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STATE OF WASH.
UTIL. AND TRANSP.
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City Clerk

January 10, 2007

Washington Utilities and Transportation Commission
PO Box 47250
Olympia, WA 98504-7440

RE: **City of Lakewood
Petition to Upgrade Pedestrian Crossing at Bridgeport Way**

Dear Sir or Madam,

Enclosed is the petition to upgrade the pedestrian crossing at Bridgeport Way including the signed "Waiver of the Respondent." In addition, there is a letter of support from Washington State Department of Transportation Rail Office acknowledging their planned (and funded) upgrades to the subject intersection.

Please contact me at (253) 983-7818 with any questions or concerns.

Sincerely,

Desiree S. Winkler, PE
Transportation Division Manager

Enclosures
C: file

Model Community
Designated in 2004 by
America's Promise



BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

No. _____

PETITION

Petitioner

Road Name: Bridgeport Way

vs.

W.U.T.C. Crossing No. 1L.60

Respondent

D.O.T. Crossing No. 085821P

Application is hereby made to the Washington Utilities and Transportation Commission for an order directing an upgrade to pedestrian access at the railroad grade crossing identified above and described in this petition. This application seeks the relief specified above by (check one of the following)

hearing and order

order without hearing

I certify under penalty of perjury that the information provided in and with this petition is true and correct.

City of Lakewood

Petitioner

Desireé S. Winkler Transportation Division Mgr.

Print Name Title

6000 Main Street SW

Street Address

Lakewood, WA 98499-5027

City-State-Zip Code

INTERROGATORIES
Use additional paper as needed

[1]

State name of highway and railway at crossing intersection:

Existing roadway Bridgeport Way At milepost 0.78

Existing railway Central Puget Sound Regional Transit Auth. 0.65

Located in SE 1/4 of the NE 1/4 of Sec. 11 Twp. 19N Range 2E W.M.

WUTC crossing number 1L.60 DOT crossing number 085821P

Street Bridgeport Way City Lakewood County Pierce

[2]

Character of crossing (indicate with X or numbers where applicable):

(a) Common Carrier Logging or Industrial

(b) Main Line Branch Line Siding or Spur

(c) Total number of tracks at crossing one (1)
(Note: A track separated 100 feet or more from another track constitutes a separate crossing.)

(d) Operating maximum train speed: Legal maximum train speed:

Passenger 10 MPH Passenger 10 MPH
Freight 10 MPH Freight 10 MPH

(e) Actual or estimated train traffic in 24 hours:

Passenger Trains zero (0) Freight Trains one (1)
(Note: Round trip counted as two trains. Include switch movements.)

[3]

Character of Roadway:

(a) State Highway - Classification n/a

(b) County Highway - Classification n/a

(c) City Street - Classification Principal Arterial

(d) Number of traffic lanes existing in each direction: two (2)
Number of additional traffic lanes proposed: zero (0)

(e) Posted vehicle speed limit: Automobiles 35 MPH Trucks 35 MPH

(f) Estimated vehicle traffic in 24 hours: Current total 24,000, including 7% trucks and 283 school bus trips. Projected traffic in 20 years: total 30,000, including 7% trucks and 283 school bus trips.

[5]

- (a) Is it feasible to construct and use an over or under crossing at the intersection of the railway and the roadway? If not, state why. **No. Constructing a grade-separated crossing would be cost prohibitive. This area is fully developed and therefore there is cost effective way to make a grade separation. In addition, this crossing is within ¼ mile of Interstate 5 interchange which would be extremely costly to make grades match.**
- (c) If a suitable place for an under - or over - crossing exists in the vicinity of the proposed crossing, state the distance and direction from the proposed crossing; the approximate cost of construction; and what, if any, reason exists why it should not be constructed. **n/a**

[6]

State the lengths of views which are now available along the line of railway to travelers on the highway when approaching the crossing from either side of the railway and when at points on the highway as follows:

Approaching crossing from south (direction) an unobstructed view to
right when on highway 300 feet from crossing of 230 feet
right when on highway 200 feet from crossing of 270 feet
right when on highway 100 feet from crossing of 385 feet
right when on highway 50 feet from crossing of 800 feet
right when on highway 25 feet from crossing of 1000 + feet
left when on highway 300 feet from crossing of 120 feet
left when on highway 200 feet from crossing of 220 feet
left when on highway 100 feet from crossing of 230 feet
left when on highway 50 feet from crossing of 360 feet
left when on highway 25 feet from crossing of 1000 + feet

