Green Street Loop + Multimodal Corridor	ALTERNATIVE C Comprehensive Network Upgrade
Intersection improvements	✓	✓	✓
Fewer vehicle lanes		✓	✓
New bicycle lanes		✓	✓
More space for people walking		✓	✓
Planted buffers and/or medians		✓	✓
New public roadways			✓

Alternative A: Intersection Safety Focus



ALTERNATIVE A

Improves safety and accessibility at busy intersections to reduce crashes. It does not do much to advance the City's goals for walking, biking, and transit.

Streets studied:

Key intersections based on crash-report and community feedback.

Safety

Upgraded signals, roundabouts, protected turns, high-visibility crosswalks, and flashing beacons at priority intersections.

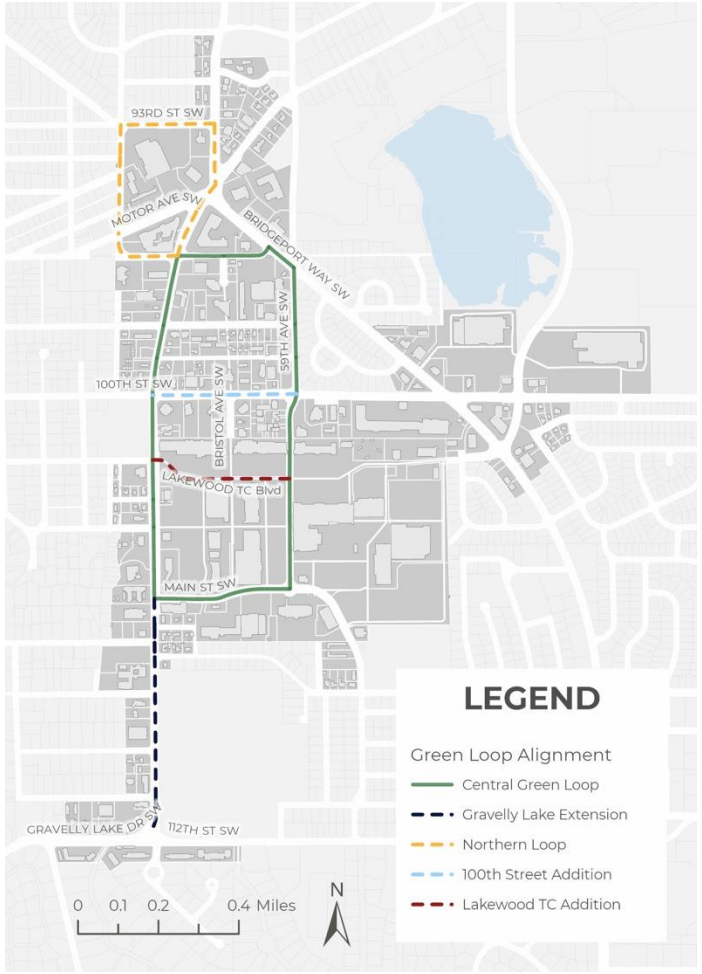
Connectivity

Does not make significant progress toward connected walking and biking routes.

Placemaking

Does little to make Downtown a more attractive destination or add gathering places.

Alternative B: Green Street Loop + Multimodal Corridor



ALTERNATIVE B

Creates a "Green Street Loop" of public streets so people driving, biking, and walking can move safely around Downtown. Better access to storefronts supports local businesses.

Streets studied:

93rd St SW · Whitman Ave SW · Bridgeport Way SW · Mt Tacoma Dr SW · 59th Ave SW · Gravelly Lake Dr SW · Main St SW

Safety

Protected bike lanes, wider sidewalks, and traffic calming like lane reductions, roundabouts, speed tables, and curb bulbs.

