

Project Title Lakewood Traffic Signal Upgrades – ITS – Ph. 5
Agency City of Lakewood

TCC TECHNICAL APPLICATION
2014
PIERCE COUNTY REGIONAL COUNCIL
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
APPLICATION FORM TO REQUEST INCLUSION OF A PROJECT IN THE FFY 2015-2017 TIP

Supplementary information can be found in the Call for Projects. Incomplete or missing answers will be scored zero. Please respond to all unrelated questions with N/A.

APPLICANT INFORMATION

1. Please select an application type:

- Other
(Please answer Questions 1-23 and 55-63)
Potential score of 100
- Non-Motorized
(Please answer Questions 1-23 and 49-54)
Potential score of 100
- Preservation – Funding requests are limited to \$750,000 per agency
(Please answer Questions 1-23 and 38-48)
Potential score of 100
- Rural
(Please answer Questions 1-23 and 73-81)
Potential score of 100
- Transit
(Please answer Questions 1-23 and 64-72)
Potential score of 100
- Roadway application type not listed above
(Please answer Questions 1-23 and 24-37)
Potential score of 100

1a. Agency Contact Person

Name: Desiree Winkler Address: 6000 Main Street SW, Lakewood, WA 98499-5027
Title: Transportation Division Manager Telephone: 253.983.7818
Email: dwinkler@cityoflakewood.us

2. **Improvement Type:** Please select ONE primary Improvement Type. Please indicate one Primary Improvement (PI) and any number of Secondary Improvements (SI).

ROADWAY			
	New Facility – Roadway		Bridge Replacement
	Relocation – Roadway		Multiple Intersections – Roadway
	Environmental Improvement – Roadway		Single Intersection – Roadway
	Major Widening – General Purpose		Safety – Roadway
	Major Widening – HOV		Grade Separation
	Minor Widening – No new capacity		Major Interchange – GP
	Minor Widening – New capacity		Major Interchange – HOV
	Preservation/Maintenance/Reconstruction		Minor Interchange – GP
	Resurfacing		Minor Interchange – HOV
	New Bridge or Bridge Widening		Other – Roadway
	Bridge Rehabilitation		
NONMOTORIZED			
	Sidewalk		Bike Lanes
	Regional Trail (Separate Facility)		Other – Nonmotorized
	Non-Regional Trail (Separate Facility)		
OTHER			
	Transportation System Management		Transportation Demand Management
PI	Intelligent Transportation System		Other – Special
	Study or Planning activity		
TRANSIT			
	New/Relocated Transit Alignment		New ferry route
	Transit Center or Station – new or expansion		Service Expansion – Ferry
	Flyer Stop		New/Relocated/Expanded terminal
	Transit Center or Station – Maintenance		Terminal Preservation
	Park and Ride (new facility or expansion)		New/Replacement Vessels – Passenger Only
	Vehicle Expansion		New/Replacement Vessels – Car/Pass
	Vehicle Replacement		Vessel Preservation/Rehabilitation
	Operations – Transit		Operations – Ferry
	Service Expansion – Transit		Other – Ferry
	Other – Transit		

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PROJECT LOCATION INFORMATION

(Roadway projects without a federal route number or a federal functional class may be ineligible for federal funds.)

3. **Project Location:** Steilacoom Blvd – 87th to So. Tacoma Way; So. Tacoma Way – SR512 to Steilacoom; Bridgeport Way – Custer to N. Walmart Signal

From: See above To: _____

Or, other appropriate locating information: _____

Project Length: approximate 5 miles (feet)

4. **Federal Route Number(s)** Bridgeport (2947); Steilacoom (3136); So. Tacoma Way (2977)

5. **Federal Functional Class:** Principal Arterial see link www.wsdot.wa.gov/Mapsdata/tools/functionalclass

5a. **Posted Speed Limit:** 35 mph

5b. **Average Daily Traffic Volume:** varies -- 25,000 to 40,000

PROJECT DESCRIPTION

6. **Funding Request: What is the proposed funding source?** STP _____ CMAQ X

7. **Is this project included in a locally adopted plan or program?**

(This is a threshold requirement to compete in this funding process. Projects not shown in the applicants adopted local TIP or Transportation Element of its Comprehensive Plan are not eligible. Please provide a copy of the necessary documentation).