Approaching crossing from north (opposite direction) an obstructed view to
right when on highway 300 feet from crossing of 150 feet
right when on highway 200 feet from crossing of 435 feet
right when on highway 100 feet from crossing of 585 feet
right when on highway 50 feet from crossing of 1000 + feet
right when on highway 25 feet from crossing of 1000+ feet
left when on highway 300 feet from crossing of 160 feet
left when on highway 200 feet from crossing of 285 feet
left when on highway 100 feet from crossing of 630 feet
left when on highway 50 feet from crossing of 1000 + feet
left when on highway 25 feet from crossing of 1000 + feet

[7]

Attach one or more prints showing a vicinity map and a layout of railway and roadway, as well as profiles of each, also showing percent of grade, 500 feet of highway and railway when approaching crossing from all four directions. On the prints, spot and identify obstructions of view located in all four quadrants. Provide a traffic control layout showing the location of the existing and proposed signing of the intersection.

[8]

Provide any additional information supporting the proposal (i.e. what public benefits would be derived from its implementation).

This project provides for widening of Bridgeport Way through the RR crossing to provide sidewalks. Currently, there are sidewalk facilities on either side of the RR right-of-way. Therefore, this project will complete a gap in the existing sidewalk system. This is a pedestrian safety improvement, because currently, pedestrians are forced to walk in the roadway in order to cross the tracks.

The vehicle travel lanes will remain the same.

The existing RR crossing signage and lights will remain in place. Traffic barriers will be placed in front of the existing RR crossing cantilever light posts to protect both the posts and the traveling public.

The existing RR is only utilized by minimal freight traffic and due to the condition of the existing tracks and crossings, can only be operated on at 10 MPH. In addition, the future WSDOT Rail Point Defiance Bypass Project will be providing upgrades to the tracks and crossing prior to increased rail traffic and speeds. Therefore, it is proposed that this City project provide no changes or upgrades to the crossing equipment and signage.

Please see attached letter from WSDOT Rail office supporting the deferral of any crossing improvements.

Please note the concurrence of Sound Transit by the respondent's waiver of hearing.

RESPONDENT'S WAIVER OF HEARING

Docket No. _____

Petition of City of Lakewood

for pedestrian improvements across RR Right-of-Way on Bridgeport Way

I have investigated the conditions existing at and in the vicinity of the proposed crossing changes. As a result, [check one or more of the following, as appropriate:]

I am satisfied that conditions are as represented in the petition and the interrogatories and that the petition should be granted.

[] The cost of installation (estimated at \$ _____)

[] subject to approval and apportionment pursuant to the Intermodal Surface Transportation Act by the Washington State Department of Transportation Local Programs Division.

[] as apportioned between the parties.

[] to be paid by petitioner.

Other conditions to waiver of hearing:

The undersigned hereby waives hearing and further notice. The Washington Utilities and Transportation Commission may enter a final order without further notice of hearing.

Date at ~~Seattle~~ Seattle, Washington, on this 5th day of JANUARY, 2007.

Respondent Joan M Earl

by _____

Print Name JOAN M. EARL

Title Chief Executive Officer
SOUND TRANSIT

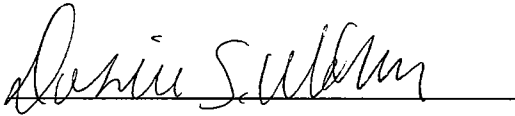
CERTIFICATE OF SERVICE

"I hereby certify that I have this day served this document upon all parties of record in this proceeding, in person"

Parties of record:

Resondant: Central Puget Sound Transit Authority (aka: Sound Transit)
c/o Mark Johnson, Project Manager
401 S. Jackson St.
Seattle, WA 98104-2826

Dated at *Seattle, WA* this .. *11th* day of . *December, 2006*

A handwritten signature in cursive script, appearing to read "Desiree S. Winkler", is written over a horizontal line.

