

SOUND TRANSIT

MOTION NO. M2001-13

Identification of a Preferred Alternative for the Lakewood-to-Tacoma Commuter Rail Line Station Location, Corridor Improvements, and SR 512 Park and Ride Expansion

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Executive Committee	2/2/01	Discussion/Possible Action to Recommend Board Approval	Paul Price, Director	(206) 398-5111
Board	2/8/01	Discussion/possible action	John Hubbard, Project Manager Fred Chou, Project Manager	(253) 581-8137 (206) 398-5034

PROPOSED ACTION

A motion of the Board of the Central Puget Sound Regional Transit Authority identifying the Preferred Alternative for the Lakewood to Tacoma commuter rail and SR 512 Park-and-Ride expansion project to be considered in the Final Environmental Impact Statement, including rail line corridor improvements, commuter rail station locations in South Tacoma and Lakewood, a train storage facility, and the expansion of the SR 512 Park-and-Ride parking capacity.

KEY FEATURES

- ◆ Identifies a Preferred Alternative for Lakewood-to-Tacoma Commuter Rail and SR 512 Park-and-Ride Expansion project for inclusion in the Final Environmental Impact Statement (FEIS).
- ◆ Components of the Preferred Alternative include the following: the development of a commuter rail station in South Tacoma; the development of the Lakewood Transportation Center, consisting of a commuter rail station, station parking, and the expansion of the SR 512 Park and Ride on the same site; a Sounder train storage facility at Camp Murray and rail line corridor improvements.
- ◆ Authorizes staff to finalize the environmental process required in order to implement the project, including issuance of the FEIS.

Discussion

The preferred alternative consists of several elements: the Lakewood Transportation Center (including the Lakewood Commuter Rail Station and platform, station parking, and expansion of the SR 512 Park-and-Ride), the South Tacoma Station, and corridor improvements for the Burlington Northern Santa Fe Railway (BNSF) tracks between Lakewood and Tacoma.

A reasonable range of alternatives were considered in the Lakewood-to-Tacoma Commuter Rail and SR 512 Park-and-Ride Expansion DEIS. The following table identifies project elements that will require final siting decisions for inclusion in the FEIS.

PREFERRED ALTERNATIVE		
PROJECT ELEMENT	OPTIONS	ISSUES TO BE CONSIDERED
LAKWOOD TRANSPORTATION CENTER		
Lakewood Commuter Rail Platform and Station	One station site is presented for consideration.	
Lakewood Transportation Center Parking and SR 512 Park-and-Ride Expansion.	A number of parcels are considered for a total of 1,200 parking stalls. <ul style="list-style-type: none"> • 850 Commuter Rail • 350 Regional Express 	<ul style="list-style-type: none"> • Lakewood Court Mobile Home Park residents (42 units) could be displaced by acquisition of land for parking. • Need to consider budget and design impacts of building a parking garage vs. surface parking.
SOUTH TACOMA STATION		
South Tacoma Commuter Rail Platform, Station and Parking	All parcels from the DEIS Preferred Alternative and Alternative 2 will be considered. The overall size of the station or number of parking spaces will not increase.	<ul style="list-style-type: none"> • Traffic conflicts and pedestrian safety issues of concern to citizens. • Need flexibility in station design and in negotiations for land acquisition. • Could include acquisition of one residence
CORRIDOR IMPROVEMENTS		
Corridor Improvements (track, signal, and switch improvements identified in the DEIS)	The preferred alternative listed in the DEIS for the new track segment (between Freighthouse Square and the BNSF Lakeview branch) is recommended to the Board. All other improvements recommended in the DEIS are carried forward.	

Staff requests to move forward with preliminary design and associated real estate discussions based on the available budget and consistent with NEPA and SEPA. Staff will return to the Board of Directors when the preliminary engineering phase is complete for consultation and concurrence prior to initiating the final design.

The Preferred Alternative is based on project elements analyzed in the DEIS. (See attachments from the DEIS for descriptions of alternatives for the Lakewood Transportation Center and South Tacoma Station.)

Lakewood Transportation Center

The proposed Lakewood Transportation Center combines a commuter rail station, and local and regional bus service with 1,200 parking spaces (including 350 spaces for the expansion of the SR 512 Park and Ride.) The Transportation Center would be bisected by Pacific Highway Southwest and extend along Interstate 5 from the McChord spur line Railroad Bridge to 47th Ave South. (Please see Figure 4.1-5 from the DEIS, attached.)

As part of the preferred alternative, the existing SR 512 Park-and-Ride with its 500 spaces would continue to serve commuters (located at SR 512 and South Tacoma Way.)

Community Reaction

The community has expressed a preference for a compact, urban-style station. A parking structure of up to six stories could be built above the station, surrounded by areas for passenger drop-off and bus transfer. Sound Transit staff will continue to work on the design and budget

through the 30% design phase to examine the viability of building a parking structure versus surface parking.

One potentially significant impact that may result from purchasing more land for surface parking is the displacement of residents of the Lakewood Court Mobile Home Park (42 residences). This parcel of land is one of several considered for acquisition. Residents of the Lakewood Court Mobile Home Park community have expressed considerable concern about the potential loss of what they describe as their affordable housing and their safe and tight knit community. Residents were invited to participate in open houses and public hearings on the DEIS.

