

# PSRC's 2021 Transportation Alternatives Program Application

*NOTE: This application results document contains all of the questions present within the 2021 TAP Application, including those that may have been skipped in the online application due to input provided.*

## A. Application Type

### A1. TAP Project Category

Bicycle and Pedestrian Projects

## B. General Project Information

### B1. Project Title

Steilacoom Sidewalk, 87th to Farwest

### B2. RTP ID#

N/A

### B3. Sponsor

Lakewood

### B4. Co-Sponsor

### B5. Certification Acceptance?

Yes

### B6. CA Sponsor

## C. Project Contact Information

### C1. Name

Charles Hill

### C2. Phone

253.983.7771

### C3. Email

chill@cityoflakewood.us

## D. Project Description

**D1. Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.**

Install a 5' sidewalk on north side of Steilacoom Blvd. from 87th Ave SW to Farwest Drive closing a gap in the non-motorized path along Steilacoom Blvd. A minor road curve re-alignment to accommodate for an existing historic rock wall. ADA ramps will be installed at three side roads/Western State Hospital entrances.

**D2. Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?**

The north side of Steilacoom along Washington State Hospital frontage has no pedestrian path but there is curb/gutter and lighting. The south side of Steilacoom along this stretch is Fort Steilacoom Park which has a mixed use path the entire distance. Adding a sidewalk to the north side of the roadway will make this portion of Steilacoom Blvd a complete street and at the same time finish the last remaining section of sidewalk in the area. The city has three other projects that are currently underway in different phases to complete sidewalk

on Steilacoom from 87th east to Custer Road. Recent work completed by the Town of Steilacoom from Farwest Drive to Puyallup St. in Steilacoom makes this a completed corridor of 3.28 miles in length. Design of this project is funded with an anticipated completion date of 2022. This application is for construction funds only.

## E. Project Location

### E1. Location

Steilacoom Blvd., 87th Ave SW to Farwest Drive SW, Lakewood WA

### E2. County/Counties

Pierce

### E3a. Beginning Landmark

87th Ave SW

### E3b. Ending Landmark

Farwest Drive SW

### E4. Map and Graphics

[TAP - 87th to Farwest - Combined.pdf \(5.38 MB\)](#)

## F. Plan Consistency

### F1. Is the project specifically identified in a local comprehensive plan?

Yes

### F2. If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

City of Lakewood Transportation Improvement Plan, page 7, section 1, project number 302.0024; City of Lakewood Comprehensive Plan, section 4 Urban Design and Community Character and section 6 Transportation.

### F3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

## G. Federal Functional Classification

### G1. Federal Func. Class.

Urban Functional Classification (Over 5,000 population)

### G2. Rural Func.

### G3. Urban Func.

14 Principal Arterial

## H. Support for Centers

**H1. Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?**

The project is located in Lakewood's Center of Local importance (COLi), Fort Steilacoom Park. Steilacoom Blvd is one of four routes into the Town of Steilacoom by land and it is the largest east-west corridor in the area. Steilacoom Blvd is a Gateway into the City of Lakewood and it is identified as a Civic Boulevard in our Comprehensive Plan (section 4.3, see exhibit B).

**H2. Describe how the project supports existing and/or planned population/employment activity in the center and implements specific policies or projects identified for the center in an adopted plan.**

This project will support both the existing and future housing in this center by creating a walkable roadway corridor. The project will also provide access to shopping centers on the east end of the project and residential housing on the west end as well as a connection to the Town of Steilacoom. See exhibit H for future land uses.

**H3. Describe how the project helps the center develop in a manner consistent with the adopted policies and plans for the center. For example, implementing specific policies or projects identified for the center in an adopted plan.**

The project is consistent with our Transportation Goals outlined in our Comprehensive plan (goals T-9 and T-10, see exhibit G).

*NOTE: "I. Category-Specific Criteria" will only be filled out for the project category being applied to (question A1).*

## **I. Category-Specific Criteria: Bicycle and Pedestrian Projects**

**I1. Describe how the project extends or completes a regional or local bicycle and pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.**

This is the final piece of missing sidewalk along this corridor from the Town of Steilacoom to Custer Road. We have been coordinating with the Town of Steilacoom on this corridor for the last eight years. This has been identified as a backbone to non-motorized use in the area as we are currently working on completing the sidewalks on Farwest Drive via SRTS grant received 2021. City Council has accepted and is adopting a plan to bond for pedestrian connectivity projects around Lakewood and the first two that will be worked on are directly connected to the Steilacoom backbone; 1) Continued sidewalks from Steilacoom into the Town Center area "Ardmore/Whitman/93rd project" just east of the work that completes the sidewalk to Custer road. 2) A north/south route that will connect to Steilacoom on the north end and down to 104th on the south end "Hipkins Road project". Lakewood has also received a CDBG grant to continue a sidewalk off of Steilacoom to the north on "Phillips Road Sidewalk project" so that there is a connection to Steilacoom. See exhibit A.

**I2. Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.**

This project will remove the gravel "goat path" that shows there is a need for the sidewalk and install a concrete sidewalk that will provide safe access for all users of all ages and abilities.

**I3. Describe how the project addresses safety and security.**

The current un-official walking path is not accessible for all user groups. Paved sidewalks are inherently safer than gravel paths for all users. Students from Steilacoom High School and employees at Western State

Hospital have to cross busy Steilacoom Blvd twice in order to get to the shopping center east of 87th Ave SW. This new sidewalk will allow for direct access with only 87th Ave SW to cross.

**14. Describe the connections to other multimodal facilities the project provides. For example, high capacity or other transit stations, ferry terminals, etc.**

This corridor connects to the local transit station @ Lakewood Town Center via bus route 212 with a stop mid corridor.

**15. Describe how the project will project will benefit a variety of user groups, including commuters, residents, and/or commercial users.**

The surrounding area is a diverse community offering multi family, retail, medical, recreational and transit. There will be a benefit to multiple user groups as this will connect the west end residents to shopping centers on the east end and commuters can catch the bus. Workers at Western State Hospital can commute to work and high school students at Steilacoom HS and the students at Pierce College will be able to walk to the shopping center to the east and not have to drive. See exhibit J for demographic data.

**16. Describe how the project will benefit populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

Looking at the Washington State Department of Health (DOH) website, this area is very diverse in social economics (see Exhibit J) and this project would benefit groups identified by Environmental Justice orders. The DOH data for the area around the project has a high population living in poverty and a high percentage of older adults. It looks like a mix of population experiencing unemployment and having disabilities.

**17. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

Last segment of roadway without good safe usable sidewalk.

## **I. Category-Specific Criteria: Historic Resources Projects**

**11. Describe the current or former transportation use of the facility.**

**12. Describe the historic significance of the facility. This could include designation as a local, state or national landmark; listing as a contributing part of a local, state or National Register historic district; or a determination of eligibility for listing in the National Register.**

**13. Describe the planned use of the facility and the project's relationship to the transportation system.**

**14. Describe how the project is part of a larger historic preservation plan.**

**15. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

**16. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

**17. Describe the long-term preservation and/or maintenance plans for the facility.**

**18. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.**

## **I. Category-Specific Criteria: Environmental Projects**

**I1. Describe the relationship of the project to the transportation system.**

**I2. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

**I3. Describe how well the project goes over and above what is normally required.**

**I4. Describe the long-term maintenance plans for the project.**

**I5. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

**I6. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.**

## **J. PSRC Funding Request**

**J1. Has this project received PSRC funds previously?**

Yes

**J2. Please provide the project's PSRC TIP ID.**

LW-39 &amp; STE-8

**K. PSRC Funding Request (cont.)**

Phase	Year	Amount
Construction	2023	\$852025
		\$
		\$

**Total PSRC Funding Request:**

\$852025

**Total Estimated Project Cost and Schedule****L. Planning Phase**

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

**Total Planning Phase Cost:**

\$0

**Expected year of completion for this phase:****M. Preliminary Engineering/Design Phase**

Fund Type	Fund Source	Funding Status	Amount
Local		Secured	\$10463
Federal	CMAQ	Secured	\$67037
			\$
			\$
			\$

**Total Preliminary Engineering/Design Phase Cost:**

\$77500

**Expected year of completion for this phase:**

2022

**N. Right of Way Phase**

Fund Type	Fund Source	Funding Status	Amount
			\$

			\$
			\$
			\$
			\$

**Total Right of Way Phase Cost:**

\$0

**Expected year of completion for this phase:**

## O. Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Local		Reasonably Expected	\$132975
Federal	TAP(PSRC)	Unsecured	\$852025
			\$
			\$
			\$

**Total Construction Phase Cost:**

\$985000

**Expected year of completion for this phase:**

2023

## P. Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

**Total Other Phase Cost:**

\$0

**Expected year of completion for this phase:**

## Q. Project Summary

**Total Estimated Project Cost:**

\$1062500

**Estimated Project Completion Date (month and year):**

12/2023

## R. Financial Documentation

**R1. Please enter a description of your financial documentation in the text box below.**

The funds need for the current match will be requested via our annual budget (2023/2024), initiated June 2022 and Council approved in November 2022. As this is a priority project, we do not foresee any reason to not reasonably expect Council approval.

As for the funds for the design (STE-8), we did a pro-rated share of the original design costs since the original design scope was from Puyallup Street in the Town of Steilacoom to Phillips Road in Lakewood, a much longer project for that phase of work.

We did not include ROW costs as we have found that we do not have a need for ROW along this stretch of Steilacoom but when you look at LW-39 it was written to include this stretch and we couldn't change the limits after application.

**R2. Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.**

## Project Readiness

### S. Preliminary Engineering/Design

**S1. Are you requesting funds for ONLY a planning study or preliminary engineering?**

No

**S2. What is the actual or estimated start date for preliminary engineering/design?**

2016

**S3. Is preliminary engineering/design complete?**

No

**S3a. What was the date of completion (month and year)?**

**S4. Have preliminary plans been submitted to WSDOT for approval?**

No

**S3b. Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**

**S5. When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.**

2021

## T. Environmental Documentation



**T1. What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).**

Categorical Exclusion (CE)

**T2. Has NEPA documentation been approved?**

Yes

**T3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**

1/16/2019

## **U. Right of Way**

**U1. Will Right of Way be required for this project?**

No

**U2. What is the actual or estimated start date for right of way (month and year)?**

**U3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.**

**U4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.**

**U5. What is the zoning in the project area?**

**U6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**

**U7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**

**U7a. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**

**U8. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.**

## V. Construction

**V1. Are funds being requested for construction?**

Yes

**V2. Do you have an engineer's estimate?**

Yes

**V3. Please attach the engineer's estimate.**

[Cost Estimate 87th to Farwest.pdf \(193 KB\)](#)

**V4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.**

NEPA is already approved. We do not have any other environmental permits needed.

**V5. Are Plans, Specifications & Estimates (PS&E) approved?**

No

**V6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?**

06/2022

**V7. When is the project scheduled to go to ad (month and year)?**

02/2023

## W. Other Considerations

**W1. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**

Lakewood partnered with the Town of Steilacoom in the past and received design grant funds, STE-8. Since then the City has obtained grant funds and bond funds to complete the rest of the work on Steilacoom and this grant request is the last segment of this corridor to be completed.

**W2. Describe the public review process for the project and actions taken to involve stakeholders in the project's development.**

An Open House was held in March 2018 and a second public meeting was held in August 2018.