Desiree S. Winkler
Transportation Division Manager
City of Lakewood




**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300

360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

November 22, 2006

TO: Washington Utilities and Transportation Commission

FROM: Kevin Jeffers, P.E. 
Rail Engineering Manager

SUBJECT: City of Lakewood's Petition to Widen Bridgeport Way

The Washington State Department of Transportation (WSDOT) is providing this memo in response to the city of Lakewood's petition to widen the Bridgeport Way railroad crossing to provide pedestrian facilities in this location. WSDOT supports the city of Lakewood in deferring any railroad crossing improvements in anticipation of WSDOT's Point Defiance Bypass Project, which will provide full crossing improvements in less than four years.

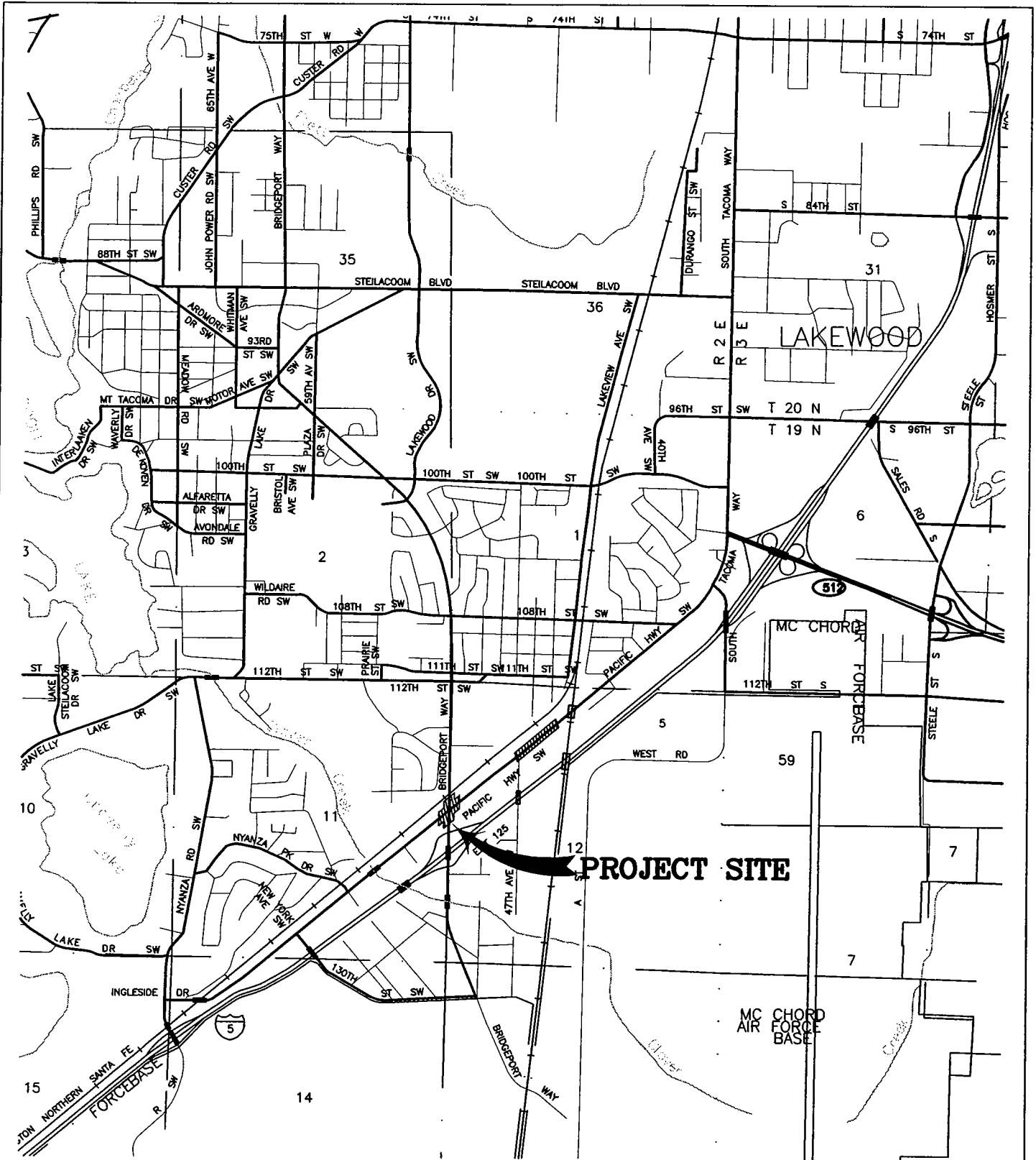
The existing railroad tracks are owned by Central Puget Sound Regional Transit Authority (a.k.a. Sound Transit) and existing train traffic is operated by Tacoma Rail. Train traffic is limited to less than five trains per week. Due to current rail conditions and crossing equipment, the maximum operating speed of the train traffic is 10 mph.