Yes X No _____

If yes, cite document, page(s) and adoption date: City of Lakewood 6-Year Transportation Improvement Program (2014-2019); 6-year TIP – 1st Draft (2015-2019) July 2014 adoption; Project 3.8 and 3.11; Traffic Signal Timing Upgrades; and City-Wide Traffic Signal Management System

8. **Brief Project Description - Include a 8 1/2 x 11 detailed vicinity map and a cross-section detail of the project, if applicable (100 words maximum):**

This project is Phase 5 of Lakewood's Traffic Signal Upgrade Project which is a continuation of various intelligent transportation system (ITS) upgrades in the City of Lakewood. This phase will provide fiber optic interconnect and closed-circuit video surveillance along the principal arterials of Steilacoom Boulevard, South Tacoma Way, and the north end of Bridgeport Way. In addition, transit signal priority will be implemented along Steilacoom Boulevard.
Confirm word count (66 words).

9. **Purpose and Need – Please provide a clear and concise narrative describing the project's existing and proposed conditions. If available, provide pictures, technical data and/or other supporting studies or analysis (400 words maximum):**

Lakewood developed its Traffic Signal Management and Deployment plan between 2005 and 2010 acknowledging that it is most cost effective to improve traffic flow through signal timing and coordination than construct new travel lanes. Given the built-out nature of most of Lakewood, construction of additional travel lanes is infeasible due to right-of-way constraints. The city has implemented its traffic signal plan over the past several years and includes: updated state-of-the-art traffic signal controllers and central management system; video surveillance system and fiber optic interconnect (phase 1 – being completed in 2014); and a traffic management center (TMC) (to be completed in 2014). Although much of the system is interconnected with copper interconnect, the existing interconnect is 30+ years old and has degraded to constrict communications between signals. Communication between signals is critical when operating effective signal coordination programs.

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The city has implemented fiber optic interconnect on some corridors and with this project will continue that effort. With the fiber optic interconnect and additional video surveillance, the city will have the ability to complete and effectively operate adaptive signal timing (i.e. implement set time-of-day plans based on traffic volumes). In addition the video surveillance will provide ability to modify signal timing based on observed need.

Transit signal priority along Steilacoom Boulevard will provide more reliable service along the city's highest volume corridor.

Confirm Word count (221 words)

PROJECT TRACKING AND FUNDING

NOTE: Sponsors may request funding for any single phase of the project, but requests for multiple phases is limited to preliminary engineering plus the subsequent phase necessary. For instance, requests for multiple phases are limited to the combination of (1) preliminary engineering and right-of-way or (2) preliminary engineering and construction (no right-of-way and construction requests will be considered).

Required Match: A minimum of 13.5% of local matching funds is required for PSRC's FHWA funding. The following formula may be used to calculate the projects match:

To calculate the amount of matching funds, divide the federal funds requested by .865 and subtract the federal funds from this amount.

Example: Federal funds requested = \$100,000

$$\$100,000 / .865 = \$115,607$$

$$\$115,607 - \$100,000 = \$15,607 \text{ local match required}$$

Please note: The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded cannot be approved into the regional TIP and therefore will be considered ineligible for PSRC funding.

10. Grant Funds Requested

Phase (e.g., Planning Study/Project,, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date (year only)	Federal Funds Requested
Construction	2015	\$420,000
		\$
		\$
		\$
		\$
		\$420,000

IMPORTANT: Please select 2015, 2016 or 2017 for estimated obligation year. Per PSRC's adopted project tracking policies, the deadline for obligating funds is June 1 of the selected obligation year. For more information, see:
<http://www.psrc.org/transportation/tip/tracking>

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11. Total Project Cost (\$520,000)

Guidance: To be programmed into the state Transportation Improvement Program, funds for the phase being requested must be secure or reasonably expected to be secure. Unsecured funds will not be considered. Please use the website following link to assist in completing the following table:

www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

A	B	C	D	Project Phase			
				E	F	G	H
Fund Source	Secured, reasonably Expected, or Unsecured?	Obligation Date (Yr Only)	\$ Amount by Funding Source	Planning	Prelim. Eng/ Design	Right-of-Way	Construction / Implementation
Local	Reasonably Expected	2015	95,000		\$20,000		\$75,000
(name) Co-op Jurisdiction							
(USGA) Private Funds	Secured	2015	5,000				\$5,000
(source) Grant							
Other							
Other							
Other							
Grant Request	Unsecured	2015	420,000				\$420,000
TOTAL			520,000		\$20,000		\$500,000