**W3. Please upload any relevant documents here, if they have not been uploaded previously in this application.**

## End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Kim Pearson at [kpearson@psrc.org](mailto:kpearson@psrc.org) to have it returned to you.

**Steilacoom Blvd - Farwest Dr to 87th Av**  
**Design Opinion of Cost**

Item No.	Item Description	Sec. No.	Approx. Quantity	Unit	Estimated Unit Price	Amount
1	Mobilization	1-09.7	1	LS	\$65,000.00	\$65,000.00
2	Minor Change	1-04.4	10,000	FA	\$1.00	\$10,000.00
3	Roadway Surveying	1-05.4	1	LS	\$13,000.00	\$13,000.00
4	SPCC Plan	1-07.15	1	LS	\$2,000.00	\$2,000.00
5	Project Temporary Traffic Control	1-10.5	1	LS	\$79,000.00	\$79,000.00
6	Pedestrian Traffic Control	1-10.5	1	LS	\$15,000.00	\$15,000.00
7	Clearing and Grubbing	2-01.5	1	LS	\$5,434.62	\$5,434.62
8	Removal of Structures and Obstructions	2-02.5	1	LS	\$10,000.00	\$10,000.00
9	Sawcutting	2-02.5	1,500	LF	\$4.00	\$6,000.00
10	Roadway Excavation Incl. Haul	2-03.5	1,010	CY	\$35.00	\$35,350.00
11	Trimming and Cleanup	2-11.5	1	LS	\$5,000.00	\$5,000.00
12	Crushed Surfacing Base Course	4-04.5	0	TN	\$35.00	\$0.00
13	Crushed Surfacing Top Course	4-04.5	451	TN	\$42.00	\$18,952.47
14	HMA Cl. 1/2", PG 64 -22	5-04.5	285	TN	\$130.00	\$37,049.42
15	HMA Cl. 1/2", PG 64 -22, Prelevel	5-04.5	50	TN	\$175.00	\$8,750.00
16	HMA for Approach Cl. 1/2", PG 64 -22	5-04.5	140	TN	\$220.00	\$30,800.00
17	Planing Bituminous Pavement	5-04.5	3,510	SY	\$8.00	\$28,080.00
18	Schedule A Storm Sewer Pipe, 12-In. Diam.	7-04.5	254	LF	\$50.00	\$12,700.00
19	Schedule A Storm Sewer Pipe, 18-In. Diam.	7-04.5	1,300	LF	\$70.00	\$91,000.00
20	Catch Basin Type 1	7-05.5	6	EA	\$1,350.00	\$8,100.00
21	Catch Basin Type 1P Down / Turned Elbow	7-05.5	0	EA	\$1,475.00	\$0.00
22	Catch Basin Type 2	7-05.5	8	EA	\$2,300.00	\$18,400.00
23	Adjust Manhole	7-05.5	2	EA	\$500.00	\$1,000.00
24	Utility Potholing	7-08.5	14	EA	\$350.00	\$4,900.00
25	Utility Conflict Resolution	7-08.5	20,000	FA	\$1.00	\$20,000.00
26	Water Quality Treatment Gallery	7-20.5	0	LF	\$80.00	\$0.00
27	Temporary Erosion Sediment Control	8-01.5	5,000	FA	\$1.00	\$5,000.00
28	Seeding and Fertilizing	8-01.5	0.03	Acre	\$5,000.00	\$150.00
29	Topsoil Type A	8-02.5	10	CY	\$35.00	\$350.00
30	Bark Mulch	8-02.5	320	CY	\$30.00	\$9,600.00
31	Cement Concrete Traffic Curb and Gutter	8-04.5	1,150	LF	\$22.00	\$25,300.00
32	Cement Concrete Driveway Entrance Type 1	8-06.5	0	SY	\$40.00	\$0.00
33	Survey Monument	8-13.5	1	EA	\$1,500.00	\$1,500.00
34	Cement Concrete Sidewalk	8-14.5	2,920	SY	\$34.00	\$99,280.00
35	Cement Concrete Sidewalk Ramp Type 2	8-14.5	4	EA	\$1,475.00	\$5,900.00
36	Signal System Complete	8-20.5	0	LS	\$450,000.00	\$0.00
37	Spare Conduit	8-20.5	1	LS	\$35,000.00	\$35,000.00
38	Illumination	8-20.5	1	LS	\$0.00	\$0.00
39	Permanent Signing	8-21.5	1	LS	\$15,600.00	\$15,600.00
40	Profiled Plastic Line	8-22.5	1,540	LF	\$5.00	\$7,700.00
41	Plastic Traffic Arrow	8-22.5	0	EA	\$125.00	\$0.00
42	Plastic Wide Lane Line	8-22.5	0	LF	\$4.00	\$0.00
43	Plastic Stop Bar	8-22.5	0	LF	\$22.00	\$0.00
44	Plastic Crosswalk Line	8-22.5	0	SF	\$6.00	\$0.00
Construction Contract						\$740,000.00
Indeterminantes (10%)						\$74,000.00
Design (0%)						\$0.00
Const. Eng. (10%)						\$81,400.00
Project Contingency (10%)						\$89,540.00
ROW						\$0.00
<b>Total</b>						<b>\$984,940.00</b>

**SWM Costs (Construction)**

Direct Storm      \$130,200.00

December 01, 2021

*PUGET SOUND*

*CHAMBERS*

## Chambers Creek Canyon Park

*Oakbrook Golf  
& Country Club*

**CDBG**

*South Puget Sound  
Wildlife Area*

*DOWER  
ELEMENTARY  
SCHOOL*

**FIRWOOD  
SECONDARY  
SCHOOL**

OAK GROVE  
ELEMENTARY  
SCHOOL

NDTLOF  
MIDDLE  
SCHOOL

CUSTER  
ELEMENTARY  
SCHOOL

*STEILACOOM  
HIGH SCHOOL*

WESTERN STATE HOSPITAL

HOSPITAL

STEILACOOM BLVD SW

88TH ST SW

STEILACOOM BLVD SW

TOWN OF  
STEILACOOM

**SRTS**

WAUGHOP

**CITY OF  
LAKEWOOD**

LAKE  
STEILACOOM

TBD






CHERRYDALE  
ELEMENTARY  
SCHOOL

MAKES HIGH SCHOOL 

*LAKE LOUISE*

ANGLE LN SW

104TH ST SW

 COMPLETED PROJECT Sidewalk  
 PROPOSED PROJECT Sidewalk  
 TO BE COMPLETED (2022) PROJECT Sidewalk  
 TO BE COMPLETED (2023) PROJECT Sidewalk\*  
 Lakewood City Limit

\* Community Development Block Grant  
Safe Routes To School  
Transportation Benefit District

*City of Lakewood Public Works*  
Steilacoom Blvd - Farwest Dr to 87th Ave Sidewalk

This product was prepared with care by City of Lakewood GIS. City of Lakewood expressly disclaims any liability for any inaccuracies which may yet be present. This is not a survey. Datasets were collected at different accuracy levels by various sources. Data on this map may be shown at scales larger than its original compilation. Call 253-589-2489 for further information.

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External Gateways	To create a positive sense of entry into the city, as well as providing way-finding and orientation functions.	Significant landscaping, way-finding and orientation devices, public art, special pavements, street furnishings. Larger scale, greater emphasis on vehicular experience than with internal gateways.
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**Civic Boulevards:** These are the key vehicular routes people use to travel through or to districts and neighborhoods. These road corridors should be a priority for improvements to vehicular and pedestrian functioning and safety, and for general streetscape improvements such as street trees, street lighting, landscaping, signage and pedestrian sidewalks, building orientation, and the location of on-street parking. They have been identified as civic boulevards due to the prominent role they play in carrying people into the city and therefore creating an image of the city. The urban design framework plan identifies the following arterials as civic boulevards: the full length of Bridgeport Way, Gravelly Lake Drive from Nyanza Boulevard to Steilacoom Boulevard, 100th Street from South Tacoma Way to Gravelly Lake Drive, and the entirety of S. Tacoma Way and Pacific Highway Southwest, the entire length of Steilacoom Blvd., Veterans Drive from Vernon Ave. to Gravelly Lake Drive, Washington Blvd. from Military Road to Gravelly Lake Drive, and Military Road from 107th Ave. to Washington Blvd, as well as N. Thorne Lane and Union Avenue in Tillicum (Table 4.2).

**Table 4.2: Civic Boulevards.**

Civic Boulevards	Locations
Bridgeport Way	Full length
Gravelly Lake Drive 100th Street	from Nyanza Boulevard to Steilacoom Boulevard from South Tacoma Way to Gravelly Lake Drive See also Downtown Plan for street sections
S. Tacoma Way/ Pacific Hwy SW	All (except So. Tac. Way extension)
N. Thorne Lane	from I-5 to Union Avenue
Union Avenue	from N. Thorne Lane to Berkeley Street
Veterans Drive	Vernon Ave SW to Gravelly Lake Drive
Steilacoom Blvd SW	South Tacoma Way to Far West Drive
Washington Blvd.	Military Road to Gravelly Lake Drive
Military Road	107th Avenue to Washington Blvd.

**Key Pedestrian Streets or Trails (“Green Streets”):** This term identifies streets that function as preferred pedestrian routes between nodes of activity, trails that link open space areas, or streets with a distinctive pedestrian oriented character, such as a shopping street. Key pedestrian streets should have wide sidewalks; streetscape features such as street trees, benches, way-finding signage, and pedestrian-oriented street lighting; and safe street crossings. The framework plan identifies pedestrian-friendly green streets in several areas including the Downtown where they are important to create a downtown atmosphere. Lastly, Lakewood’s Legacy Parks Plan identifies a system of off-street trails to be developed that link the city’s major open spaces.

**Table 4.3: Key Pedestrian Routes**

Green Streets	Neighborhood	Extents
83rd Ave.	Oakbrook	Steilacoom Blvd. to Garnett
Onyx Drive	Oakbrook	Oakbrook Park to 87th Ave.
Phillips Road	Oakbrook	Steilacoom Blvd. to 81st St.
87th Ave SW	Oakbrook	Onyx Drive to Fort Steilacoom Park
Hipkins Road		104th to Steilacoom Blvd.
Green Street Loop with Arterial and Local Streets in Downtown	Downtown	See Downtown Plan for extent and street sections

Green Streets	Neighborhood	Extents
72nd Ave.	Lakewood Center	Steilacoom Blvd. to Waverly Dr.
Waverly Drive	Lakewood Center	72nd Ave. to Hill Grove Lane
Hill Grove Lane	Lakewood Center	Waverly Drive to Mt. Tacoma Dr.
Mt. Tahoma Drive	Lakewood Center	Dekoven to Bridgeport Way
108th Street	Lakeview	Pacific Hwy. to Davisson Road
Kendrick Street	Lakeview	Entire length
San Francisco Ave.	Springbrook	Bridgeport Way to 49th Ave.
49th Ave.	Springbrook	San Francisco Ave. to 127th St.
127th St.	Springbrook	49th Ave. to 47th Ave.
Bridgeport Way	Springbrook	123rd St. to McChord Gate
123rd St.	Springbrook	Entire length
47th Ave.	Springbrook	From Pacific Hwy. SW to 127th St.
Washington Ave.	Tillicum	W. Thorne Lane to N. Thorne Lane
Maple Street	Tillicum	Entire length
Custer Road	Flett	Bridgeport Way to Lakewood Dr.