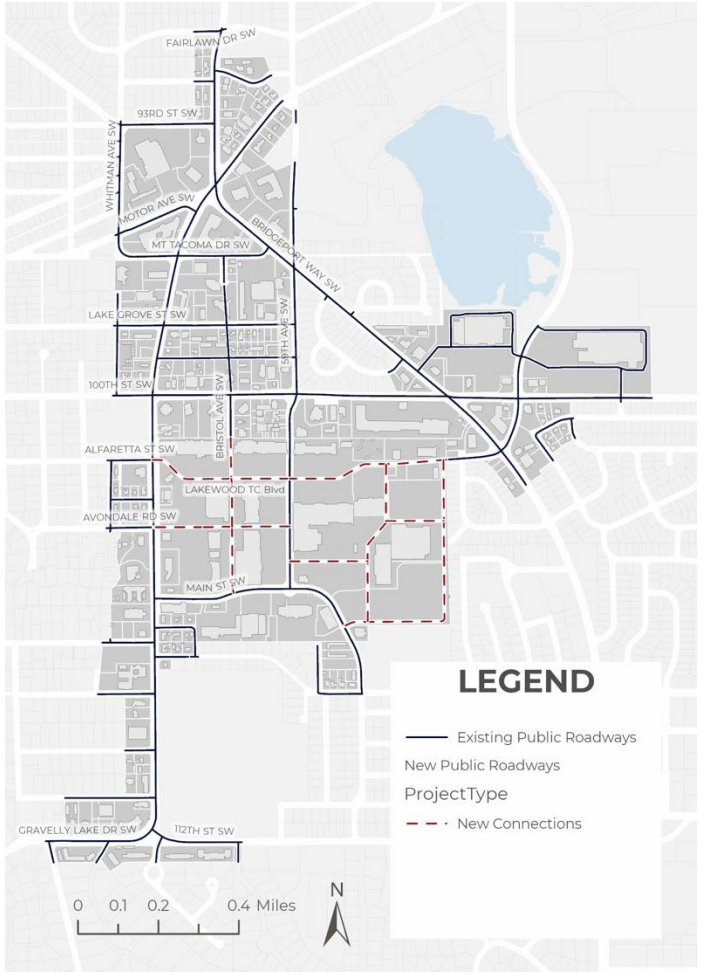
Connectivity

Makes walking and rolling through Downtown much safer and more comfortable, linking key destinations.

Placemaking

Decorative paving, street trees, benches, and other amenities improve the public realm.

Alternative C: Comprehensive Network Upgrade



ALTERNATIVE C

Looks at all Downtown streets and considers the acquisition of right-of-way to provide expanded multi-modal facilities. Also considers the addition of new public streets to create a more traditional Downtown grid, most of which would come from the City acquiring and improving private roads inside Lakewood Towne Center.

Streets studied:

All Alternative B streets, plus new and adjacent roads through Lakewood Towne Center

Safety

Like Alternative B, includes protected bike lanes and wider sidewalks for people biking and walking.

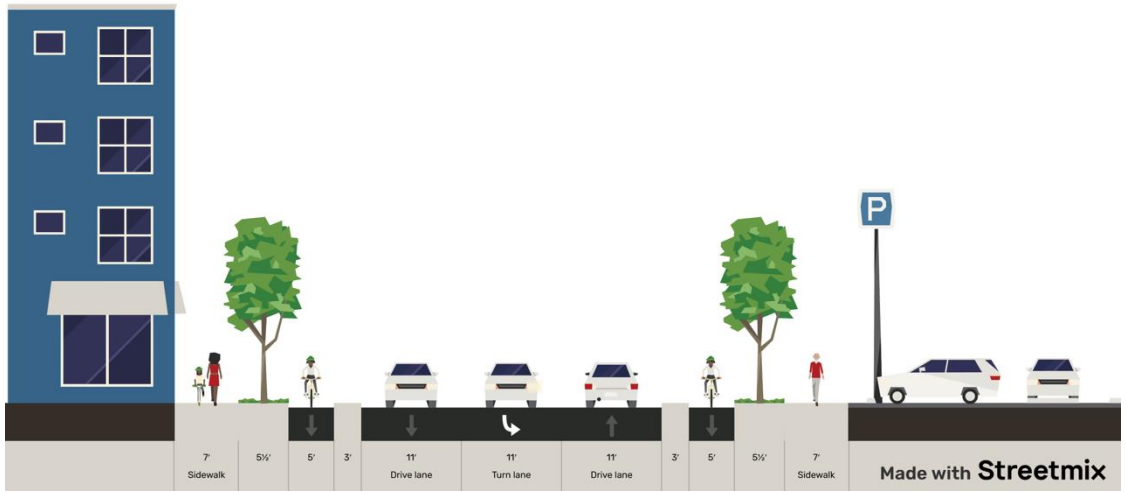
Connectivity

Shorter blocks and a connected street grid for people walking, biking, and driving.