If unable to completely fill out Tables #10-12, please explain why: _____

11a. Provide additional information on any funds identified in the table above as reasonably expected to be secure. For example, identify the estimated approval date of funds for the project into the 6-year program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required, etc. For more information on the definition of secured, reasonably expected, and unsecured funds, refer to:
<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>
Local funding is reasonably expected to be secured as the local match comes from the Real Estate Excise Tax (REET) that is dedicated to the Street Capital Fund and ranges annually from \$600,000 to \$900,000. This project is identified in the current 6-year TIP (2014-2019) and will be moved under the current 6-Year TIP update to be implemented in FY2015 vs. FY2016. The 6-year TIP (2015-2020) will be adopted in July 2014.

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THE FOLLOWING RESPONSES WILL BE SCORED FOR PROJECT PRIORITIZATION.

PROJECT READINESS

12. **Cooperating Jurisdictions and Private Sector Support, if any: Provide names of all jurisdictions and private parties, contributing funds would be applied, and the percentage of total project funds provided. The percentage shall be expressed based on the costs of the requested phases under the current application. Contributing funds for prior phases shall not be considered. Applicants that have been previously awarded grant funding for their project CANNOT use the grantor as a cooperating jurisdiction.**

Letters of Commitment from all cooperating jurisdictions and private sector support must be attached to receive points: Yes X No

Cooperating Jurisdiction	Phase	Dollar Amount of Participation	Percentage of Current Application
Pierce Transit	CN	0	0
Total:			0

- 5 % or more 3 points
- 3 to 4 % 2 points
- 1 or 2 % 1 point

COMMITTEE SCORE
(Max. score of 3)

Private Sector Support	Phase	Dollar Amount of Participation	Percentage of Current Application
US Golf Association	CN	\$5,000	1%
Total:			1%

- 5 % or more of total project costs 3 points
 - 3 to 4 % of total project costs 2 points
 - X 1 or 2 % of total project costs 1 point
- (\$5,000 / \$500,000 = 1.0%)

COMMITTEE SCORE
(Max. score of 3)

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13. Has the jurisdiction secured/obligated state or federal funding for any of the projects below phases or has it completed a phase of the project using local funds only? (Please check all that apply)

Planning 1 point P/E Design 2 point
ROW _____ 2 point Construction 2 point
(ROW is required to receive points)

If any are checked, name project title and Funding Agency ID# 1) Lakewood Traffic Signal Upgrade – ITS – Phase 4 (LW-21) = \$750,000; 2) Lakewood Traffic Signal Upgrade – Phase 3 – Fiber Optic interconnect (LW-12A - ARRA funds – previously spent \$170,000)

Funding Source:
Funding Amount(s): CMAQ = \$750,000; ARRA = \$190,000

Name and completion date of Planning Study: (by Lakewood Funds): Lakewood Traffic Signal Upgrade – ITS (Deployment Plan 2009); Systems Engineering Analysis (2011)

COMMITTEE SCORE _____
(Max. score of 7)

14. Federal Functional Classification: Principal Minor Collector
(all 3 corridors; Steilacoom, Bridgeport Way, and So. Tacoma Way are Principal Arterials)

Principal 3 points
Minor _____ 2 points
Collector _____ 1 point

COMMITTEE SCORE _____
(Max. score of 3)

15. Will this project include additional ADA improvements that are not required by the 2013 City/County Design Standards (LAG Manual)? Example: Construction of a sidewalk that is wider than the minimum requirements.