**Gateways:** Gateways are the major access points and entrances to a city. They contribute to the public's mental image of a city and provide people with clues to wayfinding and orientation. This function can be strengthened by making them more memorable and identifiable through special design features such as landscaping, signage, lighting, paving patterns, and architectural treatment. A summary of proposed internal and external gateways is identified in Table 4.4. Most external gateways in the plan are along I-5, with several located at the city's northern and western boundaries. Three internal gateways are recognized in the area of the Downtown: the intersections of 100th Street and Lakewood Boulevard at Bridgeport Way; 100th Street at Gravelly Lake Boulevard; and most importantly, Gravelly Lake Boulevard at Bridgeport Way.

**Table 4.4: Gateways.**

Internal Gateways	Locations
Gravelly Lake Drive	At Bridgeport Way
Intersections of 100 <sup>th</sup> Street and Lakewood Blvd	At Bridgeport Way
100 <sup>th</sup> Street	At Gravelly Lake Drive
External Gateways	
Union Ave	Fort Lewis Gate
Union Ave	Thorne Lane
Bridgeport Way	Pacific Highway SW
South Tacoma Way/ Pacific Highway SW	SR 512 Interchange
84 <sup>th</sup> Street	I-5 Interchange
Bridgeport Way	Leach Creek (University Place border)
Steilacoom Blvd.	Town of Steilacoom border
South Tacoma Way	80th Street (Tacoma border)
Nyanza Boulevard	I-5 Interchange

## 4.4 Citywide Urban Design Framework Plan

With incorporation, Lakewood inherited an established system of transportation and open space networks. With improvement, they can help fulfill the citizens' desire for a better regional image, more attractive gateways into the city, better pedestrian and bicycle accommodations, and better access to natural and recreation areas. A citywide urban design framework plan illustrating these design components is shown in Figure 4.1. This framework plan focuses on the following main elements.

Landmarks: Landmarks are reference points in or outside the city. They help orient people and create the city's identity. Lakewood landmarks identified in this plan include:

- Colonial Center
- Flett House
- Boatman-Ainsworth House
- Settlers Cemetery
- Fort Steilacoom
- Thornewood Manor House
- Colonial Plaza
- Lakewood Mall
- Lakewood Gardens
- Lake Steilacoom Bridge
- City Hall
- Lakewood Station

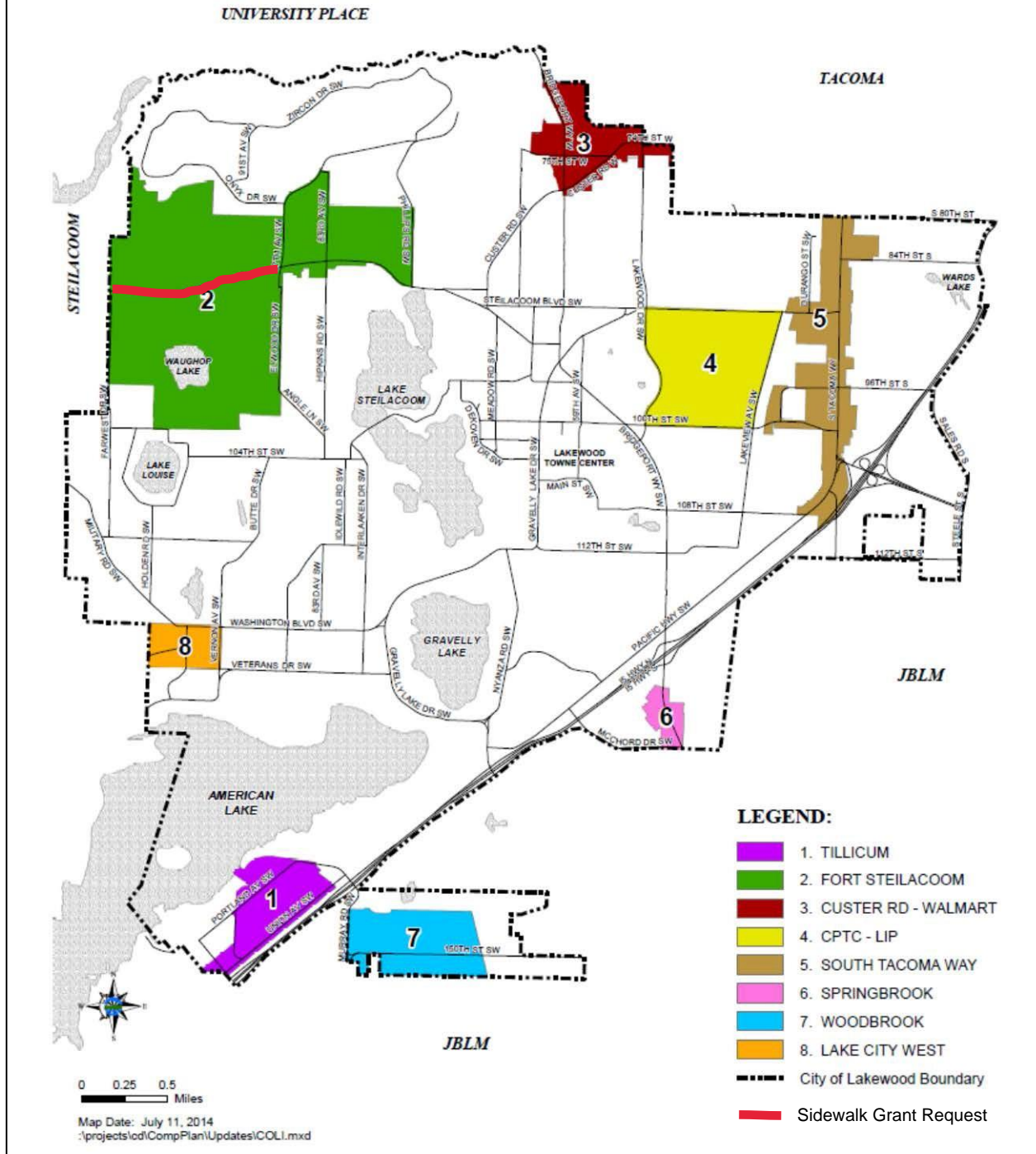
Although they have no official protected status at this time, landmarks serve as important catalysts for neighborhood building. The plan also shows the opportunity to create several new landmarks with the recent adoption of the Downtown and Lakewood Station District Subarea Plans.

Activity Nodes: Activity nodes are key destinations that attract human activity such as employment, shopping, civic functions, and public open spaces such as parks. These areas are usually memorable places in the minds of residents. No attempt was made to identify activity nodes in the framework plan, as they are widespread and varied in nature. However, among the most prominent are the three identified as urban design focus areas (the Central Business District, Lakewood Station, and Tillicum) which are shown on Figure 4.1, and discussed in depth in Section 4.5. Activity nodes should be distributed to provide residents with access to personal services and groceries within reasonable walking/biking distance in their own neighborhoods.

Open Space/Parks/Landscape Buffers: Open spaces, parks, and landscaped buffers contribute to a city's image, provide a public amenity, and offer visual relief from the built environment. Major open spaces such as Seeley Lake, the Flett Wetlands, or the beach park at Harry Todd Park in Tillicum are existing open space areas that contribute to the quality of Lakewood's urban environment. New open space amenities should be developed as part of new commercial development and public facilities to add to the network of parks and open spaces within the city. These may be small pocket parks, civic plazas, green corridors, buffers, or habitat restoration.

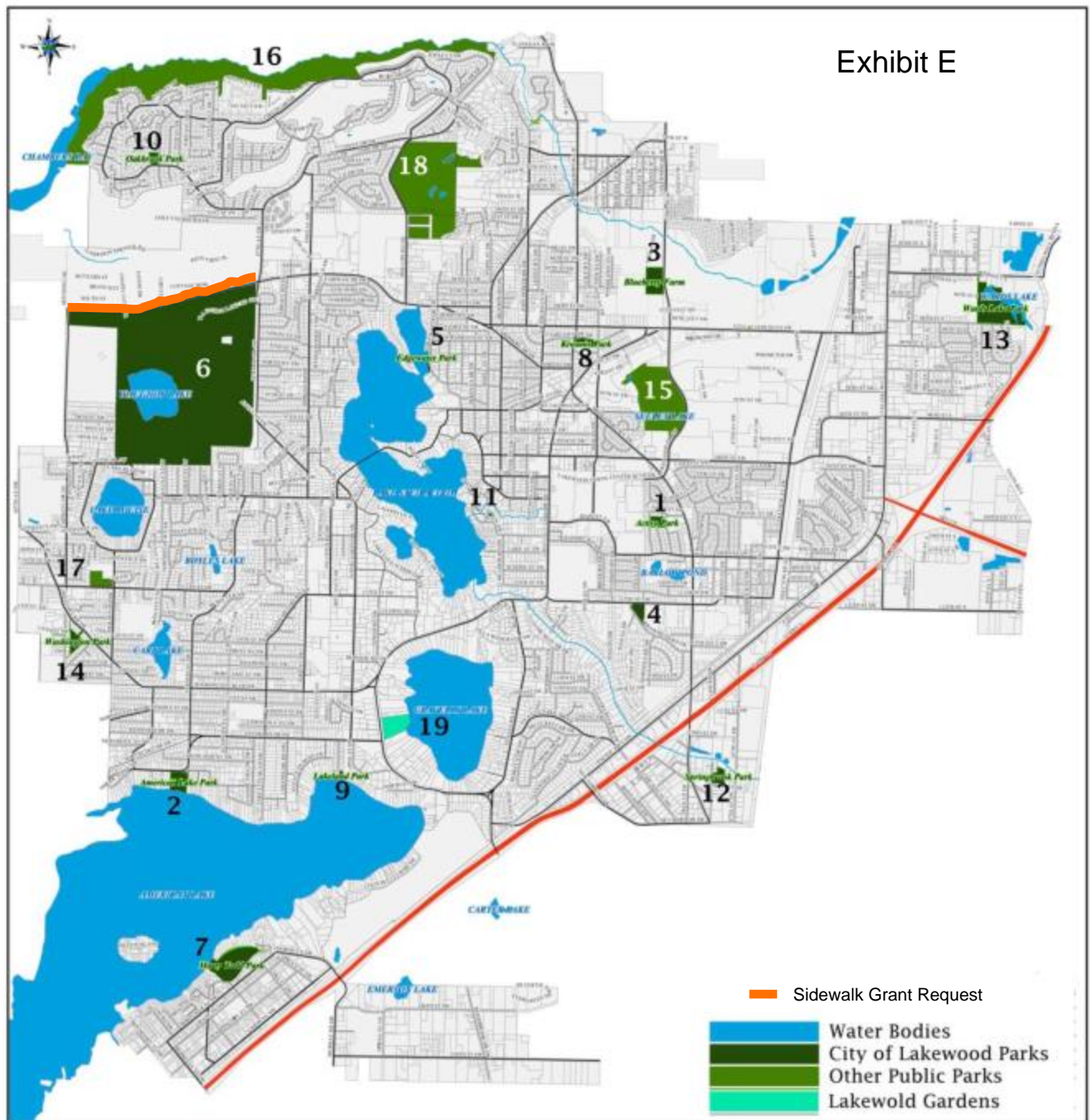


Citywide Center of Local Importance (COLI)