In order to ensure that all residents are aware of potential changes coming to their neighborhood, Sound Transit staff held a special open house and group discussion with Lakewood Court Mobile Home Park residents on November 1, 2000. Written and oral comments from residents were received. Sound Transit staff briefed residents on project status, and explained their rights and benefits. As examples, residents required to relocate would receive financial relocation assistance, in an amount to be determined on an individual basis, and they would have a minimum of 90 days notice for relocation.

The residents, at their request, will be notified of all Sound Transit Board and Committee meetings at which the Lakewood-to-Tacoma preferred alternative will be considered. In addition, Sound Transit staff will continue to promote an ongoing dialog with the mobile home community regarding future decisions. Written comments from the residents are available for review.

Sound Transit has plans for continued active involvement with the community through the Lakewood Technical Advisory Committee, as well as a variety of open houses and design charrettes.

South Tacoma Station

The proposed South Tacoma Station is comprised of a commuter rail station, local bus links, and approximately 300 parking spaces.

The final siting decision will be based on the design work for the station and associated parking area. The intent in the design process is not to increase the overall size of the station or number of parking spaces, but to seek an optimal design for the station. The station budget will remain unchanged.

The two alternatives from the DEIS are summarized below. Because the two sites are in close proximity, the surrounding land uses and topography are the same.

- **Renovation of Gilchrist Auto Body building** (Described as the “Preferred Alternative” in the DEIS.) The building is located east of the BNSF railroad tracks on the southwest corner of Washington Street and 56th Street.
- **Station facilities south of the Gilchrist Auto Body building** (Described as “Alternative 2” in the DEIS.) In this case, the station would be located on land that is currently a parking area.

Community Reaction

The South Tacoma Station site has been the subject of considerable community discussion. During public review of the DEIS, some members of the community suggested that the station site at the southwest corner of 56th street and Washington street long favored by the community would result in undesirable delays to car traffic traversing the corridor.

Car traffic flows and pedestrian safety issues were a continuing theme at a community open house and discussion held August 9, 2000, at which 47 community member were in attendance. Community comments at this meeting substantively shaped the development of the Preferred Alternative, which would require the use of a combination of parcels from the DEIS Preferred Alternative and DEIS Alternative 2. (See attached maps, Figures 3.1-2 and 3.1-3 from the DEIS.)

Affected property owners have expressed concern regarding these potential acquisitions and displacements, specifically with respect to losing their facilities and parking compounds.

Sound Transit has plans for continued active involvement with the community through the South Tacoma Technical Advisory Committee, as well as a variety of open houses and design charrettes.

Corridor Improvements

The Preferred Alternative for Corridor Improvements between Tacoma and Lakewood consists of a new track connection and the track, signal, and switch improvements along the existing corridor considered in the DEIS.

BUDGET

Sound Transit’s budget for the Preferred Alternative can be found in the Adopted 2001 Budget.

Adopted 2001 Budget and Obligations

Page In Budget	Project Number	Project Description	Total Available Capital Budget (YOE \$)	Obligated to Date¹ (YOE \$)
87	130	Lakewood-to-Tacoma (Corridor Improvements)	\$65,286,000	\$2,330,000
100	251	South Tacoma Station	10,740,000	508,000
101	253	Lakewood Station	13,337,000	486,000
209	362	SR 512 Park-and-Ride Expansion	6,213,000	344,000
		TOTAL	\$95,576,000	\$3,668,000

¹ Includes actual expenditures through 9/30/00 and remaining commitments-to-date.

The South Tacoma Station appears to have an adequate budget to fund design, property acquisition, and construction of the station facilities. Work during the preliminary design process will delineate the site elements and produce a design that can be constructed within budget.

In the case of the Lakewood Station, it is clear from community input that the DEIS Preferred Alternative is the preferred station site. However, many in the Lakewood community would like to see a parking structure built. It would appear from preliminary analysis that the budget will not accommodate a parking structure. However, Sound Transit staff will explore the potential of a parking structure and an optimal design for the Lakewood Station site within the established budget. The best combination of elements will become clear as the preliminary design process moves forward.

ALTERNATIVES:

- 1) Delay identification of the preferred alternative until the specific parcels to be acquired have been worked out through the 30% design phase.

Not Recommended: It is possible that staff could identify the specific parcels to be acquired, however, this will delay the issuance of the FEIS. Publication of the FEIS is

required prior to the beginning of property acquisition and final design. Significant delay of the FEIS beyond 2-3 months could affect property acquisition and construction costs.

2) Direct staff to look for other site locations.

Not Recommended: Sound Transit staff have laid a groundwork with the sites described in the DEIS with respect to engineering, environmental review and consultations with the community. Looking for other site locations at this time would involve additional project costs and delays to schedule.

CONSEQUENCES OF DELAY

Holding this action over for an extended period could affect Sounder Commuter Rail's ability to stay on schedule and could delay the construction of necessary additional parking for Regional Express bus services (SR 512 Park-and-Ride expansion project.) Currently the parking at the SR 512 Park-and-Ride facility is over capacity.

REGIONAL PARTNERSHIP AND COOPERATION

Finding appropriate sites on which to construct stations, parking areas, and corridor improvements contained in the Preferred Alternative has been accomplished with significant input and assistance from hundreds of members of the public who participated in the site selection and environmental review process. Staff and officials from the Cities of Tacoma and Lakewood, the Technical Advisory Committees from each community, and staff from Pierce Transit were instrumental in progress made to date.