Yes _____ 2 points
No 0 points
If yes, what are they? _____

COMMITTEE SCORE _____
(Max. score of 2)

16. Local Agency Over Match Incentive:

More than 30% of total project costs _____ 3 point
21% to 30% of total project costs _____ 2 point
15% to 20% of total project costs 1 point
(CN phase 75,000 / 500,000 = 15%)

COMMITTEE SCORE _____
(Max. score of 3)

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17. **Is the project or phase ready for implementation? (One point per box. Please check all that apply)**

Obligate funds in 2015 (receives 2 points) *	X	Environmental process complete* (must provide a signed ECS by FHWA or WSDOT H&LP)	X
Obligates funds in 2016 (receives 1 point)		Funding requested here completes project or fully implements the project	X
ROW plans approved by WSDOT		Purchase of ROW certified or not required	X

*Note: NEPA will NOT be finalized until the “next” project phase is funded in the STIP.

COMMITTEE SCORE _____
(Max. score of 6)

Please provide information on your project readiness to proceed: Programmatic ECS completed for the entire City signal upgrade plan in 2010 (see attached signed ECS). All work being conducted through existing conduit system or aerial cabling. Preliminary design is completed and project design being completed by city forces with local funding.

Design Status (% complete): 60%

Project Phase	Status	Actual or Expected Completion Date
Preliminary Engineering	Not complete	1/5/2015
Environmental Approval	Complete	6/7/2010
Right-of-Way Certification	N/A	Click here to enter a date.

If construction funds are being requested, please describe any ROW needs for the project, including the number of parcels needed, whether property owners are expected to cooperate (and your agency’s experience with condemnation and/or whether it is willing to go to condemnation if needed).

No right-of-way needed.

17a. **Will other secured or reasonably secured funding benefits be missed if the project remains unfunded in 2015, 2016 or 2017?**

Yes No (Include information about other funding benefits.)

Please explain:

The private funding from USGA is intended to support the project for traffic flow along South Tacoma Way and Steilacoom Boulevard that will be direct result of the over 8,000 vehicles per day to utilize these corridors for access to parking at Fort Steilacoom Park; Clover Park Technical College; and Pierce College. If the project is not funded to have the improvement completed prior to the June 2015 US Open, the private match goes away.

COMMITTEE SCORE _____
(Max. score of 1)

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18. Pierce County Regional Growth Centers Hierarchy and Connecting Corridors criteria: Is the project located in (1-3) or serving (4-6) any of the following? (Please check all that apply).

1. Metropolitan Center (scores 1 point)		4. Corridor Supporting one (1) or more Regional Manufacturing/Industrial or Candidate Center (scores 2 point)	x
2. Regional or Candidate Growth Center Manufacturing/Industrial or Candidate Center (scores 2 points)		5. Corridor Supporting one (1) or more Centers (scores 1 point)	x
3. Countywide Center or Locally Identified Center (see approved PCRC Map) (scores 1 point)	x	6. Corridor Supporting two (2) or more Centers (scores 1 point)	x

Local city and town centers provide local job, service, cultural, and housing areas for their communities. They serve as focal points where people come together for a variety of activities, including shopping and recreation. These central places must be identified in local comprehensive plans, or should be advancing towards that goal. These areas are to become priority areas for future investments and growth at the local level.

List and describe centers and attach map.

The corridors receiving ITS improvements include Steilacoom Blvd, South Tacoma Way, and north Bridgeport Way. Bridgeport Way serves Lakewood’s Regional Center as well as University Place’s Candidate Regional Center. Bridgeport Way serves Lakewood’s Custer Rd/Walmart Local Center. South Tacoma Way services Tacoma’s South Tacoma Way Candidate Regional Center and Lakewood’s South Tacoma Way Local Center. Steilacoom Boulevard serves Lakewood’s Regional Growth Center; Fort Steilacoom’s Local Center; and Lakewood’s CPTC-LIP Local Center. (see attached map)

COMMITTEE SCORE _____
(Max. score of 8)

19. Is the project on a transit route? (Transit routes that “intersect” are okay only when the project improves the intersection)

Guidance: Sound Transit route information is available at <http://www.soundtransit.org/Schedules>
Pierce Transit route information is available at <http://www.piercetransit.org/pierce-transit-routes/>

Yes, full project length X 2 points
Yes, partial or intersection _____ 1 point
No _____ 0 points

If yes, provide route number(s) 212; 3; 2; 300; 475

COMMITTEE SCORE _____
(Max. score of 2)