Placemaking

New public streets add space for gathering, decorative paving, trees, and benches.

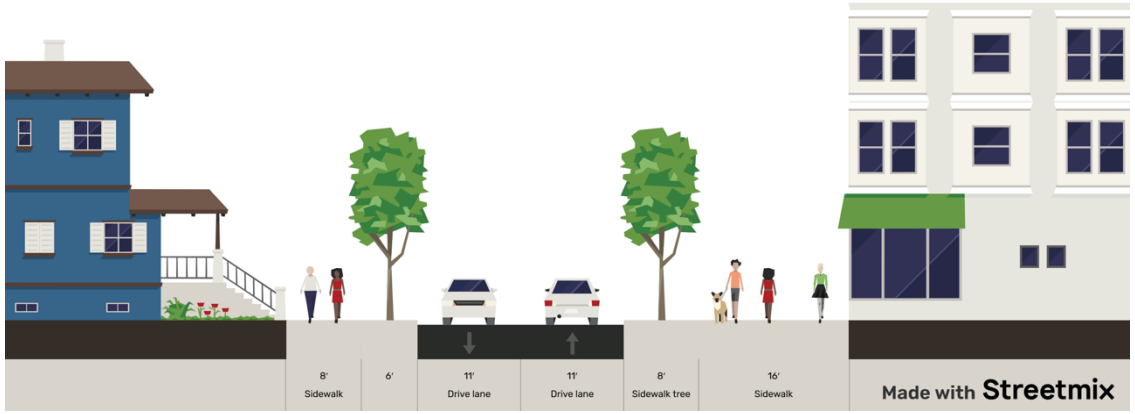
Reconfiguring the green loop streets



Gravelly Lake Dr SW

74' ROW

- Four travel lanes become two, plus a center turn lane — slowing traffic
- Separated bike lanes create a safe route to Park Lodge Elementary and Clover Park High School
- Street trees buffer people walking from traffic

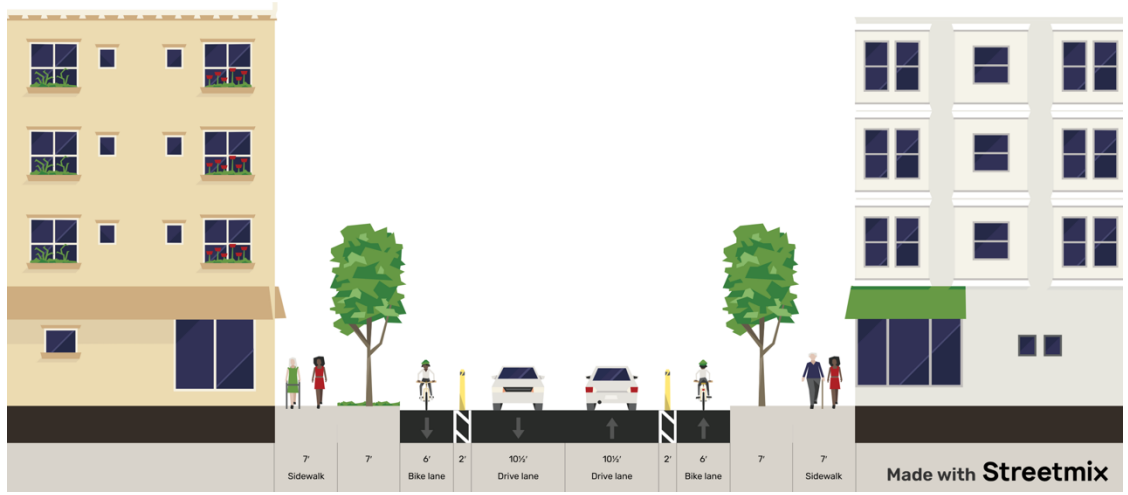


59th Ave SW

60' ROW

- Removing the turn lane makes room for street trees
- A 16-foot shared-use path on the west side for walking and biking
- An 8-foot sidewalk buffered by trees serves neighborhoods north of 100th St SW