PUBLIC INVOLVEMENT

The preferred alternative is based upon consideration of written and oral testimony collected during the public involvement period for the DEIS, in meetings held with community members of Lakewood and Tacoma and with the Technical Advisory Committees of South Tacoma and Lakewood.

LEGAL REVIEW

DLB 11/20/00

MBL 12/1/00

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Background:

Sound Transit identified and considered a reasonable range of alternatives for the Lakewood-to-Tacoma Commuter Rail and SR 512 Park-and-Ride Expansion in the Draft Environmental Impact Statement (DEIS). Project components considered in the DEIS include rail line corridor improvements, the development of commuter rail stations in South Tacoma and Lakewood, the expansion of the SR 512 Park-and-Ride, and the development of a train storage facility.

The Preferred Alternative identified for inclusion in the Final Environmental Impact Statement (FEIS) is based upon written and oral testimony collected during the public involvement period for the DEIS, comments offered by the various environmental agencies and local governments consulting on the project, Washington State Department of Transportation - Rail Division and Burlington Northern Santa Fe Railway's operational requirements, and Sound Transit's schedule, operational requirements, and budget constraints.

Motion:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the Preferred Alternative for the Lakewood-to-Tacoma Commuter Rail and SR 512 Park and Ride expansion project is hereby identified for inclusion in the FEIS. The preferred alternative shall consist of

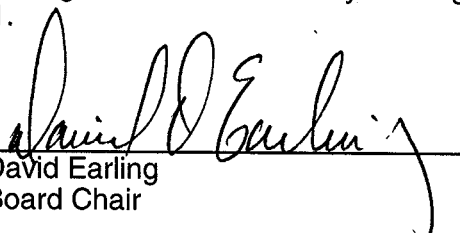
A commuter rail station in South Tacoma located at approximately 56th Street and Washington Street.

A commuter rail station in Lakewood located at Pacific Highway SW and the expansion of the SR 512 Park and Ride at the same site. Together, these improvements will constitute the Transportation Center.

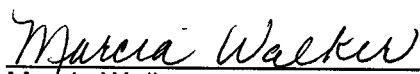
Construction of approximately 6,000 linear feet of rail line within existing Burlington Northern Santa Fe Railroad right-of-way for a Sounder train storage facility at Camp Murray.

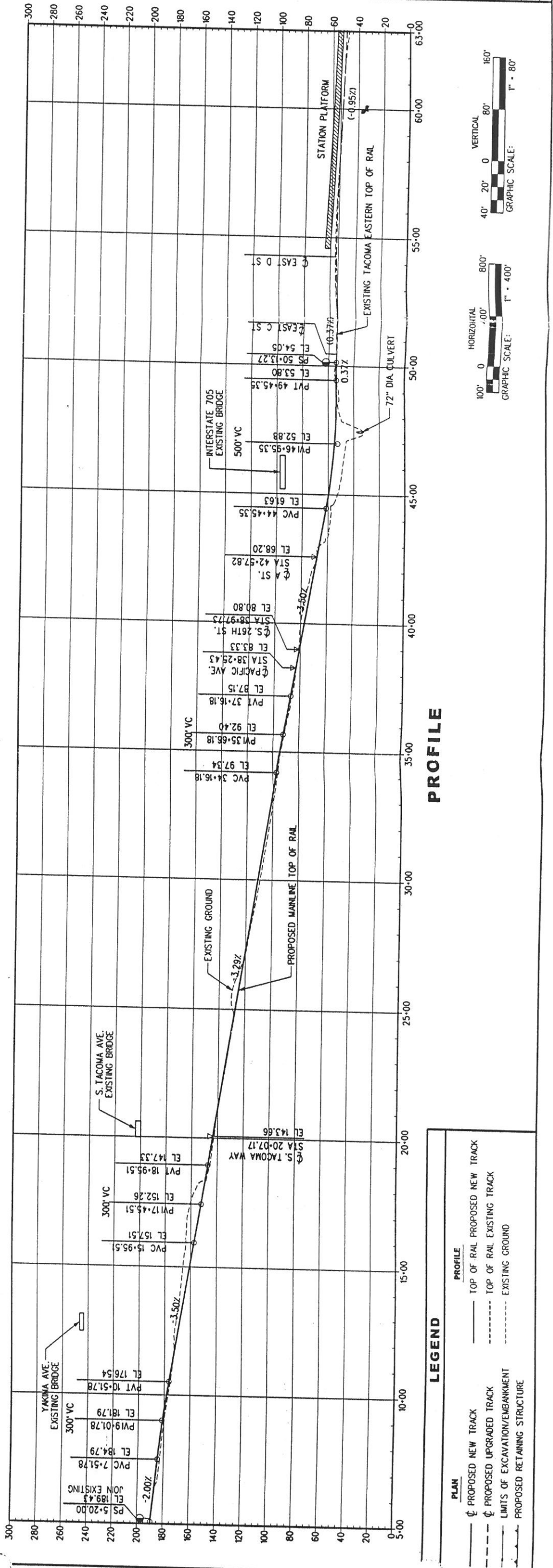
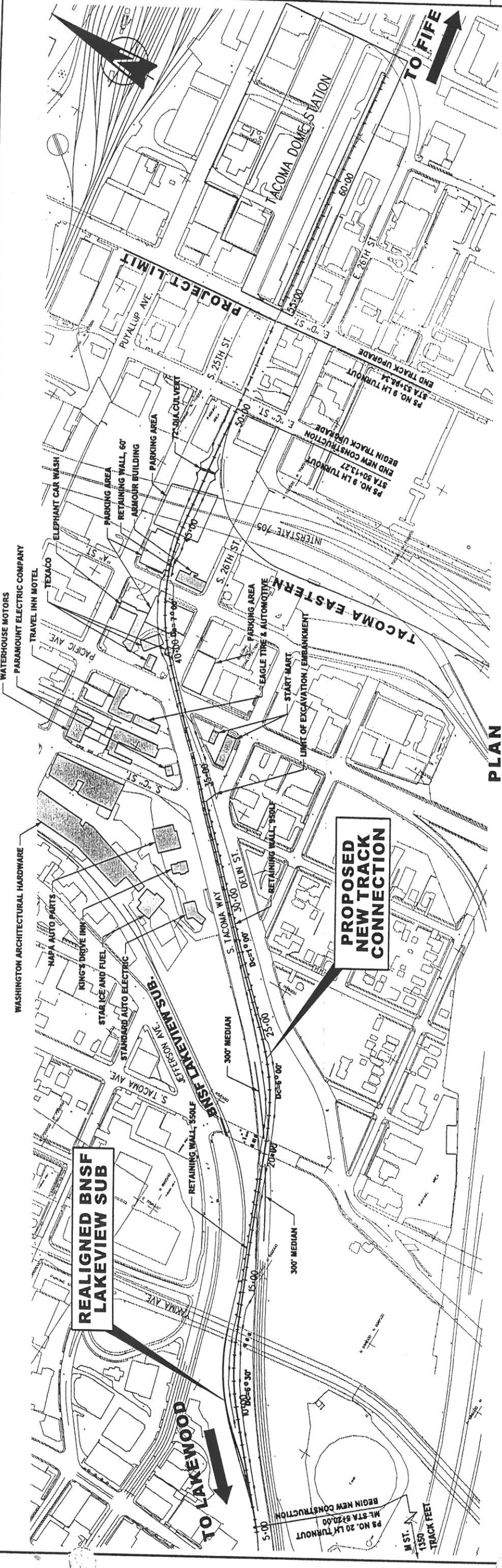
Rail improvements identified in the DEIS, including new track segment to be located between Freighthouse Square in Tacoma and the BNSF Lakeview Branch.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 8th day of February, 2001.