20. What is the peak number of transit vehicles per hour within the project limits? (Transit routes that “intersect” are okay only when the project improves the intersection)

Guidance: Sound Transit route information is available at <http://www.soundtransit.org/Schedules>
Pierce Transit route information is available at <http://www.piercetransit.org/pierce-transit-routes/>

Peak number of transit vehicles per hour 6 (Route 2) (see pages 26 and 27 of the call for projects)

4 or more transit vehicles X 2 points
1 to 3 transit vehicles _____ 1 point

COMMITTEE SCORE _____

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(Max. score of 2)

21. Does this project specifically improve non-motorized access for trips to any of the following (check all that apply). Provide a map showing all checked items.

Transit locations (0-2 trips/day)	<input checked="" type="checkbox"/>	Schools	<input checked="" type="checkbox"/>	Household/Retail	<input checked="" type="checkbox"/>	Commercial Areas	<input checked="" type="checkbox"/>
Transit locations (0-5 trips/day)	<input checked="" type="checkbox"/>	Grocery Store	<input checked="" type="checkbox"/>	Parks and Recreation	<input checked="" type="checkbox"/>	Cultural Facilities (museums, libraries, etc.)	
Transit locations (0-5+ trips/day)	<input checked="" type="checkbox"/>	Medical	<input checked="" type="checkbox"/>	Employment Centers	<input checked="" type="checkbox"/>	*Other	

1 point each item

*Please describe:

The major corridors of Steilacoom Blvd, Bridgeport Way, and South Tacoma Way are designated bicycle routes (see Lakewood Non-Motorized Transportation Plan Bike Map). Improved traffic flow through signal coordination provides safe and improved non-motorized access for bicycle riders. South Tacoma Way in Tacoma is the largest international district employment and shopping center in Pierce County. Steilacoom Boulevard services Ft. Steilacoom Park, Western State Hospital, grocery stores, household retail, schools, and colleges and several commercial areas. Bridgeport Way at its north end services Wal-Mart and Mutual Materials major retailer and employer.

COMMITTEE SCORE _____
(Max. score of 12)

22. Does this project provide contiguous gap-closure to a previously funded transportation route?

(Gap closure projects may improve the facility to a standard equal to those sections on either end of the project. Gap closure project may provide a missing link of a facility that leads to a single connected facility. Gap closure projects are not limited to roadway sections and may include pedestrian paths, bicycle paths, trails, bridges, or any other transportation project which completes the system.)

Yes, Final Section _____ 3 points
 Yes, Next Section x 2 point
 No _____ 0 points

If yes, please name adjacent segments; provide their funding source, and completion date: Project LW-21 is providing fiber optic interconnect along the south end of Bridgeport Way (to be completed Sept 2014) and the main trunk line was installed on Steilacoom Boulevard (near Bridgeport) with ARRA funding. Bridgeport Way – 83rd – 75th – fiber interconnect (complete July 2015) – TIB and LW-20.

COMMITTEE SCORE _____
(Max. score of 3)

23. Describe how the project has the potential to reduce emissions?

Guidance: The application process will walk project sponsors through specific questions designed to determine the potential emissions reductions of their project. For example, projects involving fuel or vehicle conversions will be asked to provide information on the total number of vehicles affected, the current fuel and vehicle usage conditions, as well as the conditions after the project is implemented. Projects expected to result in an increase in transit usage will be asked to provide information on the current transit ridership and transit routes affected, as well as the specifics of the project – i.e., how will the individual project encourage or promote new transit riders. Projects providing new or more frequent/expanded transit service would be

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expected to result in a higher level of new transit riders than projects providing improvements in existing transit travel times or enhanced amenities to existing service. Projects resulting in improvements in traffic flow will be asked to provide information on the current travel conditions, amount of idling, number of trucks using the route, etc. As mentioned above, the magnitude of the project and the timing of the anticipated benefits will play a role in the final score, and all projects will be evaluated against each other.

Please explain:

This project has a high potential to reduce emissions through reduction of idling vehicles due to poor traffic signal timing and coordination. The focus of this project is targeting three of the city's highest volume roads with some of the highest density of traffic signals.