In the future, WSDOT will be upgrading the tracks and crossings through Lakewood to allow for passenger rail to travel through at 79 mph. As part of WSDOT's project, it is anticipated that the Bridgeport Way crossing will include: track realignment, the addition of a second track, and new gates and lights. Other potential improvements may include roadway median and wayside horns. WSDOT is currently in the preliminary design phase and environmental review. WSDOT will not have final rail alignment available in time to incorporate any design modifications to the city's sidewalk project, given the timing of the city of Lakewood project.

In summary, WSDOT recommends WUTC approve the city of Lakewood's petition without hearing and not impose any additional railroad crossing improvements.

Please contact me at 360-705-7982, if you have additional questions. Thank you.

KJ:trg



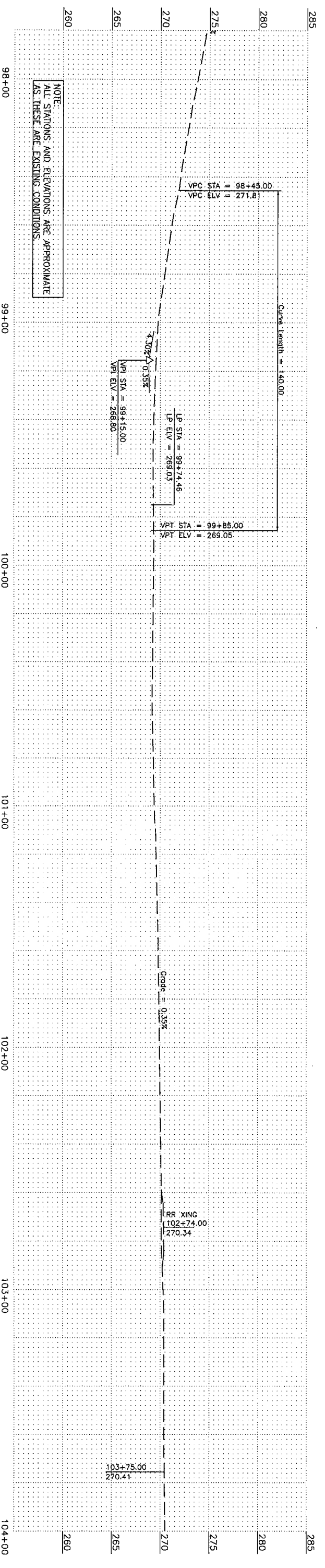
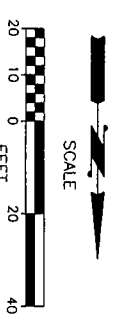
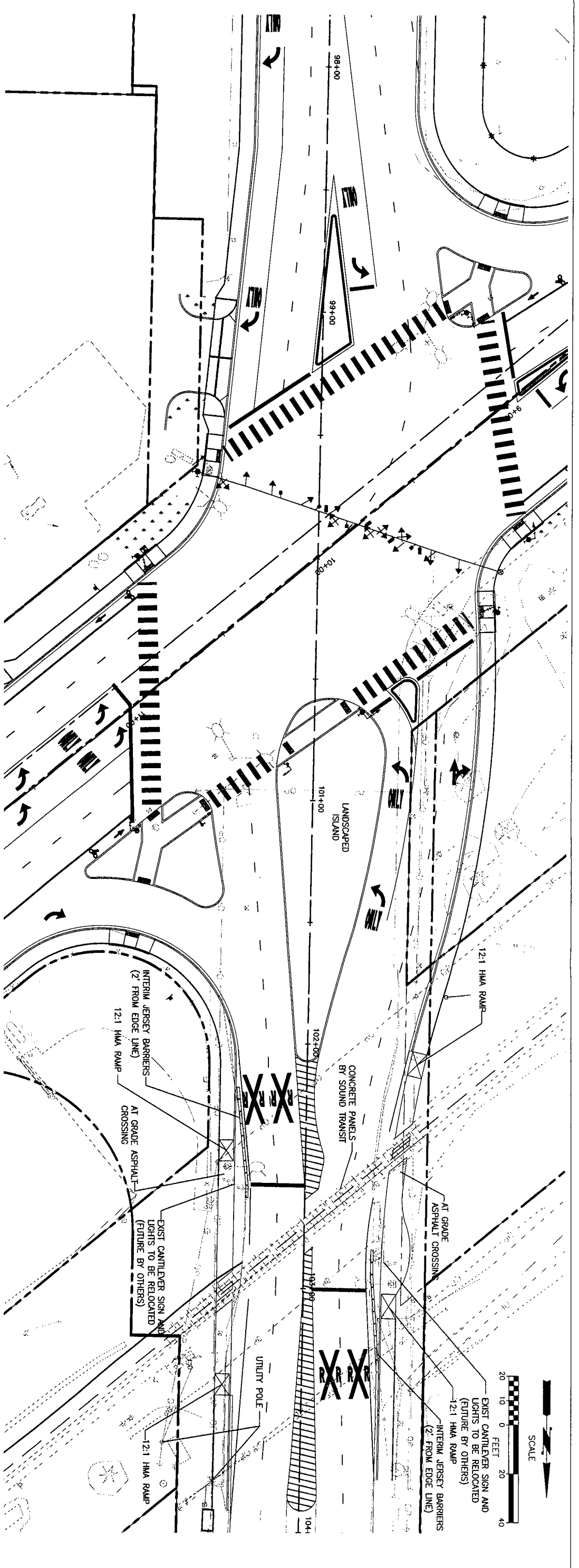
VICINITY MAP