David Earling
Board Chair

ATTEST:

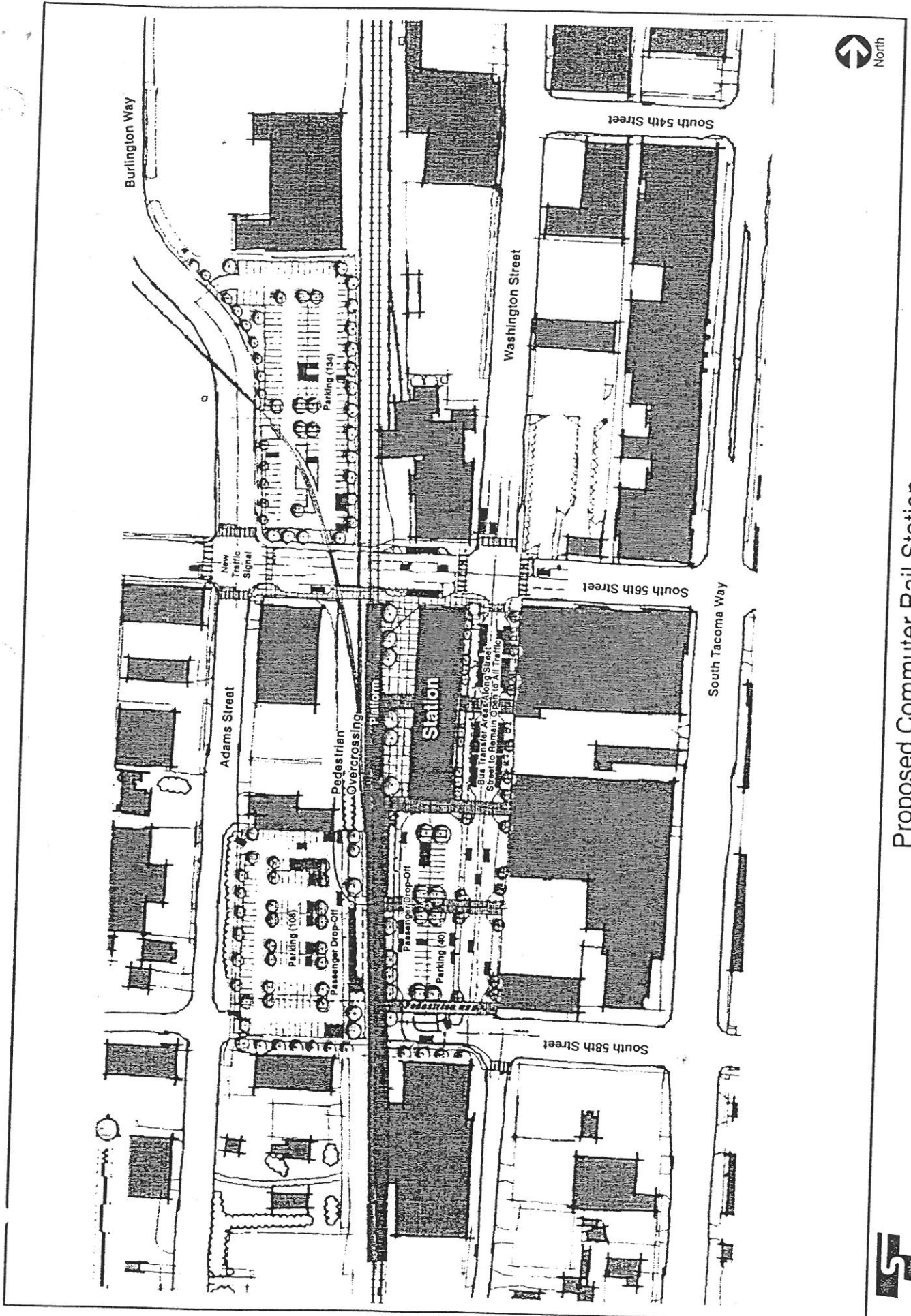

Marcia Walker
Board Administrator



LEGEND

PLAN	PROFILE
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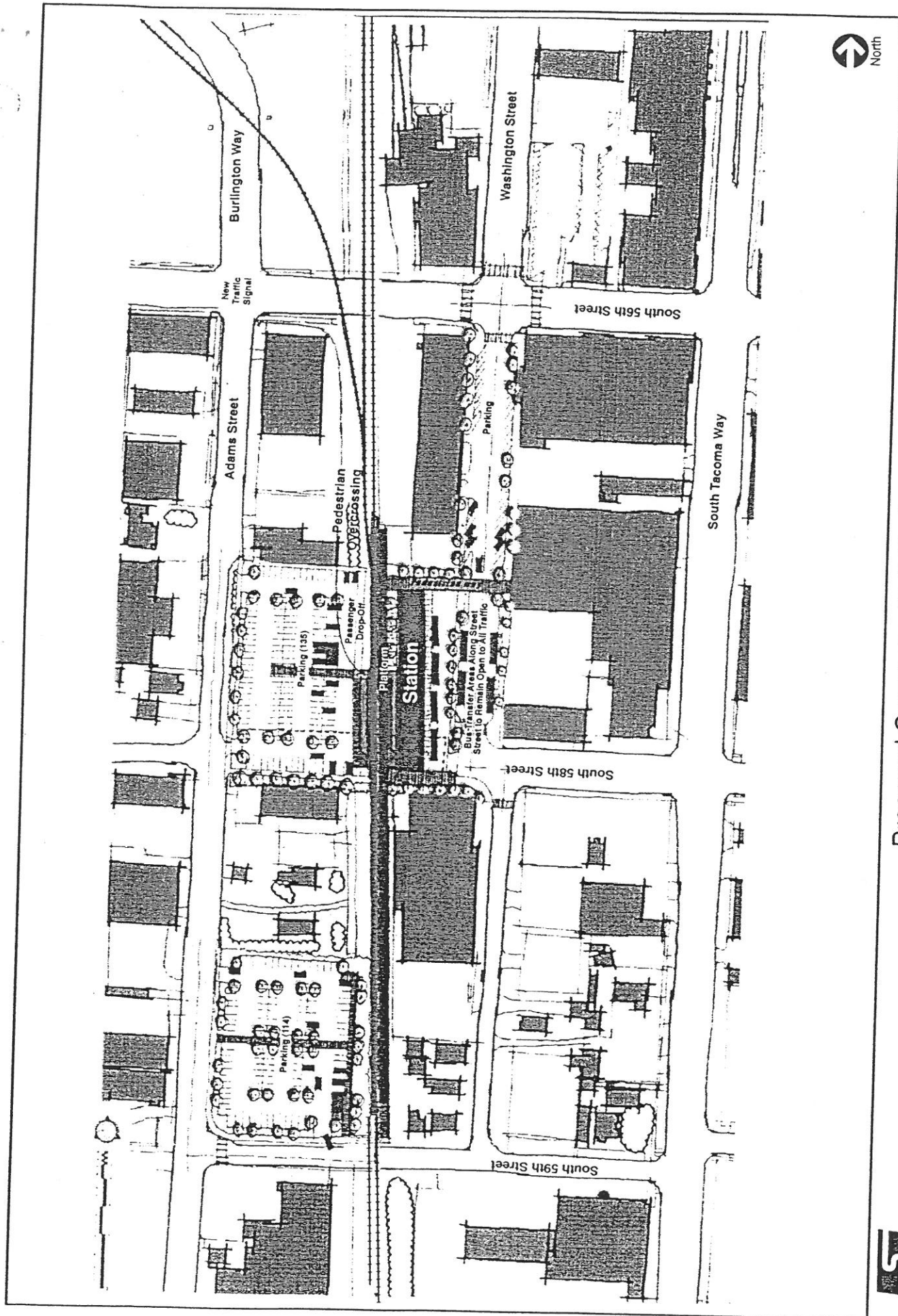




Proposed Commuter Rail Station
 South Tacoma Section — Preferred Alternative

Figure 3.1-2

Sound Transit Lakewood-to-Tacoma Commuter Rail and
 SR 512 Park-and-Ride Expansion NEPA/SFPA Draft FIS



A99083-15-1-F3-1-3



Proposed Commuter Rail Station
 South Tacoma Section — Alternative 2

Figure 3.1-3

Sound Transit Lakewood-to-Tacoma Commuter Rail and
 SR 512 Park-and-Ride Expansion NEPA/SFPA Draft FIS

Preferred Alternative

Station Description. Under the Preferred Alternative, the Gilchrist Auto Body building, located east of the BNSF railroad tracks on the southwest corner of Washington Street and 56th Street, would be renovated for use as a station and commercial development. The Preferred Alternative station design is shown in Figure 3.1-2. Elevated platforms, with passenger shelters, would be approximately 800 feet long and 16 feet wide located on the west side of the building. The brick auto body building is part of an old repair shop complex that formerly served the railroad, and is being evaluated as a potential historic structure in the EIS (See Cultural/Historical Section).