South Tacoma Way from SR512 to Steilacoom Boulevard supports over 36,000 ADT and at it's south end a T1 designated truck route with over 10% volume of heavy trucks. This is the direct route to Lakewood's Industrial Park from Interstate 5 and SR512. This corridor also is access to the SR512 Transit Park and Ride and access to Pierce Transit / Sound Transit bus facility. Every Pierce County bus travels in and out of this South Tacoma Way corridor. This corridor sees some of our highest level of delay due to failed traffic signal interconnect and multi-jurisdictional signals. The fiber interconnect, at a minimum will allow for coordinating time of day plans to start simultaneously and more seamlessly work with the SR512 ramp signals. Due to the heavy truck volumes, reducing the delay in this corridor would greatly reduce diesel particulate emissions.

Steilacoom Boulevard is the only major east-west corridor in the City of Lakewood and connects to the Town of Steilacoom and the Pierce County Ferry terminal serving Anderson and Ketron Islands. This road has up to 36,000 ADT and 15 traffic signals along the corridor length. Sections of this road experience heavy delays due to inability to effectively coordinate signals due to slow/degrading copper interconnect. This road also serves large institutions and facilities including Clover Park Technical College, Pierce College, and Fort Steilacoom Park. These institutions have varied time-of-day / time-of-year events that make it difficult to manage all peak traffic volumes. The fiber interconnect and PTZ surveillance cameras will give staff the ability to make traffic flow as efficiently as possible. Due to the high volumes of this road, reducing the delay along this corridor would greatly reduce overall vehicle emissions from idling (stuck at red signal) vehicles.

Bridgeport Way is the major north-south corridor through Lakewood and connects to JBLM at the south to University Place and SR16 to the north. ADT is 20,000. The corridor has received (or will receive) fiber optics from I-5 through Custer as part of other projects. This project will provide fiber interconnect to the final four signals along the corridor at the north end. Signal coordination will be able to be provided for 15 signals along the entire length with completion of this project. Due to the high volumes of this road, reducing the delay along this corridor would greatly reduce overall vehicle emissions from idling (stuck at red signal) vehicles.

These improvements will be able to be completed prior to 2020.

High: A project will rate high if:

- It will substantially reduce emissions of greenhouse gases and other air pollutants, or will substantially reduce fine particulates from diesel exhaust; and
- The air quality benefits will occur by 2020.

Medium: A project will rate medium if:

- It will moderately reduce emissions of greenhouse gases and other air pollutants, or will moderately reduce fine particulates from diesel exhaust (for example, a project that reduces VMT by shortening a vehicle trip, rather than eliminating a vehicle trip); and
- The air quality benefits will occur by 2025.

Low: A project will rate low if:

- It results in a low amount of emissions reductions; and
- The air quality benefits will occur after 2025.

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High = X 5 points
Medium = 3 points
Low = 2 points
0 = 0 points

COMMITTEE SCORE
(Max. score of 5)

OTHER APPLICATIONS

55. Please explain how the project addresses transportation issues or needs of two or more jurisdiction/agencies and/or has countywide impact and benefit.

Guidance: Projects resulting in physical construction must be built in multiple jurisdictions to acquire multiple points.

Please explain:

This project provides traffic flow improvements for not only the City of Lakewood, but also for Pierce Transit with providing transit signal priority. In addition, on South Tacoma Way and SR512, the ability for South Tacoma Way to provide better traffic flow, will improve the termini of SR512 at South Tacoma Way. Steilacoom Blvd is the major east-west corridor connection to Town of Steilacoom. South Tacoma Way is a major north-south corridor connection to City of Tacoma.

4 or more agencies affected 8 Points
2 or 3 agencies affected X 5 Points

COMMITTEE SCORE
(Max. score of 8)

56. Please explain how the project addresses transportation Safety.

Improved traffic flows through major high volume corridors will provide additional safety on the roads by reducing congestion and resulting collisions from poor (road rage type) driving decisions by frustrated drivers and fender benders from poor flowing traffic. Video surveillance will provide ability to observe real time traffic and respond to traffic flow and other safety concerns. Steilacoom Boulevard corridor was part of the City Safety Improvement Program (2012-2015) where participation was by invite only. Steilacoom Boulevard was included as part of this grant call due to high volume of accidents along the corridor. (see attached accident info).

