COFFEE WITH THE MAYOR

September 10, 2010
JBLM LOCATION

• Part of Seattle-Tacoma-Olympia metropolitan region
• Bisected by Interstate 5
• JBLM - 86,176 Acres
• Yakima Training Center - 323,651 Acres
JBLM GROWTH

2003 - 2010

- Total personnel (both military and civilian) stationed at JBLM grew from 32,700 to 45,000 (37%)
- Associated family members grew from 29,600 to 52,410 (77%)
- As many as 17,000+ troops will return from deployments by end of 2010

Future Growth

- Possible additions to 16th Combat Aviation Brigade (CAB) could add 1,350 soldiers to JBLM.
- By 2016, growth of personnel and family members will add another 1,180 people.
**REGIONAL ECONOMIC IMPACT**

Comparison of Large Employers in Washington State

- Boeing: 75,000
- Microsoft: 39,700
- Puget Sound Naval Shipyard: 12,000
- JBLM: ~55,000
  - Active Duty: ~40,000
  - Civilian Workforce: ~15,000

*JBLM is the Largest Employer in Pierce County*
ONGOING STUDIES FUNDED BY OEA

• Managed by the City of Lakewood

• I-5 Transportation Alternatives Analysis and Traffic Operational Model ~$500K

• JBLM Growth Coordination Plan ~$1.2 million
  – Housing
  – Economic Impacts
  – Education
  – Transportation
  – Land Use Planning and Policies
  – Utilities and Infrastructure
  – Public Safety and Emergency Services
  – Health Services
  – Social Services
  – Quality of Life
MAJOR CORRIDORS SURROUNDING INSTALLATION

• Served by State Highways, County and City Arterials
• Competes with Regional Demand
• System conditions expected to worsen significantly by 2030

<table>
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<th>Year</th>
<th>Pierce</th>
<th>Thurston</th>
<th>Pierce</th>
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<td>2009</td>
<td>518,700</td>
<td>129,00</td>
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<td>950</td>
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<td>2030</td>
<td>575,400</td>
<td>196,100</td>
<td>3,100</td>
<td>4,750</td>
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<td>% Difference</td>
<td>+11%</td>
<td>+52%</td>
<td>+54%</td>
<td>+398%</td>
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JBLM ACCESS CONTROL

- Approximately 16 Access Control Points
- Restrict non-authorized vehicles from using installation roadways
- Installation Gate Study – Identified significant improvement needs
BASE ACCESS CHALLENGES

• Infrastructure that supported 18,000 Soldiers and Airmen in 2003 now needs to support 40,000+ Soldiers.

• Roadway capacity deficiencies:
  – On I-5 and at Interchanges
  – On Base roadways
  – At Security/Access Points

• The 2010 Access Control Point Transportation Engineering Assessment recommends adding an additional 20 inbound lanes to the existing 34 inbound lanes.

• Unfunded cost? $91.3M
Approximately 80% oriented to/from I-5

~30% to Thurston County

~20% to the East

Typically use the closest access control point

Dependent on the installation network
UNIQUE DEMANDS
UNIQUE CHALLENGES

• Special work schedules / habits
• Deployments & growth projections
• Disbursement on-base
• Security
  – No priority access treatments for public transportation
  – Fixed bus routes are unable to only serve the installation
• Parking availability
• Management / Coordination of Services
• Funding
DEMAND MANAGEMENT & INTELLIGENT TRANSPORTATION SYSTEMS

- Ramp Metering
- Variable Message Signs
- CCTV for Incident Detection and Verification
- Traveler Information (gate wait times)
  Enhance vanpool & carpool programs
- Provide flexible work hours & programs

- Washington State’s Commute Trip Reduction program removes almost 26,000 vehicles per day from the regions roadways
- Smarter Highways help operate the roadway as efficiently as possible, but they can only do so much.
CONGESTION ISSUES ALONG I-5

- Congestion throughout the day
- I-5 is the most heavily traveled freight corridor in the State of Washington
- Frequent rear-end collisions due to stop and go traffic
- Impacts military readiness and soldier safety
INTERCHANGE DESIGN

• Proximity to the Installation access points
• Spacing between adjacent at-grade rail line (proposed high speed rail)
• Adjoining intersection spacing
• Age of interchange structures
• High volume of exiting/entering traffic
• Significant merging and weaving activity
INNOVATIVE DESIGN SOLUTIONS

- I-5 Capacity Enhancements (Express Tolling)
- Interchange Improvements and Base Access
- Diverging Diamond Interchange Design
STRATEGIC CAPACITY INVESTMENT NEEDS
PROPOSED MAINLINE IMPROVEMENTS

• Ramp metering at each interchange within the study area
• Electronic driver information system along the freeway
• Auxiliary lanes between Thorne Lane and Gravelly Lake Drive
• General purpose lane from Mounts Road to Thorne Lane
• Braided ramps between Berkeley Street and Thorne Lane interchanges
• Enhancements to transit service and transit facilities
FOR MORE INFORMATION

Web Sites
City of Lakewood

Growth Coordination Plan
http://www.JBLM-growth.com/

I-5 Transportation Alternatives Analysis
http://www.wsdot.wa.gov/projects/i5/ftlewismcchordtransportation/

Contact
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