The parking areas for the proposed station include an existing parking/storage area, a vacant, vegetated lot, and South 58th Street right-of-way. These parking areas are adequate for 282 spaces. A pedestrian overpass from the parking area east of the rail line to the rail platform is proposed. The topography within this area is generally flat on the east side of the tracks and sloping down on the west side of the tracks beyond Adams Street. Land uses within this area are predominantly commercial and light-industrial, with a small residential component on Adams Street. Buildings adjacent to the station location are one to two-story in height, with a view of Mt. Rainier available to the Southeast. Within the immediate station vicinity, the Gilchrist Auto Body parking lot is located immediately south of the proposed station. The Russ Dunmire Oldsmobile body shop compound and Old South Tacoma Chevrolet occupy most of the block on the east side of the proposed station. South of South 58th Street, the J. Marcel building occupies the east side of the tracks, and A.D. Delco/Tacoma Automotive Distributing, Inc. is located west of the tracks. On the west side of the tracks, the block between South 56th Street and South 58th Street contains a fenced vacant lot labeled "Russ Dunmire Corral" on the south side and a wood-frame house used as an office building; the north side is occupied by Salatino's Auto Body. A grain terminal is located on the north side of South 56th Street, east of the tracks, with a vacant, grassy lot on the west side of the tracks. Single family residences, some containing offices, occupy the west side of Adams Street.

Rail Alignment. The rail alignment is the same for all three alternatives and consists mostly of two tracks from South "M" Street to South 80th Street: one existing up-graded track and an additional new siding track for most of the length of the South Tacoma Section. Some existing single and double track along the alignment would be upgraded.

Physical Improvements

- Upgraded railroad track on the existing BNSF rail line between South "M" Street and South 80th Street, with new track added from just south of South 37th Street to just north of 47th Street and from South 56th Street to South 60th Street
- Realignment of the existing BNSF tracks between South 35th Street and South 50th Street
- Closure of South 58th Street between Washington Street and Adams Street
- Transit, pedestrian and vehicular use of Washington Street between South 56th Street and South 58th Street
- A commuter rail station located on the east side of the existing BNSF tracks south and adjacent to South 56th Street, on the north and south sides

- Three parking lots with a total capacity of 282 vehicles: one north of South 56th Street, west of the existing rail lines; and two south of the station, on the east and west side of the existing rail lines north of South 58th Street, with passenger drop-off areas
- A pedestrian overcrossing over the railroad tracks from the southwest parking lot to the platform and a ground level pedestrian crossing north of the station on South 56th Street

Displacements

- Vacation of South 58th Street between Washington and Adams Street
- Acquisition of Gilchrist Auto Body, Dunmire Oldsmobile Body Shop, Russ Dunmire Corral, and three parking areas

Alternative 2

Station Description. Under Alternative 2, the station would be built in the parking area south of the Gilchrist Auto Body. The proposed parking areas would accommodate 249 spaces and include existing parking areas, vacant vegetated lots, and South 58th Street right-of-way. The Alternative 2 station design is shown in Figure 3.1-3. The proposed Station 2 area is just south of the proposed Station 1 area, therefore, the surrounding land uses and topography are the same, with the exception of the southernmost parking area. This parking area would be located at the southern end of the block between South 58th Street and South 60th street, on the west side of the railroad tracks. A.C. Delco/Tacoma Automotive Distributing, Inc. occupies the northern end of the block; the southern end is the current site of two abandoned residences and a storage yard for pallets.

Rail Alignment Description. Same as the Preferred Alternative and Alternative 3.

Physical Improvements

- Similar track improvements to the Preferred Alternative
- Closure of South 58th Street between South Tacoma Way and Adams Street
- A commuter rail station located on the east side of the BNSF tracks, north and adjacent to South 58th Street, both north and south of 58th Street. This commuter rail station occupies some of the same area as the Preferred Alternative
- Three parking areas with a total capacity of approximately 249 vehicles: one for street angle parking located north of the proposed station on the east side of the Gilchrist Auto Body, one on the west side of the tracks across from the proposed station that includes a passenger drop-off area, and one west of the tracks on the Northeast corner of Adams Street and South 60th Street
- A pedestrian overcrossing of the railroad tracks from the western parking lot to the platform

Displacements

- Removal of a vacant lot, parking area, storage yard, A.C. Delco/Tacoma Automotive, and two abandoned residences
- Closure of 58th Street between South Tacoma Way and Adams Street

Alternative 3

Station Description. Under Alternative 3, the station and parking areas would be located on the west side of the BNSF tracks within a vacant, grassy area north of South 56th Street and east of Burlington Way. A pedestrian overcrossing would connect property east of the rail line with the station and platform, and passenger drop-off areas would be located in the parking areas. The Alternative 3 station design is shown in Figure 3.1-4. The topography within this area is generally flat on both sides of the railroad tracks. Land uses within this area are predominately light-industrial, with commercial uses located along Washington Street and west of Burlington Way. Fenced vacant lots occupy the immediate vicinity of the proposed station to the north, south, and west. Pioneer Building Supply is located south of the station, beyond the adjacent vacant lot. The east side of the tracks in the immediate vicinity of the proposed station is occupied by commercial land uses including Domino's Pizza, Acutel's Gaming Supply, and a building currently under construction. These buildings all front Washington Street.