COMMITTEE SCORE
(Max. score of 4)

57. Please explain how the project addresses security and mobility.

Mobility is improved for all through interconnected and synchronized signal system. This project is focused on Lakewood's highest volume corridors (Bridgeport Way 20,000 ADT; Steilacoom Blvd 19,000 to 36,000 ADT); So. Tacoma Way 25,000-36,000 ADT) and therefore improves mobility for the greatest number of vehicles. Video surveillance provides additional security through ability to observe real-time traffic and respond to traffic flow and safety concerns. Video feed is provided to Lakewood Police providing additional security measures for the traveling public and ability to respond to accidents. Video -- photo feeds will be able to be sent to the City's web site for the traveling public to make better travel decisions.

Transit mobility is also served through better traffic flow as Pierce Transit and South Sound Sound Transit buses all go through South Tacoma Way to start/end their routes. Transit also will benefit from reduced delays from transit signal priority added to Steilacoom Blvd.

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COMMITTEE SCORE _____
(Max. score of 4)

58. Please explain how the project addresses environment.

Improved traffic signal timing and coordination reduces delays and vehicle emissions. Ability to view real-time traffic allows ability to respond to traffic flow issues immediately. Ability to view and responds to emergencies can protect the environment by getting the best information available immediately (for example, an accident involving spilled fluids or freight with chemicals).

COMMITTEE SCORE _____
(Max. score of 4)

59. Please explain how the project addresses Transportation System Integration.

Fiber interconnect for shared information. Connection to WSDOT signals provides better traffic flow with ability to communicate between signals. Integration is very important for the local roadway network to be able to respond to increased traffic flows from incidents on adjacent facilities. For example, accidents along Interstate 5 produce additional traffic volumes on South Tacoma Way attempting to get around the accident. With the better communication, video feed, we can work in tandem with WSDOT to help alleviate some of the traffic flow.

Transportation system integration is also achieved through transit signal priority with improved traffic flow and transit flow and reliability.

COMMITTEE SCORE _____
(Max. score of 4)

60. Please explain how the project addresses preservation.

This project provides an upgraded communication system from the existing copper interconnect (where it exists) to fiber optic. Some of the copper communication system is over 30 years old and has been spliced together too many times; or is aging and has degraded in its ability to send/receive data effectively.

COMMITTEE SCORE _____
(Max. score of 4)

61. Please explain how the project addresses global competitiveness.

South Tacoma Way and Steilacoom Boulevard provide primary access to Lakewood Industrial Park which is a major county employer including warehousing supporting Port of Tacoma. The portion of the South Tacoma Way corridor from SR512 to 100th Street is a designated T-1 truck route due to heavy freight trucks directly serving Lakewood Industrial Park. The ability to improve traffic flow to and from this area with close access (with ¼ mile) to Interstate 5 and SR512 makes it a very desirable location for businesses serving Port of Tacoma.

COMMITTEE SCORE _____
(Max. score of 4)

62. Please explain how the project addresses productivity and efficiency.

Improved traffic flow reduces in reduced delays which saves time and money as related to commuters, freight, visitors moving through the community.

COMMITTEE SCORE _____
(Max. score of 4)

63. Please explain how the project addresses connectivity.

All of the routes to be improved with this project connect to adjacent jurisdictions and/or Interstate 5.

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Steilacoom Boulevard is the primary east-west corridor connecting I-5 to the Town of Steilacoom. South Tacoma Way parallels Interstate 5 and provides connectivity to Tacoma and Interstate 5 / SR 512. Bridgeport Way is the major north-south corridor connecting JBLM to Lakewood to University Place and SR16.

COMMITTEE SCORE _____
(Max. score of 4)

TOTAL SCORE FOR ALL SECTIONS _____

JURISDICTION APPROVAL.

I, the undersigned, affirm to the best of my knowledge:

- DLW (initial) The project information contained within this application is accurate.
- DLW (initial) The project is programmed and matching funds are available.
- DLW (initial) Agency acknowledges it must apply for listing in Regional TIP before June 1 of the selected obligation year.

BY: 
Approving Authority

TITLE: PUBLIC WORKS DIRECTOR

DATE: 4-29-14