Perteeet Inc.
 253-984-7138 | 253-589-0399
 3625 Perkins Lane SW, Suite 300
 Lakewood, Washington 98499



UTILITIES AND TRANSPORTATION COMMISSION
 PACIFIC HIGHWAY SOUTH & BRIDGEPORT WAY
 VICINITY MAP

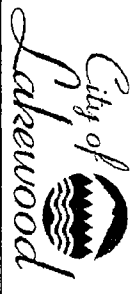


RR XING
102+74.00
270.34

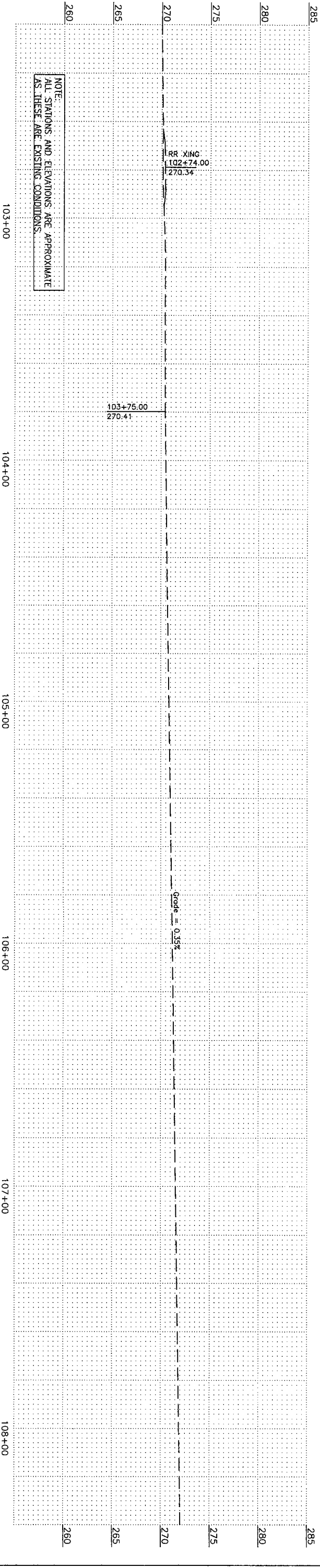
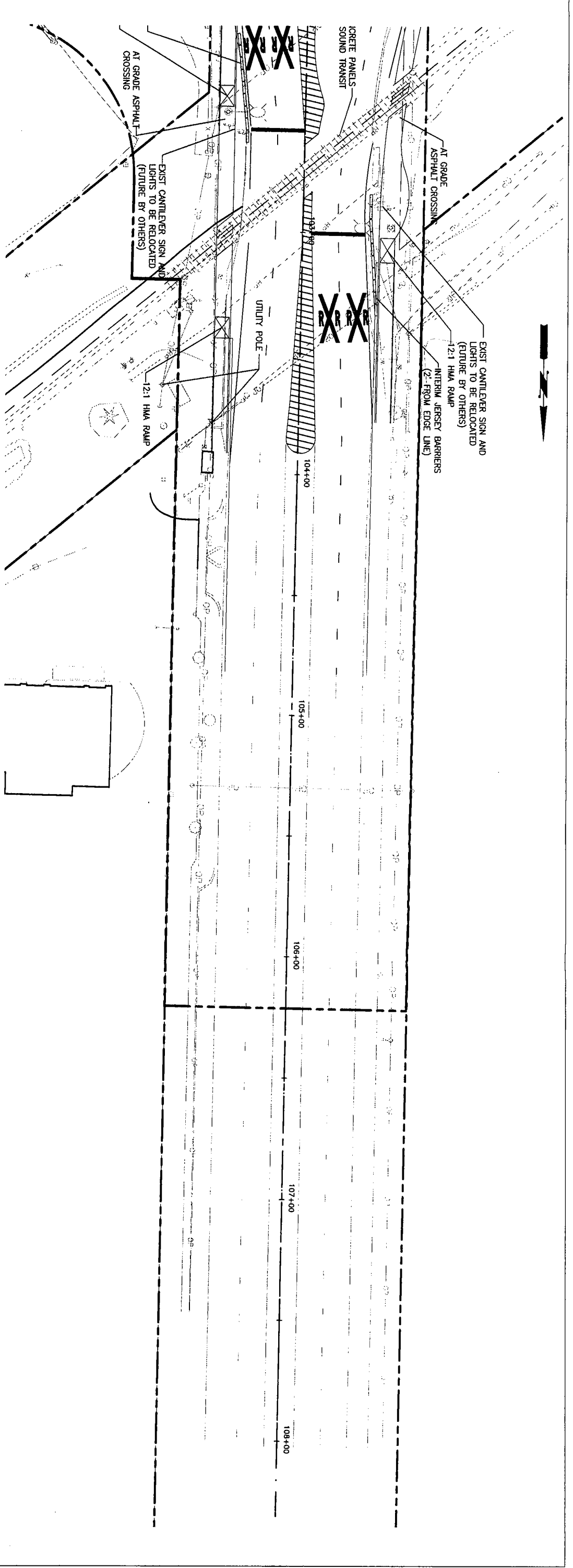
103+75.00
270.41



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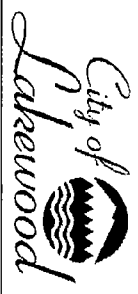
UTILITIES AND TRANSPORTATION COMMISSION
PACIFIC HIGHWAY SOUTH & BRIDGEPORT WAY
RAILROAD CROSSING