Rail Alignment Description. Same as Alternatives 1 and 2.

Physical Improvements

- Similar track improvements as the Preferred Alternative and Alternative 2
- A commuter rail station located on the west side of the existing BNSF tracks, midway between South 55th Street and South 56th Street, and east of Burlington Way
- Two parking lots with a total capacity of 265 vehicles along Burlington Way, on the west side of the proposed station. The southernmost parking lot would include a passenger drop-off area
- Possible pedestrian overcrossing of the railroad tracks from the east side of the tracks to the platform

Displacements

- Current vacant lot; no residential or business displacements

4.0 LAKEWOOD SECTION

This chapter presents a description of the Action and No Action Alternatives and the environmental analysis performed for each element of the environment identified as potentially affected by the project alternatives in the Lakewood Section. These elements are described in their respective subsections. The Preferred Alternative identified in this section is a preliminary staff-recommended Preferred Alternative. It has not yet been formally selected as the Preferred Alternative by the Sound Transit Board. Following receipt and evaluation of all comments on the Draft EIS and prior to issuance of the Final EIS, the Sound Transit Board will formally identify the Preferred Alternative for this section. The Preferred Alternative will be identified in the Final EIS, and will be considered the “Locally Preferred Alternative” (LPA) as per 23 CFR 771.123(j). After the Final EIS is issued, the Sound Transit Board will select the Preferred Alternative to be built which will be a combination of the Locally Preferred Alternatives from the three sections. Once the Federal Transit Administration (FTA) determines the NEPA process has been completed, it will issue a Record of Decision (ROD).

4.1 Description and Comparison of Alternatives in the Lakewood Section

Unlike the Tacoma and South Tacoma Sections of this EIS that evaluate proposed commuter rail facilities only, the Lakewood Section evaluates both commuter rail improvements and the expansion of the existing SR-512 Park-and-Ride. There are five proposed Action Alternatives in the Lakewood Section. Each alternative includes the following components: commuter rail facilities, parking facilities, local bus, regional bus, the same rail alignment except at the proposed station locations, and the same rail storage facilities located at Camp Murray, three miles south of Bridgeport Way SW. The difference in the Lakewood Section alternatives is the variation in location and configuration of the components. Three of the alternatives would have the existing SR-512 Park-and-Ride removed/abandoned and would have co-located commuter rail station and park-and-ride lot facilities (Transportation Centers). Each of these alternatives would be in a different location. The fourth alternative would have separate Commuter Rail station and SR-512 Park-and-Ride Lot facilities, and the fifth one would have a co-located facility (both Commuter Rail and SR-512 Park-and-Ride Lot Annex (off-site expansion)) and maintain the existing SR-512 Park-and-Ride. See the Vicinity Map (Figure 4.1-1) for locations of the alternatives. A summary of project improvements can be found in Table 4.1-1.

The Action Alternatives include:

Preferred Alternative

- Transportation Center: Combined commuter rail station and SR-512 Park-and-Ride Annex (expansion) on Pacific Highway SW
- Existing SR-512 Park-and-Ride to remain unchanged at SR-512/South Tacoma Way
- Same rail alignment and storage facility as all other alternatives – see descriptions below

Alternative 2

- Separate facilities: Commuter rail station facility on Pacific Highway SW only and SR-512 Park-and-Ride facility at SR-512/South Tacoma Way
- Existing SR-512 Park-and-Ride to be expanded in place

- Same rail alignment and storage facility as all other alternatives

Alternatives 3, 4, 5

- Transportation Center: Combined commuter rail station and SR-512 Park-and-Ride at one of three different locations: Pacific Highway SW (Alternative 3)
108th Street South (Alternative 4)
Pacific Street SW (Alternative 5)
- Existing SR-512 Park-and-Ride to be removed
- Same rail alignment and storage facility as all other alternatives