**Figure 2.3**  
**City-Wide CoLI**





### Public parks

#### City of Lakewood

- 1 Active Park
- 2 American Lake Park
- 3 Blueberry Park
- 4 Community Garden
- 5 Edgewater Park
- 6 Fort Steilacoom Park
- 7 Harry Todd Park

- 8 Kiwanis Park
- 9 Lakeland Park
- 10 Oakbrook Park
- 11 Primley Park
- 12 Springbrook Park
- 13 Wards Lake Park
- 14 Washington Park

#### Pierce County

- 15 Seeley Lake Park
  - 16 Chambers Creek Regional Park
- Other public parks
- 17 Lake Louise School Park
  - 18 S Puget Sound Urban Wildlife Area
  - 19 Lakewold Gardens

Figure 3.5



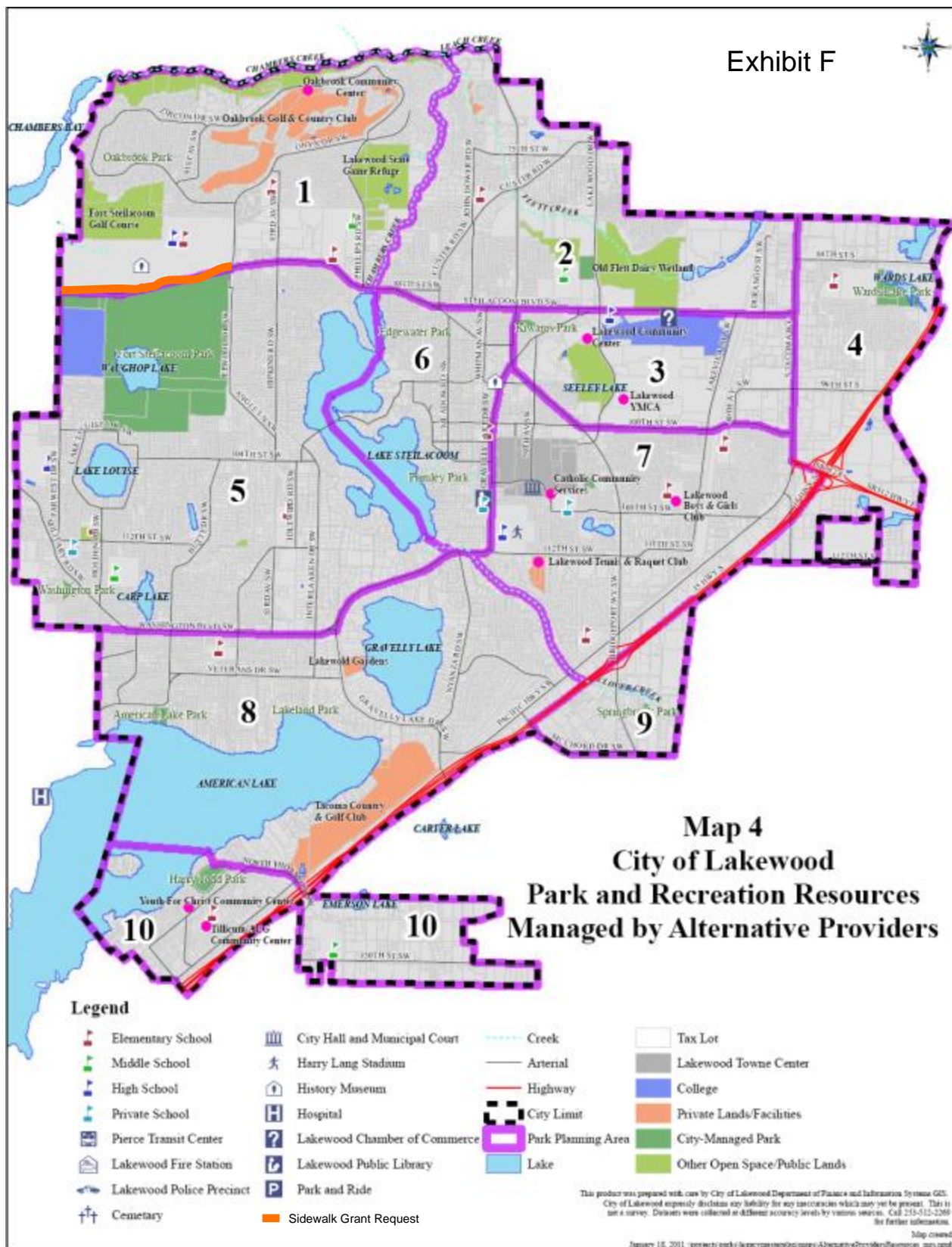


Figure 3.6

## Comprehensive Plan Transportation Goal Excerpt

- T-4.3: Provide for full access to parcels abutting local residential streets, except where adequate alley access exists to individual lots.
- T-4.4: Discourage abandonment of alleys.
- T-4.5: Work with adjacent jurisdictions to establish consistent access limitations to arterials and highways of regional transportation importance.
- T-4.6: Ensure emergency responders have efficient access to public and private properties.

**GOAL T-5:** Manage traffic to minimize its impact on neighborhoods, mobility, and enterprise.

Policies:

- T-5.1: Maintain optimal traffic signal timing and synchronization along arterials and other principal transportation routes to ensure smooth traffic flow as well as pedestrian safety at crossings.
- T-5.2: Prior to any street reclassifications, conduct an analysis of existing street configurations, land uses, subdivision patterns, location(s) of structure(s), impact on neighborhoods, and transportation network needs.
- T-5.3: Upgrading residential streets to collector and arterial classifications will be discouraged and will occur only when a significant community-wide need can be identified.

**GOAL T-6:** Reduce the impact of freight routing on residential and other sensitive land uses.

Policies:

- T-6.1: Designate truck routes for freight.
- T-6.2: Require new development and redevelopment to provide for freight loading and unloading on-site or in designated service alleys rather than in the public ROWs.

**GOAL T-7:** Sustain and protect the City's investment in the existing transportation network.

Policies:

- T-7.1: Maintain streets at the lowest life cycle cost (the optimum level of street preservation required to protect the surfaces).
- T-7.2: Maintain sidewalks to ensure continuous and safe connections.
- T-7.3: Ensure predictable sources of income to maintain the transportation system.

**GOAL T-8:** Minimize visual and noise impacts of roadways on adjacent properties and other users.

Policies:

- T-8.1: Create and apply standards for planting strips, including street trees, between road edges and sidewalks to be applied to various road classifications.
- T-8.2: Create and apply standards for landscaped islands and medians to break up linear expanses.

**GOAL T-9:** Provide a balanced, multimodal transportation system that supports the safe and efficient movement of people and goods.

**Policies:**

- T-9.1:** Provide for the needs of drivers, public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in the planning, programming, design, construction, reconstruction, operations, and maintenance of the City's transportation system.
- T-9.2:** Minimize the negative impacts of transportation improvement projects on low-income, minority, and special needs populations.
- T-9.3:** Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

**GOAL T-10:** Ensure Lakewood's transportation system is designed to enable comprehensive, integrated, safe access for all users of all ages and abilities including pedestrians, bicyclists, motorists, transit riders and operators, and truck operators.

**Policies:**

- T-10.1:** The Lakewood Engineering Design Standards is the primary vehicle for executing the Complete Streets Objective and should include standards for each roadway classification to guide implementation.
- T-10.2:** Context and flexibility in balancing user needs shall be considered in the design of all projects and if necessary, a deviation from the Lakewood Engineering Design Standards may be granted to ensure the Complete Streets Objective and supporting policies are achieved.

### 6.3 Transportation Demand and Systems Management

Transportation demand management (TDM) techniques include various mechanisms intended to influence people's choices about how they get from one place to another, with the goal of reducing vehicular travel demand on the road network, which subsequently reduces pollution and greenhouse gas emissions. Within Washington State, there is a statewide commute trip reduction (CTR) program that was initiated in 1991 to work with and assist employers in instituting TDM programs for their employees. These programs include measures such as parking management (making parking more difficult or expensive to obtain) ridesharing, telecommuting, and alternative work schedules. In addition, local governments can establish land-use regulations that foster the use of bike/pedestrian and transit modes.

Transportation systems management (TSM) refers to strategies that improve facility operations, traffic flow, or safety without adding lanes to increase capacity. TSM strategies are generally lower-cost improvements that do not typically involve major construction of new or expanded capital facilities.

**GOAL T-10:** Minimize the growth of traffic congestion to meet state, regional, and local environment and sustainability goals.

**Policies:**

- T-10.1:** Require TDM improvements serving pedestrians, bicyclists, and transit riders as impact mitigation for new development.
- T-10.2:** Where practical, retrofit existing streets to link neighborhoods and disperse neighborhood access to services.
- T-10.3:** Interconnect traffic signals to provide green light progressions through high-volume corridors