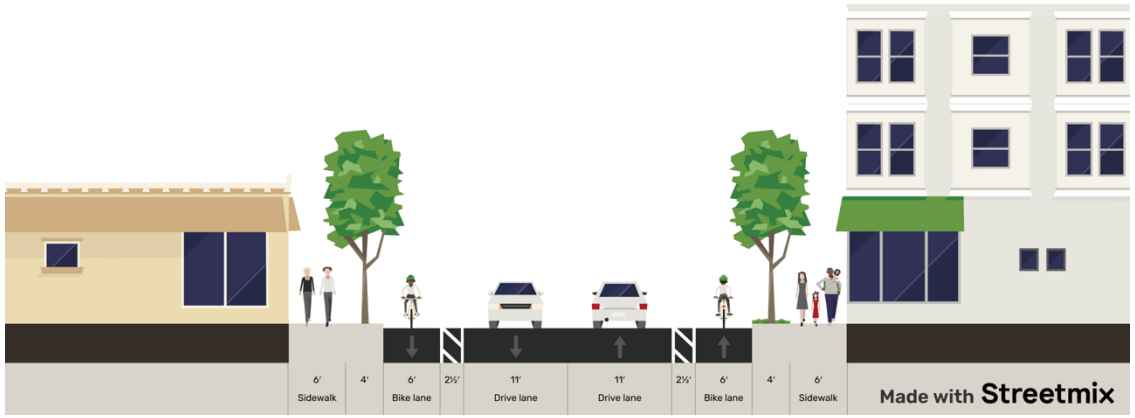
Adding east–west connections



Main St SW

65' ROW

- Removing the center turn lane adds protected bike lanes
- A new planted buffer on the south side
- North sidewalk and planter stay as-is, saving cost and existing trees

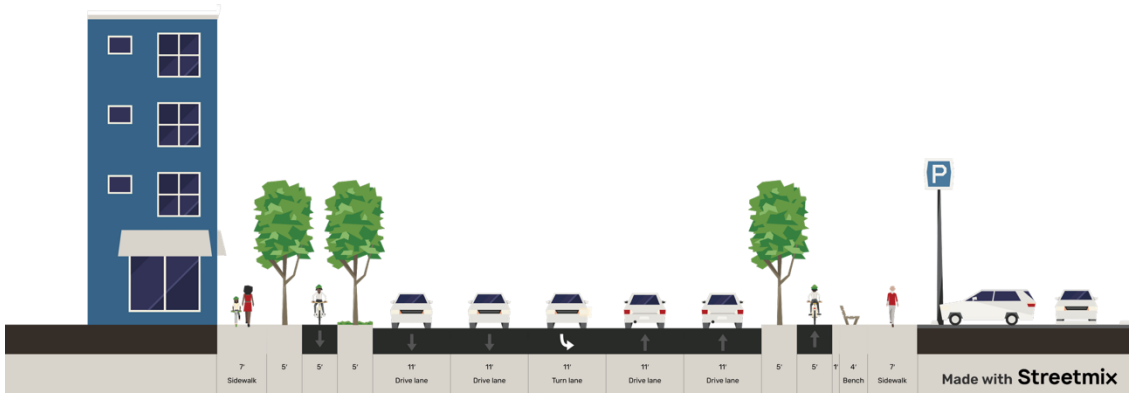


Mt Tacoma Dr SW

60' ROW

- Removing the turn lane frees space for walking and biking
- Protected bike lanes give cyclists an east–west connection
- New buffered sidewalks fill a gap and support street-facing shops