Matrix of Locations and Configurations for Lakewood Alternatives

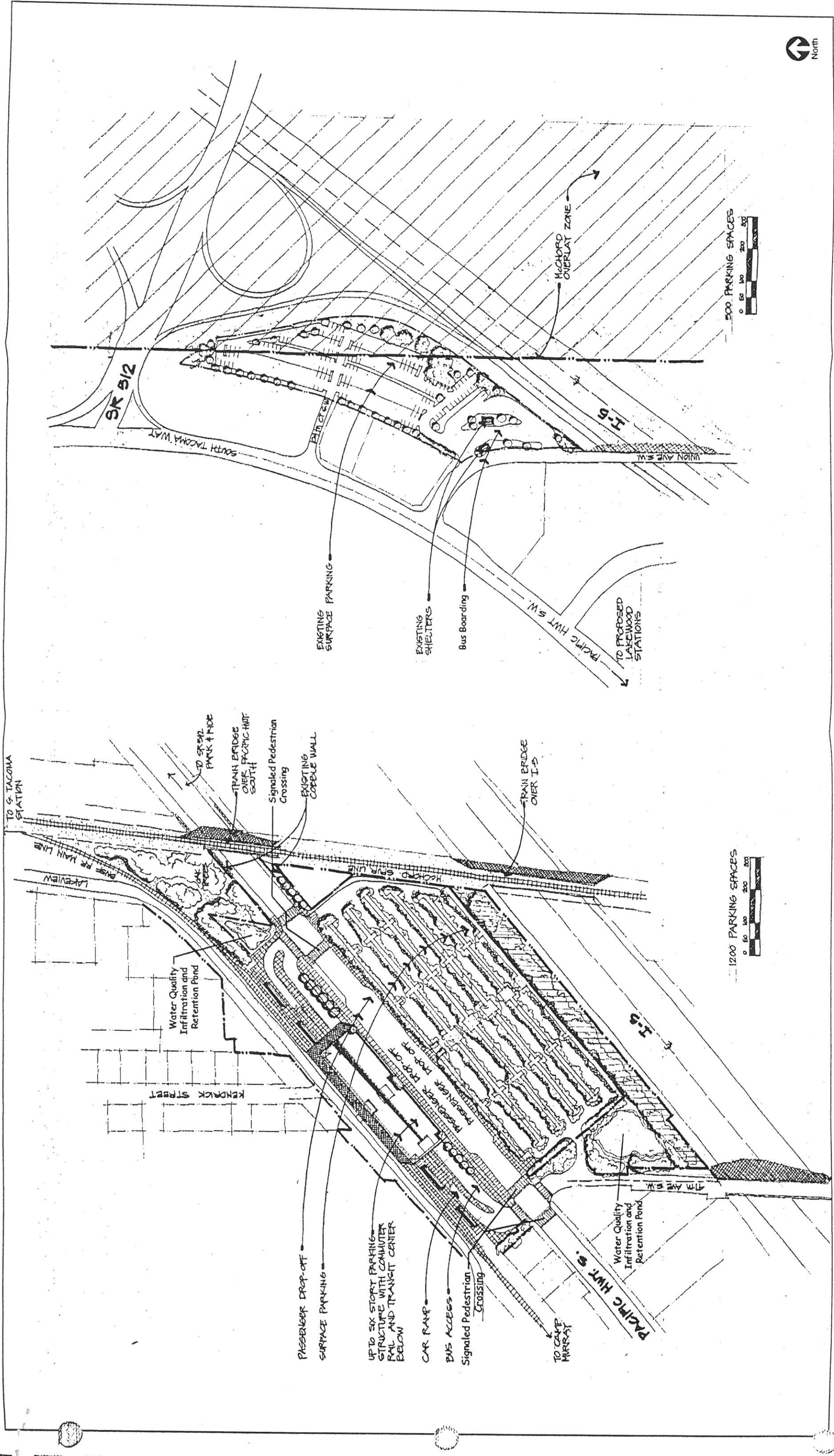
Alternative	Pacific Highway SW	SR-512	108th St. SW	Pacific Street SW
Preferred Alt.	Commuter rail station and SR-512 P&R Annex	Existing SR-512 P&R remains unchanged		
Alternative 2	Commuter rail station only	Existing SR-512 P&R expanded in place		
Alternative 3	Combined facility	SR-512 P&R Removed		
Alternative 4		SR-512 P&R Removed	Combined facility	
Alternative 5		SR-512 P&R Removed		Combined facility

Annex: Offsite expansion of SR-512 P&R

The Lakewood Section would serve the growing areas of South Pierce and Thurston Counties and is located entirely within the City of Lakewood. The section is mainly in commercial and industrial areas, with some adjacent residential areas (Figure 4.1-2). There are small areas of natural habitat but no critical area habitat or surfacewater features within the passenger-carrying portion of the rail corridor and at the proposed Transportation Center locations. The nearest critical habitat is Flett Creek, which is over 100 feet from the existing rail line near 82nd Street. The existing and proposed rail line, from Lakewood at Bridgeport Way SW to the rail storage facility at Camp Murray, crosses two streams, Clover Creek and Murray Creek (Figure 4.1-3 and Figure 4.1-4). Potential historic properties exist at the Preferred Alternative and Alternatives 2, 3, and 4. Minimal grading is expected for this portion of the project.

For all alternatives, the rail alignment that would carry commuter rail passengers would include three miles of the existing Burlington Northern-Santa Fe (BNSF) railroad tracks from South 80th Street at the northern end of the Lakewood Section to Bridgeport Way SW at the southern end. From 80th Street, the single rail line would be upgraded and would extend to Steilacoom Boulevard SW, where it would connect to two tracks, one of which would be upgraded and the other maintained as an existing siding. The two tracks would proceed to 100th Street SW, where either new or upgraded tracks would accommodate passing and stopping trains at each station location. The new and upgraded tracks would continue to Bridgeport Way SW. At approximately 112th Street SW one of the existing tracks splits and continues south to McChord Air Force Base.

Under all alternatives, a storage facility for non-passenger carrying commuter rail trains is planned at Camp Murray, approximately three miles south of Bridgeport Way SW (Figure 4.1-4). From Bridgeport to Camp Murray the existing tracks would be utilized as much as possible; some welding of existing track could occur to minimize noise. Inside Camp Murray, the rail line proceeds southwest paralleling Interstate-5 as its southern boundary. The layover facility would



Conceptual Plan of Preferred Alternative
Lakewood Section



Figure 4.1-5
Sound Transit Lakewood-to-Tacoma Commuter Rail and
SR 512 Park-and-Ride Expansion NEPA/SEPA Draft EIS