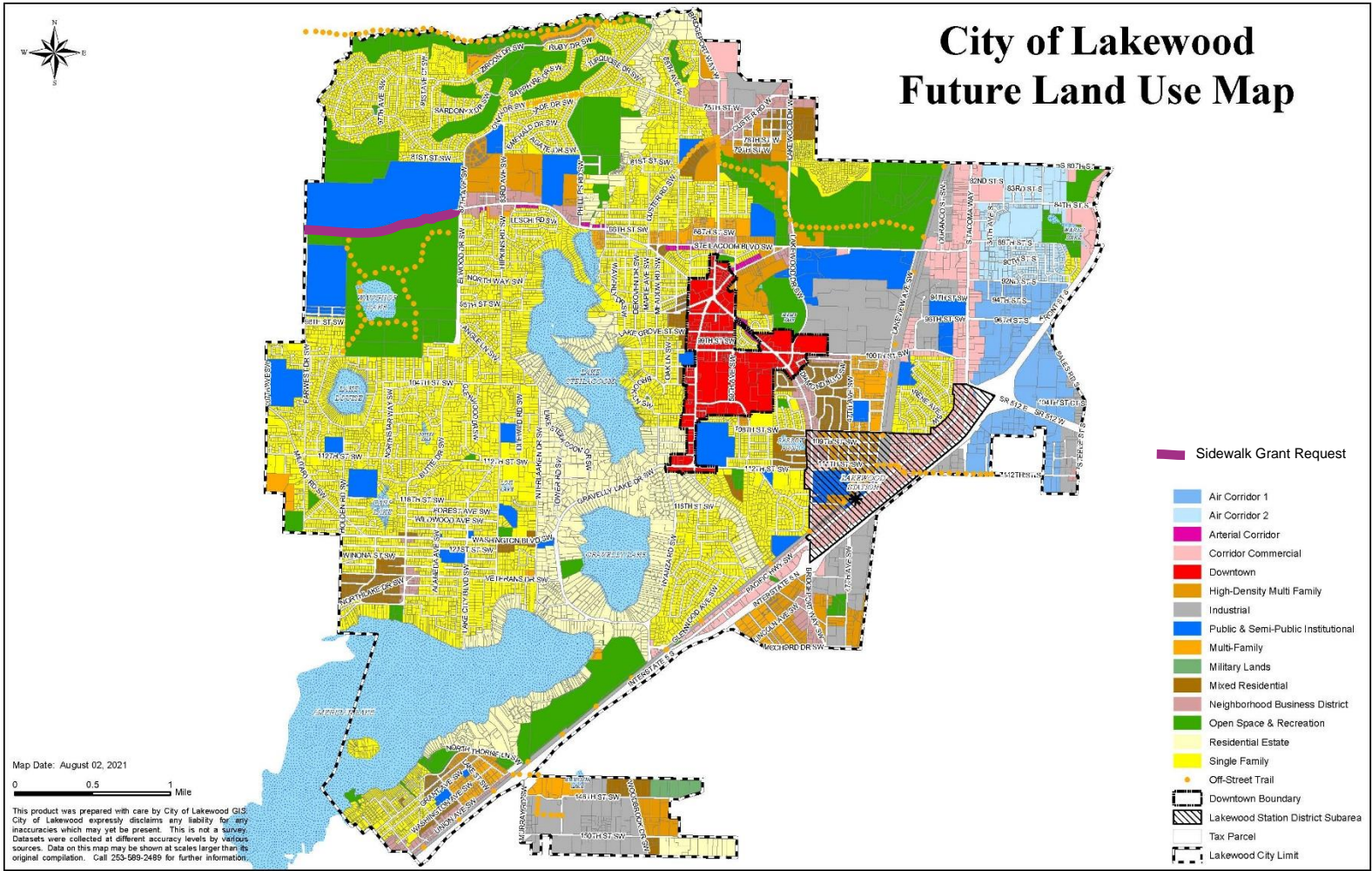


Figure 2.1 Future Land Use Map

Exhibit I

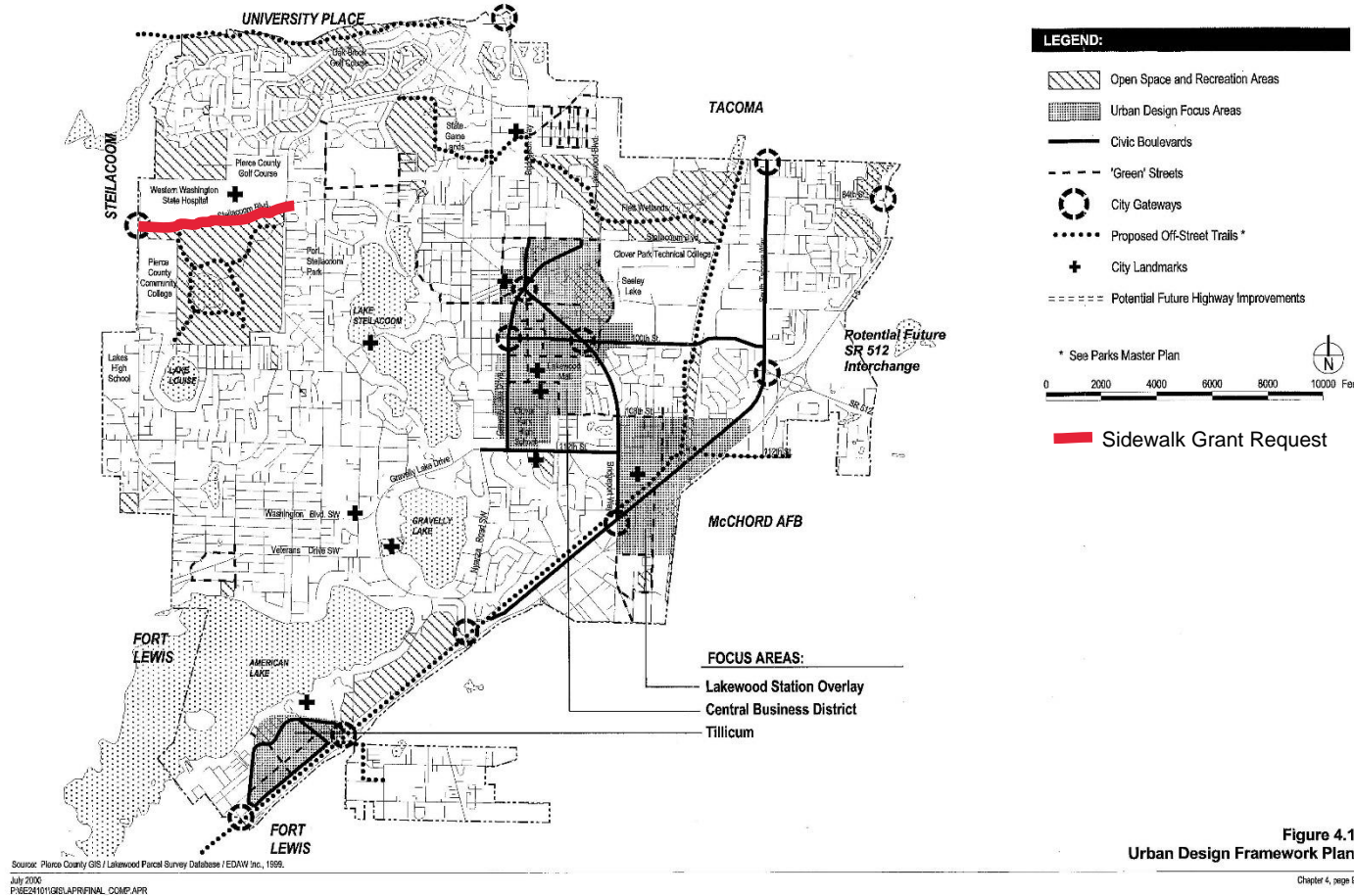
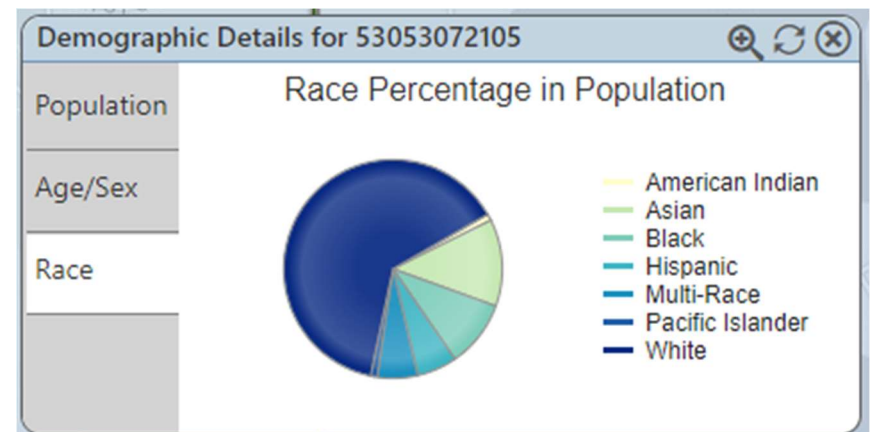
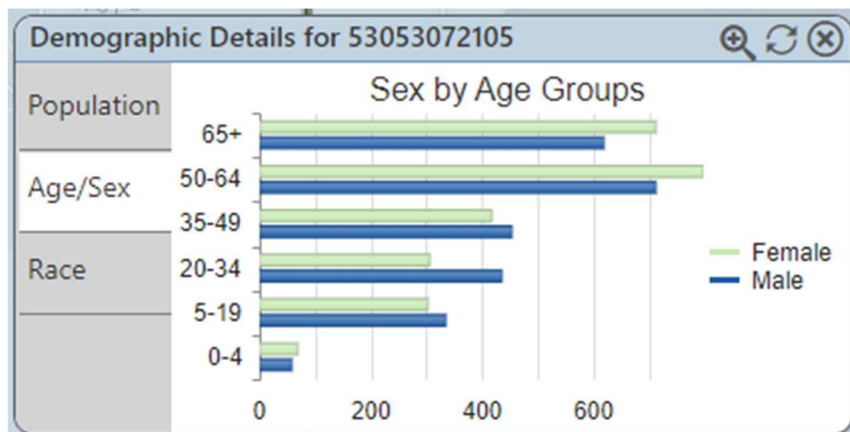
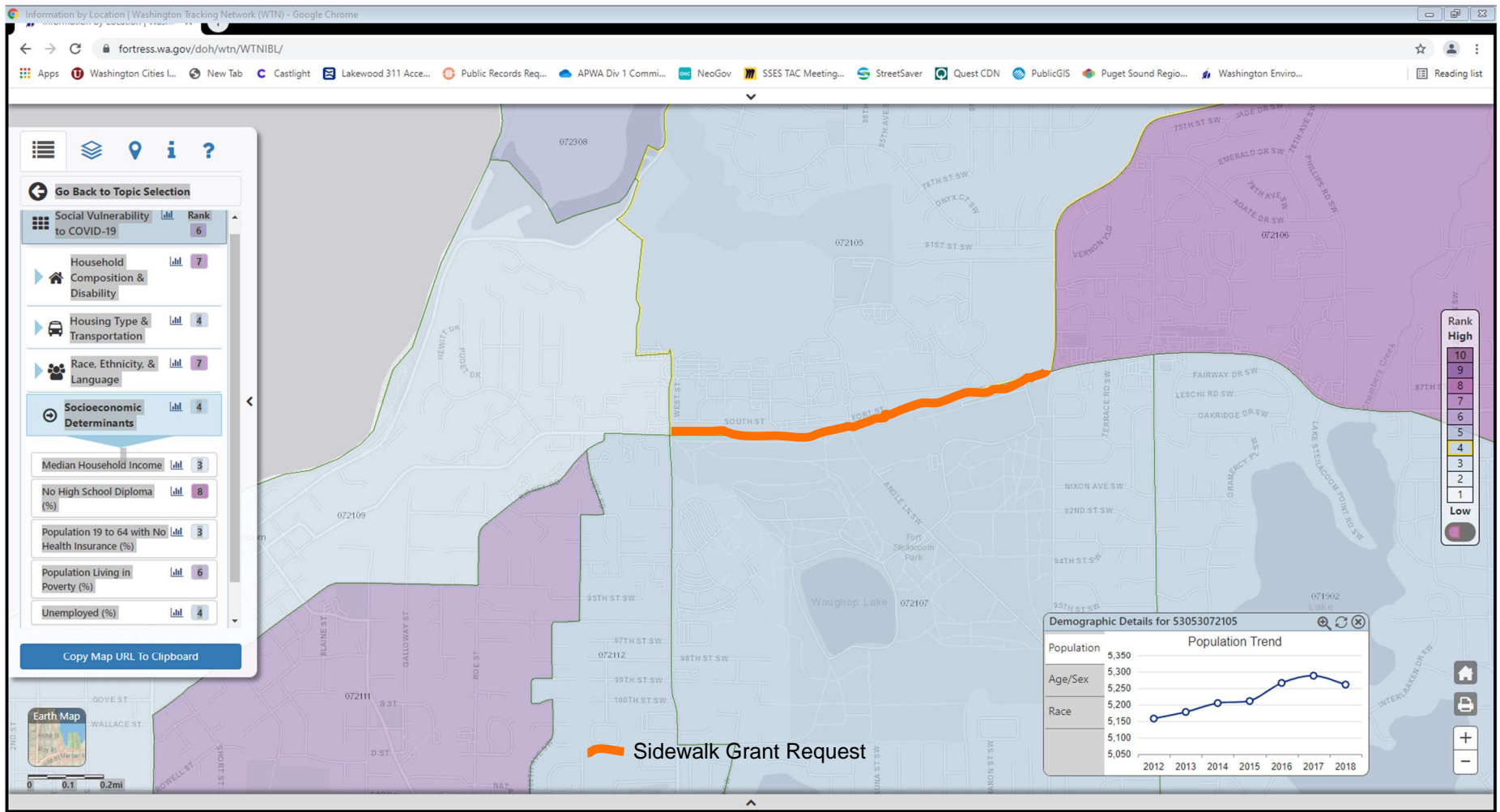
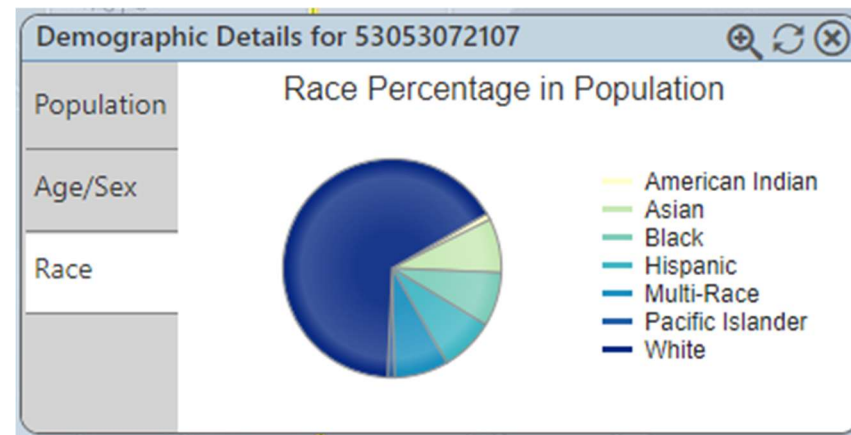