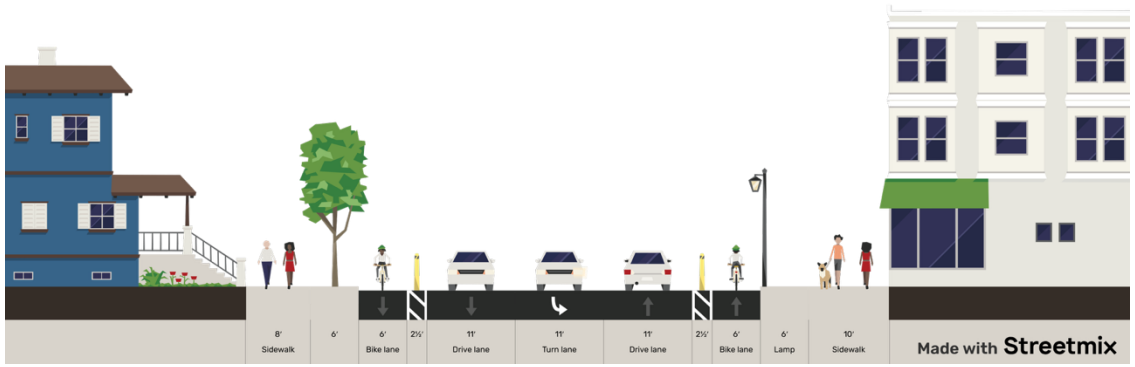
Expanded right-of-way



Gravelly Lake Dr

+20' ROW

- Without a road diet, expansion of the right-of-way would be necessary in order to provide adequate bike facilities.
- Separated bike lanes buffered on both sides by street trees and other pedestrian amenities creates safe conditions for cyclists and pedestrians.



59 Ave SW

+20' ROW

- Maintaining the middle turn lane means that additional right-of-way is needed in order to provide cyclist and pedestrian amenities.
- The addition of street trees and lighting creates an enjoyable corridor for all.

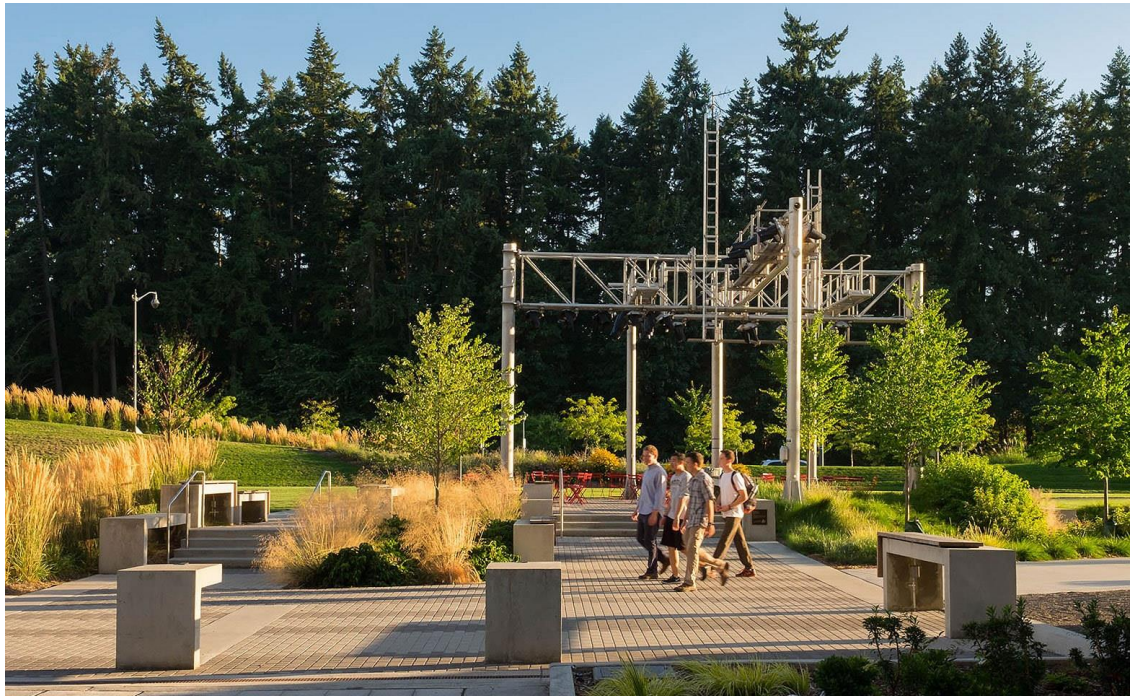
ALTERNATIVE B

The look and feel of the Green Loop



Indianapolis Cultural Trail

Brick paving, public art, and seating give Downtown a distinct identity and draw foot traffic to businesses.



