

Corridor Working Group Meeting – Meeting Summary

October 17, 2006

1:30 – 3:30

WSDOT Kent Maintenance Center
26620 68th Avenue South, Kent 98032**Attendees:****WSDOT**Ed Barry
Susan Everett
Carol Hunter**City of Renton**

Keith Wolley

Envirolssues

Kristine Edens

King County

Paul Takamine

PerteetTresia Bass
Michael Booth
Jeff Lundstrom**City of Auburn**Dennis Dowdy
Roger Thordarson**Pierce County**

Cindy Bui

Welcome and Introductions*Carol Hunter, WSDOT*

Carol Hunter, WSDOT, welcomed the group and thanked them for coming. She asked the attendees to introduce themselves and the agency or organization they were there to represent.

Approve September 19th Meeting Summary*Carol Hunter, WSDOT*

Copies of the September 19th meeting summary were sent to the partners via email before the meeting and a hard copy was provided at the meeting. Carol asked for comments on the summary and approved the summary without additional comment.

HOT Lanes Status Report*Jeff Lundstrom, Perteet*

Jeff Lundstrom said the team is finalizing some design details, including the signage and signage structures. WSDOT is still on schedule to open the HOT lanes system in spring of 2008. The RFP for the tolling system has been sent out to vendors. The PS & E contract for the civil work will be sent out in the spring.

Susan Everett noted that the team has been working on ensuring that funding will be available as the project moves forward. As of today, the team is 95% sure that

the project has the funding to continue as scheduled. The main concern is with the legislature appropriated funds. FHWA has asked the team to develop a tolling agreement by March 1st in order to use these funds. Susan thanked the jurisdictions who have helped the team put together the agreement.

Stage 4 HOV Project

Ed Barry, WSDOT

Ed Barry passed out a one-page Stormwater Mitigation Strategies Summary for the Stage 4 and 5 managed lanes projects with a map of the watershed basins that SR 167 passes through attached. The summary provided a brief background and project description for the Stage 4 and 5 HOV extension projects. It also describes the traditional and innovative mitigation strategies being explored for stormwater and water quality impacts of the projects, and the challenges of these approaches. The team will present mitigation options to the Department of Ecology on October 30th, in order to get a feel for whether or not they would support exploring the more innovative approaches, as there are many obstacles along SR 167 to using traditional approaches such as large detention vaults.

Ed also noted that the Stage 4 project description has been changed due to the need for interchange improvements at 8th and Ellingson. This may mean that WSDOT will not have enough funding to extend the current HOV lanes all the way to 24th.

Discussion

- Ed Barry asked the partners if they knew about any new developments planned near 8th or Ellingson that may warrant the installation of signals. Ron Landon said that there may be one at 8th. Ed will work with the Olympic region to determine whether or not there is developer funding for a new signal.

Summary of Traffic Impacts on Arterials

Tresia Bass, Perteet

Carol Hunter said that at the last Corridor Working Group meeting, the partners asked the team to show the impacts of adding capacity on SR 167 on local arterials.

Tresia explained that, in summary, the team found that the closer the arterial is to SR 167, the congested it becomes with increased capacity on SR 167. Tresia gave the partners a handout that showed the growth on parallel arterials and growth near interchanges in the north, middle and south portions of SR 167. Originally, some of the partners believed adding capacity on SR 167 would reduce traffic on local arterials. The modeling showed that even with increased capacity

on SR 167, traffic will continue to increase along local arterials and at the interchanges. The modeling also showed that with any improvement option package, there will be an increase in traffic on arterials and at interchanges.

Discussion

- The partners noted that the results of the modeling showed that the local jurisdictions are going to have to plan for increased capacity on the local arterials even with increased capacity on SR 167.
- Paul Takamine noted that the Trans-Valley study did examine this issue, including adding IT systems, but did not get into too much detail.
- One partner noted that the SR 167 RDP could make recommendations on approaches to SR 167 and how to address increased congestion with increased capacity on the highway. However, the RDP project is only able to analyze and make recommendations on the SR 167 corridor. Because SR 167 is a freight corridor, examining impacts to local arterials and interchanges may be a freight mobility issue, and could be eligible for FAST funding.
- The partners recommended that the SR 167 RDP mention this analysis as a future need or call for the re-initiation of the Trans-Valley study.

General Truck Traffic Information

Carol Hunter, WSDOT

Carol Hunter said that the team would like to delay this agenda item to next month's meeting, as the team gets a better understanding of the data it has. The partners agreed to this agenda change.

Cost Estimating Approach

Carol Hunter, WSDOT

Carol said the CEVP numbers for the SR 167 bottleneck projects are being redone. The new CEVP numbers should be available within the next couple of weeks. This new information will give the team a better idea of how many projects on SR 167 may be funded with RTID money.

Susan Everett noted that the team has put a lot of thought into the staging of widening SR 167, recognizing the funding is limited, and may only be available in portions to fund different phases of the widening projects. For the purposes of the CEVP process, the team developed a 73-foot footprint option. Susan described the footprint and how widening SR 167 to a 73-foot footprint would allow SR 167 to be widened to four lanes in each direction (two managed and two general-purpose). As funding is available to replace or retrofit the bridge structures along the corridor, the 73-foot footprint could also accommodate five lanes in each direction. Walls would be required with widening, due to wetland impacts.

Susan promised to send the partners a schematic of the 73-foot footprint and asked them to consider it and come back next month with their thoughts.

Discussion

- Some partners had concerns about the narrow shoulders that would need to fit in the 73-foot footprint. Susan said that the 73-foot footprint was submitted for the CEVP exercise, but a 75-foot or larger footprint may be considered to accommodate wider shoulders.

Environmental Screening Approach – Preliminary Results

Michael Booth, Perteet

Michael Booth gave the partners a handout showing the results of the preliminary wetland and buffer impact screening for the 8-lane and 10-lane options for SR 167. The impacts that were calculated are the worst case scenario for each option, assuming that all wetlands were a category two wetland with a 100-foot buffer. The analysis showed that with the current mitigation ratios, the 8-lane option would require 126.0 acres of mitigation area and the 10-lane option would require 159.3 acres of mitigation area.

Discussion

- One partner asked if the impacts assumed walls or no walls along SR 167. Jeff Lundstrom said the analysis assumed walls on the mainline but not on the ramps. Therefore, 30-feet of footprint were added to the ramps.
- Keith Woolley shared the City of Renton's recent experience with establishing a 133-acre wetland mitigation site.

Adjourn

Next Meeting: 11/21/06

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