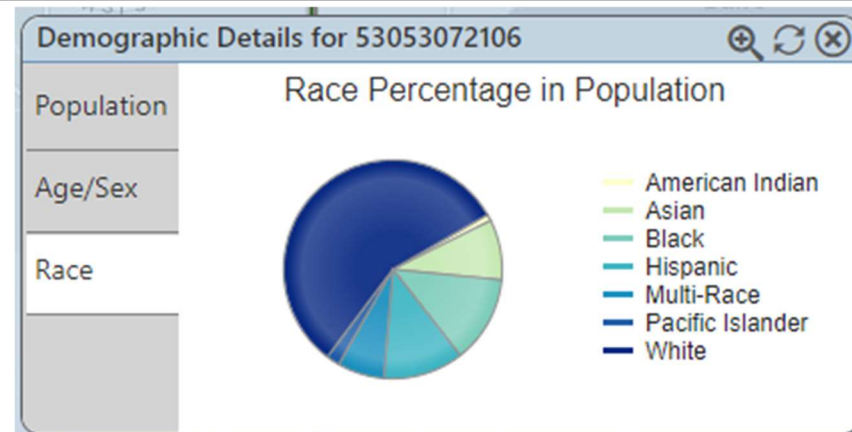
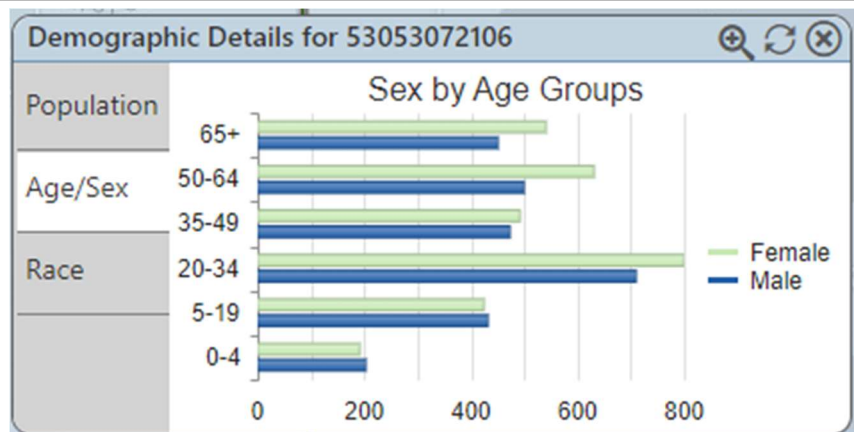
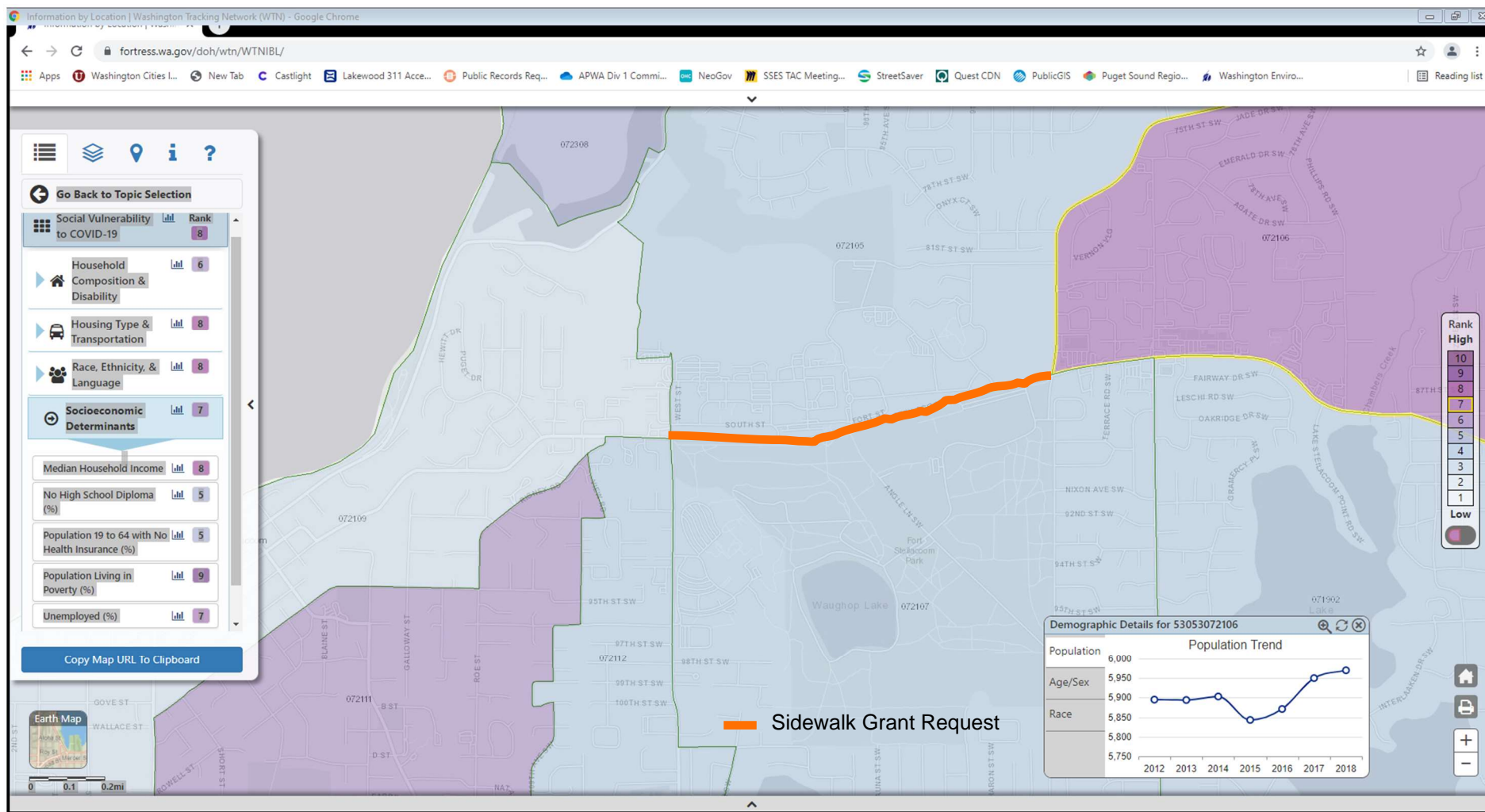
Figure 4.1  
Urban Design Framework Plan

Figure 4.1













To: Mayor and City Councilmembers  
 From: Tho Kraus, Deputy City Manager  
 Through: John J. Caulfield, City Manager  
 Date: October 25, 2021  
 Subject: Transportation Capital Project Financing Strategy

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This document shows the current funding strategy and what projects Lakewood already has in the works with other funding sources. It also identifies the project that we are requesting grant funds for as a project of importance. Final adoption of an ordinance for the City Bonding will be going to Council in December 2021 with work to begin on the identified projects as listed on page 3 as scheduled.

## BACKGROUND

As requested by the City Council, the proposed TBD bond funded capital projects was presented to the City Council on August 9, 2021. The intent of the discussion was to establish a City Council approved priority list of projects for the City to pursue over the next 5-10 years. The City Council agreed on the top 17 transportation projects and requested a follow-up discussion on the financing strategy. This memo provides the City Council with the proposed financing plan.

Below is a history of past discussions.

- September 2019. The City Council reviewed financing options and recommendations for funding transportation improvement projects at their September 28, 2019 retreat. There were four potential financing options included: leveraging Transportation Benefit District vehicle license fees; property tax levy Lid Lift; property tax excess levy; and business and occupation tax. Detailed information on each option was provided in this packet.
- October 2020. In November 2019, voters approved I-976 (known as the “\$30 car tab initiative”) effective December 5, 2019. The initiative made significant changes to many other aspects of the State’s transportation system, including repeal of the authority for transportation benefit districts to impose fees.

On October 15, 2020, the Washington State Supreme Court ruled on the constitutionality of I-976 and struck down the initiative because it contained multiple subjects and a misleading ballot title.

The 2021-2022 biennial budget outlines several options for City Council consideration now that the Washington State Supreme Court has ruled on I-976:

Option 1: Rescind the \$20 vehicle license fee in Lakewood;

Option 2: Move forward using the monies collected by the \$20 vehicle licensing fee to continue investing in transportation infrastructure projects in Lakewood via pay-as-you-go; or

Option 3: Use the \$20 vehicle license fee to leverage the issuance of bonds in support of transportation projects totaling approximately \$11.3 million. These bonds would then be repaid over a period of 20 years. This option was presented to the Lakewood City Council at its September 28, 2019 retreat.

In advance of this, as part of the 2021/2022 adopted biennial budget, the estimated 2020 TBD \$20 vehicle license fees was allocated as follows: \$380,000 to the 2022 chip seal program; \$260,000 to the minor capital/major maintenance/pavement patching program; and \$195,000 to swap out REET funds for the JBLM North Access Project Phase I (Gravelly Lake Drive between Washington Blvd and Nyanza) since that project is eligible for these funds and was previously funded with this revenue source. This provides greater flexibility since REET can be used for a number of other potential park or transportation improvement projects.

The 2021/2022 adopted budget also recommended that the City Council review and consider these three option in February 2021, when the City is expected to know the outcome of most of most outstanding grant applications that in turn will provide for additional options on how to best leverage the vehicle license fee. Though Option 1, rescinding the \$20 vehicle license fee, can occur at any time; the same is true of Option 2, the full pay-as-you-go option.