Redmond Central Connector

A former rail corridor turned into a trail and linear park with landscaping, art, and gathering spaces.

ALTERNATIVE C

New public streets open up Downtown

Many streets Downtown are private today. That limits the City's ability to make improvements, ensure public access, or connect streets together.

New public streets could bring:

- More direct routes and shorter trips, especially on foot or bike
- Additional on-street parking
- New redevelopment sites with public street access
- Places for public gathering and placemaking



Hastings, Michigan

Wide sidewalks, cafe seating, and planted buffers



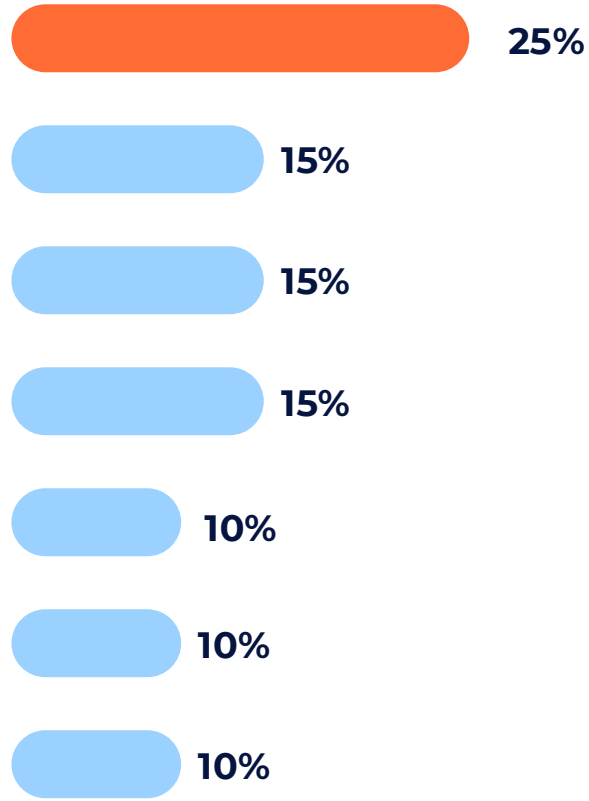
Colonial Plaza, Lakewood

A local model for streets that host festivals and everyday life

EVALUATION

How the alternatives will be compared

Criteria developed with City Planning and Public Works staff. Each project will be scored after concept design.



Safety improvement	**25%**	Slower speeds, safer crossings, separated bike and walking space, lighting, ADA access
Multimodal connectivity	**15%**	Continuous bike and walking routes, transit access, links to businesses and civic spaces
Economic & community benefit	**15%**	Business access and visibility, Downtown identity and placemaking
Affordability & cost effectiveness	**15%**	Construction cost, grant competitiveness, ability to build in phases
ROW / property impacts	**10%**	Right-of-way needs, easements, private property and parking impacts
Environmental sustainability	**10%**	Stormwater treatment, tree retention and urban canopy
Feasibility	**10%**	Utility conflicts, construction phasing, traffic control, maintenance