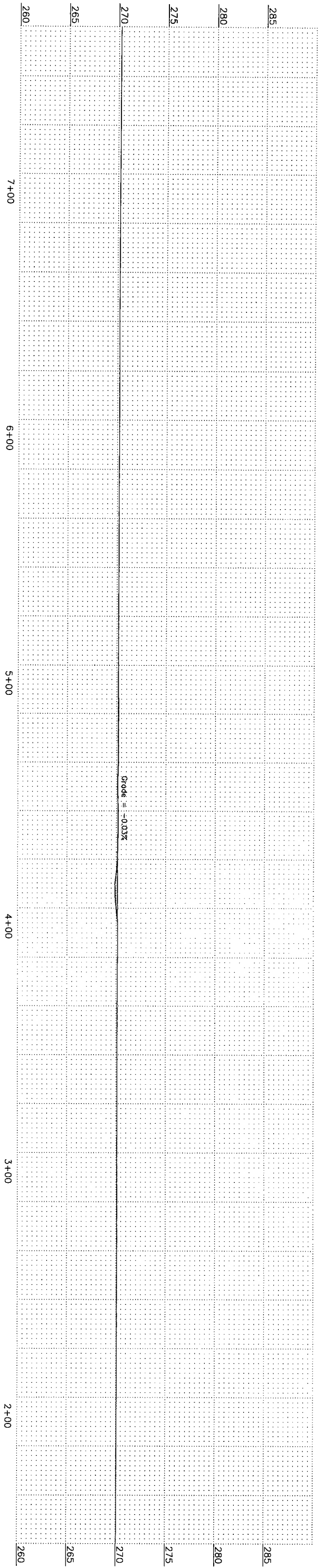
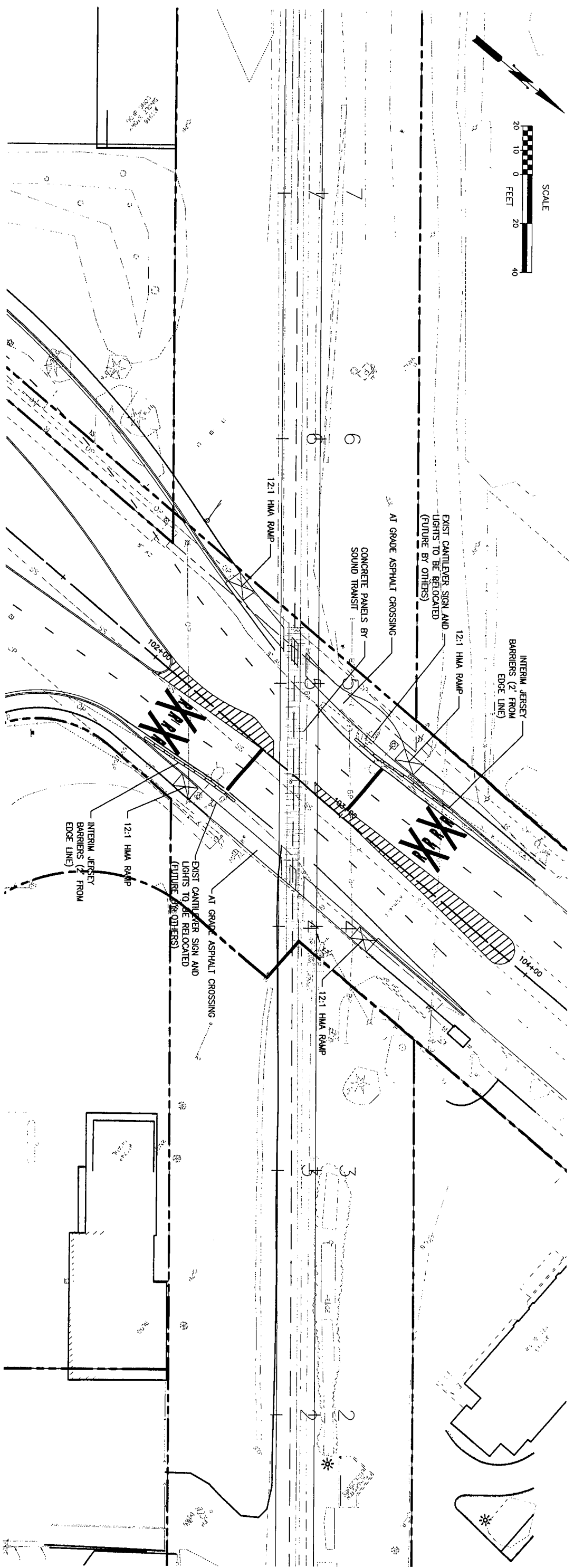
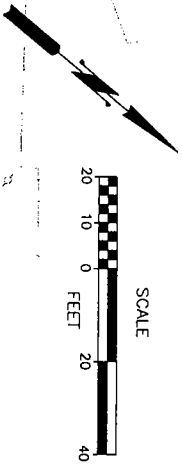
NOTE:
ALL STATIONS AND ELEVATIONS ARE APPROXIMATE
AS THESE ARE EXISTING CONDITIONS.




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RAILROAD CROSSING




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City of Lakewood

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 PACIFIC HIGHWAY SOUTH & BRIDGEPORT WAY
 RAILROAD CROSSING