- February 2021. An update on Lakewood's Transportation Benefit District was provided to the City Council on February 22, 2021. This update included detailed information on proposed TBD funded projects and financing options related to the TBD vehicle license fee as follows: 1) Rescind the \$20 vehicle license fee in Lakewood; 2) Move forward using the monies collected by the \$20 vehicle licensing fee to continue investing in transportation infrastructure projects in Lakewood via pay-as-you-go; or 3) Use the \$20 vehicle license fee to leverage the issuance of bonds in support of transportation projects totaling approximately \$11.3 million. Option 3 was recommended to the City Council with bonds to be repaid over 20 years. Following the discussion, the City Council requested an additional study session to review and discuss projects proposed to be funded with TBD bonds. The complete memo can be found by following the link below:  
<https://cityoflakewood.us/wp-content/uploads/2021/02/2021-02-22-Council-Agenda.pdf>
- August 2021. The proposed TBD bond funded capital projects was presented to the City Council on August 9, 2021. The intent of the discussion was to establish a City Council approved priority list of projects for the City to pursue over the next 5-10 years. The City Council agreed on the top 17 transportation projects and requested a follow-up discussion on the financing strategy. The complete memo can be found by following the link below:  
<https://cityoflakewood.us/wp-content/uploads/2021/08/2021-08-09-Council-Agenda.pdf>

## RECOMMENDED FINANCING STRATEGY & PROPOSED TBD FUNDED PROJECTS

The recommended financing strategy is to use the \$20 vehicle license fee to leverage the issuance of bonds in support of transportation projects totaling approximately \$11.6 million. These bonds would then be repaid over a period of 20 years. Estimated annual debt service based is \$835,000.

Per the City's Bond Counsel: If a tax is authorized to be levied at the time and is specifically pledged to the repayment of debt, if an initiative or legislation subsequently repeals the tax the City can still continue to levy the tax while the debt is outstanding. The City may have to get a court to authorize it, but under Washington law the court should be willing to authorize the continued levying of the tax.

The following table lists seven (7) transportation projects in priority order, totaling \$18,325,000 that are recommended as the next round of projects to be financed primarily using the vehicle license fee.

Exhibit A provides detailed information on the proposed TBD Bond projects.

Sources & Uses							
Proposed TBD Funded Projects							
City Funded Projects (in priority order)		2022	2023	2024	2025	2026	Total
TBD \$20 Vehicle License Fee (year-end estimate rounded to nearest \$1,000)		\$ 1,718,000	\$ -	\$ -	\$ -	\$ -	\$ 1,718,000
Real Estate Excise Tax (year-end estimate rounded to nearest \$1,000)		2,690,000	-	-	-	-	2,690,000
Real Estate Excise Tax (Increase revenue estimates to \$2,000,000 per year)		-	242,000	242,000	-	-	484,000
Surface Water Management (estimated 10% of project cost)		71,000	640,000	155,000	611,000	356,000	1,833,000
General Obligation Bonds		-	2,000,000	9,600,000	-	-	11,600,000
Map ID	Total Sources	4,479,000	2,882,000	9,997,000	611,000	356,000	18,325,000
3	302.0076 Nyanza Rd SW	-	-	450,000	4,000,000	-	4,450,000
	Design	-	-	450,000	-	-	450,000
	Construction	-	-	-	4,000,000	-	4,000,000
17	302.0075 Mt Tacoma Dr SW (Interlaaken to Whitman Ave SW)	-	-	-	395,000	3,555,000	3,950,000
	Design	-	-	-	395,000	-	395,000
	Construction	-	-	-	-	3,555,000	3,555,000
10	302.0142/0153/0162 Ardmore/Whitman/93rd St	348,000	3,027,000	-	-	-	3,375,000
	Design	348,000	-	-	-	-	348,000
	Construction	-	3,027,000	-	-	-	3,027,000
13	302.0083 Hipkins Rd SW from Steilacoom Blvd to 104th St SW	364,000	3,276,000	-	-	-	3,640,000
	Design	364,000	-	-	-	-	364,000
	Construction	-	3,276,000	-	-	-	3,276,000
159	302.0159 Idlewild Rd SW: Idlewild School to 112th SW	-	52,000	468,000	-	-	520,000
	Design	-	52,000	-	-	-	52,000
	Construction	-	-	468,000	-	-	468,000
15	302.0160 112th St SW: Idlewild Rd SW to Interlaaken Dr SW	-	49,000	441,000	-	-	490,000
	Design	-	49,000	-	-	-	49,000
	Construction	-	-	441,000	-	-	441,000
16	302.0158 Interlaaken from 112th to WA Blvd	-	-	190,000	1,710,000	-	1,900,000
	Design	-	-	190,000	-	-	190,000
	Construction	-	-	-	1,710,000	-	1,710,000
Total Uses		\$ 712,000	\$ 6,404,000	\$ 1,549,000	\$ 6,105,000	\$ 3,555,000	\$ 18,325,000

In addition to the proposed TBD bond funded projects, the following tables provide a list of projects identified as grant eligible and projects potentially funded by Sound Transit.

Map ID	Grant Viable Projects	2022	2023	2024	2025	2026	Total
<b>1</b>	<b>302.0135</b> <b>JBLM North Access Improvement</b>	<b>\$ 3,400,000</b>	<b>\$ 1,700,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,100,000</b>
	Design	-	-	-	-	-	-
	Construction	3,400,000	1,700,000	-	-	-	5,100,000
<b>4</b>	<b>302.0096</b> <b>Union Ave</b>	<b>-</b>	<b>430,000</b>	<b>3,880,000</b>	<b>-</b>	<b>-</b>	<b>4,310,000</b>
	Design	-	430,000	-	-	-	430,000
	Construction	-	-	3,880,000	-	-	3,880,000
<b>7</b>	<b>302.0136</b> <b>100th St &amp; 40th Ave SW</b>	<b>-</b>	<b>423,000</b>	<b>3,800,000</b>	<b>-</b>	<b>-</b>	<b>4,223,000</b>
	Design	-	423,000	-	-	-	423,000
	Construction	-	-	3,800,000	-	-	3,800,000
<b>8</b>	<b>302.0078</b> <b>South Tacoma Way &amp; 92nd St Signal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>80,000</b>	<b>720,000</b>	<b>800,000</b>
	Design	-	-	-	80,000	-	80,000
	Construction	-	-	-	-	720,000	720,000
<b>9</b>	<b>302.0024</b> <b>Steilacoom Blvd (Weller to 83rd)</b>	<b>-</b>	<b>500,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>500,000</b>
	Design	-	49,000	-	-	-	49,000
	Construction	-	451,000	-	-	-	451,000
<b>9</b>	<b>302.0024</b> <b>Steilacoom Blvd (87th to Farwest Drive)</b>	<b>-</b>	<b>-</b>	<b>1,800,000</b>	<b>-</b>	<b>-</b>	<b>1,800,000</b>
	Design	-	-	174,000	-	-	174,000
	Construction	-	-	1,626,000	-	-	1,626,000
<b>11</b>	<b>302.0116</b> <b>Custer from Bridgeport to 75th St W</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>320,000</b>	<b>2,880,000</b>	<b>3,200,000</b>
	Design	-	-	-	320,000	2,880,000	3,200,000
	Construction	-	-	-	-	-	-
<b>12</b>	<b>302.0113</b> <b>Military Rd SW: Edgewood Dr SW to Farwest Dr SW</b>	<b>-</b>	<b>-</b>	<b>280,000</b>	<b>2,520,000</b>	<b>-</b>	<b>2,800,000</b>
	Design	-	-	280,000	-	-	280,000
	Construction	-	-	-	2,520,000	-	2,520,000
	<b>Total - Grant Viable Projects</b>	<b>\$ 3,400,000</b>	<b>\$ 3,053,000</b>	<b>\$ 9,760,000</b>	<b>\$ 2,920,000</b>	<b>\$ 3,600,000</b>	<b>\$ 22,733,000</b>

The grant request with an inflated dollar amount which was refined for the grant request

Sound Transit Projects	2023 - 2030	Note: In the past, Sound Transit has covered 100% of Sound Transit projects. However, discussion of funding has not occurred since City is waiting to hear from ST on what project they will even fund. Project timeline is not available other than project start in 2023 and project completion in 2030.
302.0014 112th St SW Sidewalks	\$ 2,300,000	
302.0169 McChord Dr SW	1,500,000	
302.0122 47th Ave SW	1,100,000	
<b>Total - Sound Transit Projects</b>	<b>\$ 4,900,000</b>	

## **NEXT STEPS & CONSIDERATIONS**

To be determined per City Council direction with the following considerations:

- The Lakewood Transportation Benefit District is set to expire at 12:01 AM on July 16, 2032 unless dissolved sooner. If the City Council wishes to proceed with issuance of 20 year bonds, the City would need to extend the TBD through 2044 assuming the bonds were to be issued in 2023/2024.
- Update the TBD project list to reflect TBD projects completed and eligible for TBD funding. The last time this was updated was on May 6, 2019 via Ordinance 708. As noted in the 2021/2022 biennial budget, the City will update this list following City Council discussion in early 2021 (delayed due to discussions currently in progress). This can be done by December 20, 2022.
- Incorporate the TBD funded projects into the 2022 Budget. This can be done as part of the 2022 Carry Forward Budget Adjustment in April/May 2022 or earlier.
- Prepare bond ordinance for City Council approval. This can be done in early 2022.

## **EXHIBITS**

- Exhibit A– Proposed Projects for TBD Bonds
- Exhibit B – Current List of TBD Eligible Projects
- Exhibit C – Current CIP Projects 2022-2024
- Exhibit D – Existing Sidewalks and Proposed Projects



## EXHIBIT A – PROPOSED PROJECTS FOR TBD BONDS

**302.0076 Nyanza Road SW: Gravelly Lake Drive to Gravelly Lake Drive****\$4.5M Funding Needed**

This project will finish the Gravelly Lake loop with approximately 5,400 lineal feet (lf) of new road surface, curb, gutter, sidewalks, shared use path, illumination, stormwater, and associated signal improvements for the north end of Nyanza. The improvements may include elimination of the signal and construction of a roundabout at Nyanza and Gravelly Lake Drive. This project finishes the sidewalk and shared use paths around Gravelly Lake and closes the loop from I-5 to the Lakewood Towne Center. The existing roadway is in fair condition but is a constant maintenance challenge with potholes and surface cracking with increasing costs annually. One traffic signal will be evaluated for replacement with either a mast arm signal system or a complete reconstruction into a roundabout with signal elimination.

**302.0075 Mt Tacoma Drive SW (Interlaaken to Whitman Ave SW)****\$3.95M Funding Needed**

This project provides for curb, gutter, sidewalks (one side), street lighting, associated storm drainage and pavement reconstruction.

**302.0142/0153/0162 Ardmore/Whitman/93<sup>rd</sup> St**

Adjacent and funded via City Bonding

**\$3.38M Funding Needed**

This project will complete Ardmore/Whitman/93<sup>rd</sup> Streets with curb, gutter, and sidewalks and a new driving surface where appropriate. This will connect the Steilacoom Boulevard corridor to the new Colonial Plaza and Towne Center shopping complex. This will improve pedestrian and non-motorized access through the corridor and improve the ride quality. The reconstruction of this roadway will be accomplished by bringing the infrastructure up to current standards by completing the street lighting system along the corridor, curb, gutter and sidewalks, pavement milling of the existing roadway and an overlay to improve mobility and ride quality and remove the alligator cracking and asphalt spalling that is apparent throughout the project limits. Existing traffic signals will be upgraded with cameras for vehicle detection, and improved storm drain facilities will be installed.