NEXT STEPS

What happens after tonight

1

Community input

Tonight and online

2

Concept design

Projects refined in Remix Streets

3

Evaluation

Scored against the criteria and shared back

4

Preferred alternative

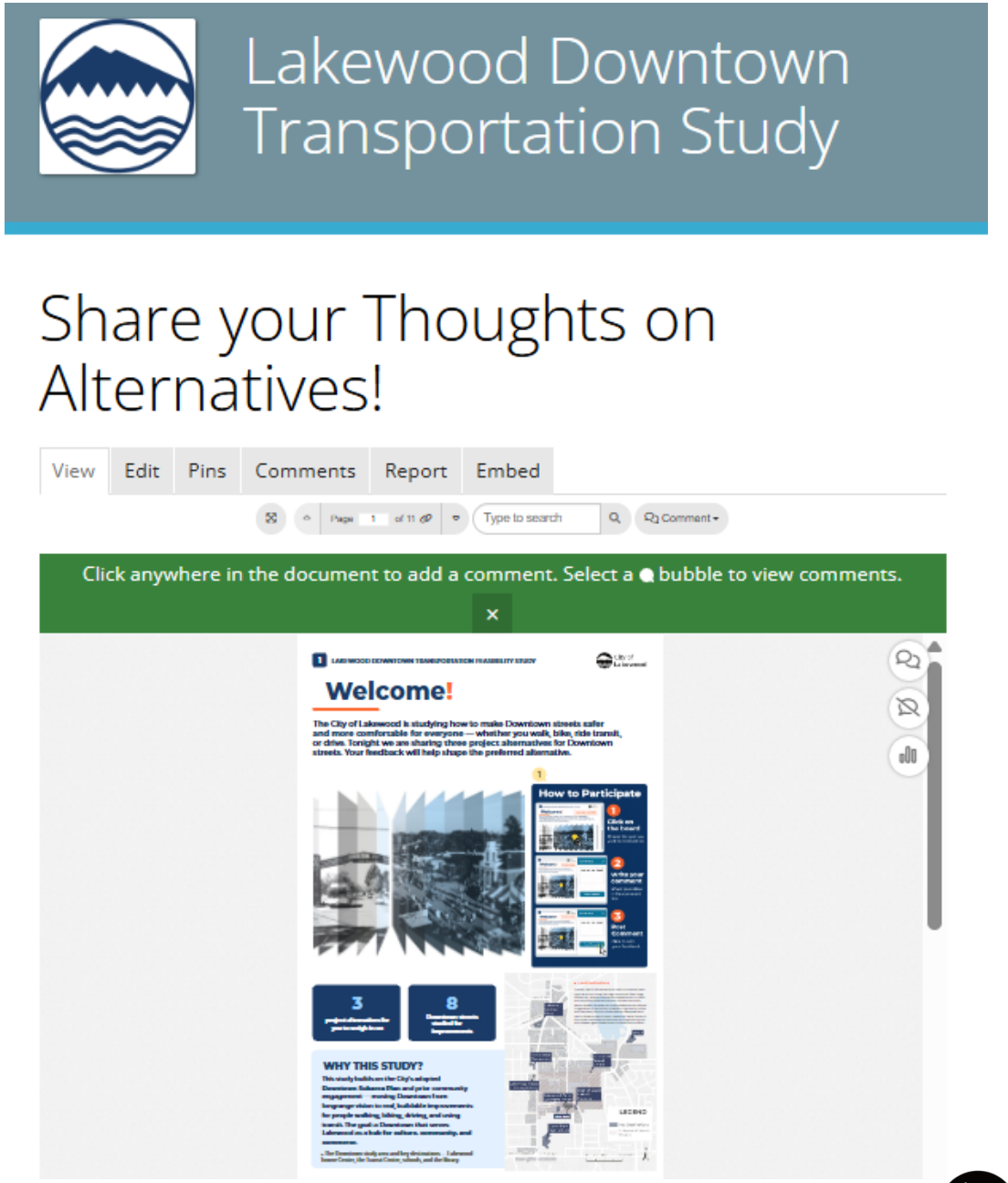
Planning Commission and City Council

Questions to think about as you visit the boards

- Where does traveling through Downtown feel most stressful today?
- Which safety tools matter most to you — and where should they go first?
- What do you like about each alternative? What concerns you?
- Which alternative — or combination — should move forward, and why?

Online Open House

https://cityoflakewood.us/downtown_transportation/



Thank you!

Now it's your turn.

- Visit the boards around the room
- Ask the project team your questions
- Leave a comment on each board — or online

City of Lakewood