**302.0083 Hipkins Road SW from Steilacoom Blvd to 104<sup>th</sup> St SW**

Adjacent and funded via City Bonding

**\$3.64M Funding Needed**

This project will complete Hipkins Road SW with curb, gutter, and sidewalks. This will complete the roadway improvements between Steilacoom Blvd SW and 104<sup>th</sup> St SW initiated over 20 years ago as a means to slow traffic on Hipkins Road SW. This will improve pedestrian and non-motorized access through the corridor by connecting to existing and recently built sidewalks.

**302.0159 Idlewild Road SW: Idlewild School to 112<sup>th</sup> SW****\$520K Funding Needed**

This project will complete the sidewalk on the west side of Idlewild Road SW from the school south to 112<sup>th</sup> St SW. Curb/gutter/sidewalk, overlay, drainage, streetlights. This is recommended as a part of supporting the connection across the City from Steilacoom Boulevard to Washington Boulevard using Hipkins/Idlewild/112<sup>th</sup>/Interlaaken. This will also include intersection improvements on two legs of the Idlewild/112<sup>th</sup> Street intersection.

**302.0160 112<sup>th</sup> St SW: Idlewild Road SW to Interlaaken Drive SW****\$490K Funding Needed**

This project will construct sidewalks along 112<sup>th</sup> Street SW between Idlewild and Interlaaken. Curb/gutter/sidewalk, overlay (full), street lights, raised crosswalk at Idlewild/112<sup>th</sup>, and drainage. This is recommended as a part of supporting the connection across the City from Steilacoom Blvd to Washington Blvd using Hipkins/Idlewild/112<sup>th</sup>/Interlaaken.

**302.0158 Interlaaken from 112<sup>th</sup> to WA Blvd****\$1.9M Funding Needed**

This project will construct sidewalks on Interlaaken from 112<sup>th</sup> Street SW to the new roundabout at Washington Boulevard. Curb/gutter/sidewalk, drainage, overlay, street lights. Coupled with the Hipkins/Idlewild/112<sup>th</sup> street improvements, this project will complete the mid-city north-south non-motorized corridor. This is recommended as a part of supporting the connection across the City from Steilacoom Blvd to Washington Blvd using Hipkins/Idlewild/112<sup>th</sup>/Interlaaken.

<b>EXHIBIT B - CURRENT TBD ELIGIBLE PROJECT LIST</b>
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The following is a list of completed and eligible projects, the latter as of May 6, 2019, which was the last time the City Council updated the Transportation Benefit District (TBD) project list via Ordinance 708:

Completed Projects

- Steilacoom Boulevard – Lakewood Drive to West of South Tacoma Way
- Lakewood Drive – 100<sup>th</sup> to Steilacoom Boulevard
- Main Street – Gravelly Lake Drive to 108<sup>th</sup> St
- 59<sup>th</sup> – Main Street to 100<sup>th</sup>
- 108<sup>th</sup> – Bridgeport to Pacific Highway
- 108<sup>th</sup> – Main Street to Bridgeport

Current Eligible Projects

- Pacific Highway – 108<sup>th</sup> to SR 512
- 100<sup>th</sup> – Lakeview to South Tacoma Way
- New LED Street Lights <sup>(1)</sup>
- Signal Projects <sup>(1)</sup>
- Minor Capital Projects <sup>(1)</sup>
- Neighborhood Traffic Safety <sup>(1)</sup>
- Personnel, Engineering, Professional Services <sup>(1)</sup>
- Chip Seal Program – Local Access Roads <sup>(1)</sup>
- Lakewood Drive – Flett Creek to North City Limits <sup>(2)</sup>
- 59<sup>th</sup> – 100<sup>th</sup> to Bridgeport
- Custer – Steilacoom to John Dower
- 88<sup>th</sup> – Steilacoom to Custer
- 100<sup>th</sup> – 59<sup>th</sup> to Lakeview
- Non-Motorized Trail: Gravelly Lake Drive – Washington Blvd to Nyanza Road SW (added 5/6/2019)
- Overlay & Sidewalk Fill-In: Custer Road – John Dower to 500' West of Bridgeport Way (added 5/6/2019)

<sup>(1)</sup> *Annual Programs*

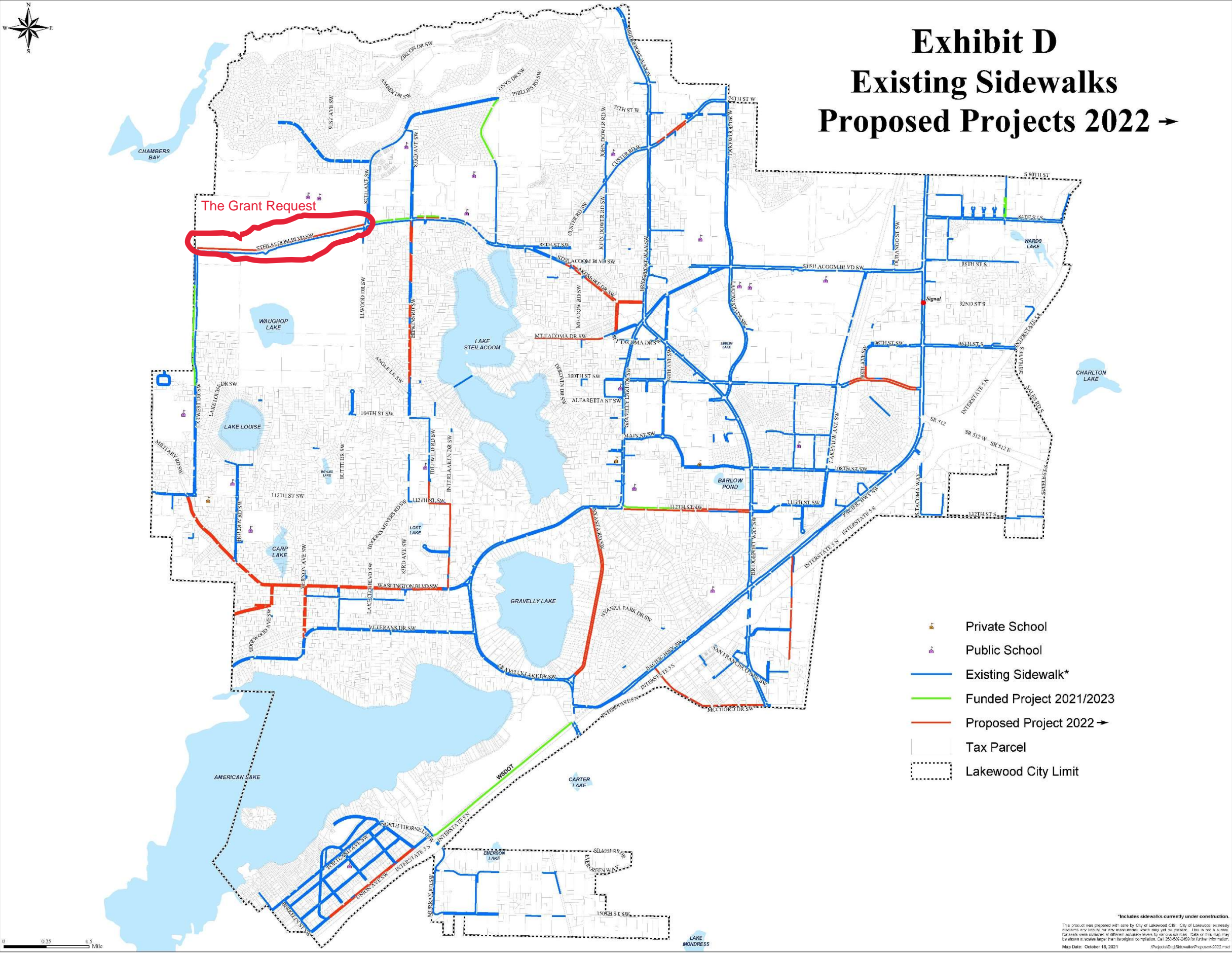
<sup>(2)</sup> *Completed and will be moved to Completed Projects on next ordinance update.*

**EXHIBIT C - CURRENT CIP PROJECTS 2022-2024**

The addition of the TBD Bond funded projects has been evaluated and factored into the mix of already authorized Capital Projects planned for the 2022-2024 cycle. Projects beyond that timeframe are not funded and as such, would be planned in accordance with the bond funded projects when funding was available from grant applications and awards. Design is typically established at 10% of the total project cost and expended in the first year of a two year project schedule.

Project #	Project Name	Project Cost	Stage	Timeframe	Funding Source
302.0005	Annual Chip Seal Program	\$360,000	Design/Construction	Annual	City
302.0004	Pavement Patch Program	\$160,000	Design/Construction	Annual	City
302.0002	Annual Street light Program	\$175,000	Design/Construction	Annual	City
302.0135	JBLM North - Phase 1 Construction	\$6,800,000	Construction	2021/2022	City/TIB
302.0024	Steilacoom Blvd - Safe Routes to Schools Weller to Phillips	\$520,000 Project to be completed to the east	Construction	2022	SRTS/City
302.0137	Steilacoom Blvd - Sidewalks, Weller to Custer (south side to Phillips, both sides to Custer)	\$2,100,000 Project to be completed to the east	Construction	2022	City
302.0024	Steilacoom Blvd - Weller to 87th Improvements	\$5,400,000 Project to be completed to the east	Design/Construction	2022/2023	PSRC/HSIP/City
302.0024	Steilacoom Blv - 87th to Farwest Grant Request	\$1,100,000	Design/Construction	2022/2024	Grant/City
302.0074	South Tacoma Way - 84th - 80th	\$450,000	Design	2022	PSRC/City
302.0068	Pacific Highway Overlay	\$738,000	Design/Construction	2021/2022	PSRC/City
302.0098	84th and Pine Intersection and sidewalks	\$969,000	Design/Construction	2022/2023	Ped,Bike,Safety/City
302.0164	Farwest Drive sidewalks Adjacent project to the south and just a block away from Stellacoom	\$1,475,000	Design/Construction	2022/2023	SRTS/City
302.0114	112th Street sidewalks	\$743,000	Design/Construction	2022/2023	SRTS/City
302.0071	Phillips Road sidewalks Adjacent project to the north and a few block away but connected by sidewalk	\$451,000	Design/Construction	2022	CDBG/City
302.0144	146th St.: Murray to Woodbrook	\$105,000	Design	2022	Port of Tacoma/City
401.0020	Annual Stormwater Repair Program	\$315,000	Construction	2022	City
401.0014	Water Quality Improvements	\$200,000	Construction	2022	City
311.0006	Rose Road SW Sanitary Sewer	\$1,250,000	Design/Construction	2022/2023	City
301.0039	ALP Overflow Parking	\$250,000	Construction	2022	City
<b>Total</b>		<b>\$23,561,000</b>			





\*Includes sidewalks currently under construction.

This product was prepared with data provided by City of Lakewood GIS. City of Lakewood is not responsible for any inaccuracies which may be present. This is not a survey. For details, please contact the City of Lakewood. Data on this map may be shown at scales larger than its original compilation. Call 253-566-2459 for further information.

Map Date: October 18, 2021