

SR 99/SR 516 to S 200th St – Paving & ADA Compliance Project

Technical Working Group Meeting

Meeting title: Technical Working Group Meeting #1

Date: March 7th, 2025

Time: 10:30-12:30

Location: MS Teams

Attendees:

WSDOT: Chad Hancock, April Delchamps, Zachary Howard, Adam Emerson, Hung Huynh, Nick Menzel, Michael Wong, Jennifer Nyerick, Wesley Streepy, James Magnusson, Cullen Anderson, Eric Zackula, Danielle Morgan, Craig Schoenberg, Aleah Olsen

Invitees: Rob Brown (City of Kent), Eric Preston (City of Kent), Sara Hallstead (King County Target Zero Task Force, City of Kent), Tommy Owen (City of Des Moines), Allyssa Beaver (City of Des Moines), Brenton Cook (City of SeaTac), Florendo Cabudol (City of SeaTac), Zack Shields (City of SeaTac), Rick Perez (City of Federal Way), Sheri Call (Washington Trucking Association), Deirdre Wilson (Northwest Seaport Alliance), Jacob Armstrong (King County Metro), Michael Harpool (King County Metro), Colin Asquith (King County Metro), Keith Brown (King County Metro), David Korthals (King County Metro), Jennifer Barnes (PSRC), Alex Kreig (Sound Transit), Weng-Ching Cheung (Sound Transit), Krongthrip “Gik” Sangkapreecha (Muckleshoot Indian Tribe), Riley Patterson (Muckleshoot Indian Tribe), Andrew Strobel (Puyallup Indian Tribe), Jaime Martin (Snoqualmie Nation), Monica Nerney (Squaxin Indian Tribe), Dwayne Valentine (Yakima Nation)

Summary:

Washington State Department of Transportation (WSDOT) hosted the first of four Technical Working Group (TWG) meetings.

1. Project overview:

- The main purpose of the project is the pavement, it is getting near the end of its' useful life and needs to be rehabilitated with a grind and inlay.
- As required, WSDOT is also be upgrading the Americans with Disabilities Act (ADA) ramps to ensure they are in compliance with current standards.
- Per the Complete Streets legislation that was recently passed, WSDOT is also planning to incorporate those improvements, which are divided into two categories, near-term and long-term improvements.

2. Community Engagement:

- HEAL Act: this project is subject to meeting the HEAL Act requirements, which includes conducting meaningful community engagement with overburdened communities and vulnerable populations to identify harms and benefits and ensure the equitable distribution of resources. An environmental justice assessment will be conducted for this project.
- Engagement milestones: The project will involve several stages of community outreach, starting with the launch of a website, tribal coordination, and developing a communications plan in the winter of 2024 and continuing with TWG and Executive Meetings, online surveys and public meetings in 2025.

3. Discussion

- What other community-based organizations or active community members should we reach out to?

Responses from Chat:

- *Mercy Housing/ Appian Way Apartments*
 - *Sea Mar*
 - *Health Point*
 - *Thea Bowman Apartments*
 - *Catholic Community Services*
 - *Highline College*
 - *Early Childhood Learning Center*
 - *World Relief*
 - *West Hill*
- Are there upcoming events we may be able to attend?
 - *No comments.*
 - Are there previous studies or research we can build off of to help inform our project?
 - *No comments.*

4. Project context:

- Complete Streets: WSDOT must incorporate the Complete Streets principals by providing street access with all users in mind, including pedestrians, bicyclists, and public transportation users.
- Level of traffic stress: WSDOT will use a safe systems approach, which focuses on contributing factors that lead to severe crashes. A level of traffic stress that is 2 or better is WSDOT's metric for determining the appropriate linear facility that will meet Complete Streets requirements.
- Complete Streets Delivery Process:
 - Program Management initiates the process by queuing projects for Complete Streets screenings, which are reviewed by the Capital Program Development and Active Transportation Divisions before proceeding to funding preparation for Pre-design.
 - Pre-design involves analyzing the context, gaps, and conditions for improvement, collaborating with Traffic, engaging the community, and developing design options that align with safety goals, while considering land use and network connections.
 - Complete Streets Management Team reviews pre-design findings, incorporating input from SMEs, Maintenance, and various divisions, making a final recommendation for the project to proceed to design after Board of Directors (BOD) approval.

- Designers incorporate recommendations into final designs, with flexibility to re-engage the Complete Streets team for adjustments as needed to address unique conditions and ensure safety and connectivity for all users.
- Existing conditions:
 - Pedestrian level of traffic stress: Under the current configuration of lanes and speed, SR 99 is LTS 4 for pedestrians throughout the length of the project.
 - Bicycle level of traffic stress: there are no dedicated bicycle facilities, SR 99 is LTS 4 for bicycles throughout the length of the project.
- SR 99 Characteristics:
 - SR 99 is a 6-lane, divided facility with 2 general purpose lanes and a transit lane in each direction.
 - Left and right turn lanes throughout.
 - There are sidewalks on both sides but no bicycle facilities.
 - It's a signalized corridor
 - Speed limit of 45 MPH but signing doesn't necessarily mean compliance.
 - A correction was made that the speed limit is 40mph
 - We know operating speeds are above the posted speed.
- SR 99 Volumes:
 - There are between 28,000 and 35,000 vehicles on the corridor each day.
 - For freight, WSDOT the corridors based on the tonnage that's transported annually.
 - This is classified as a T-3 freight corridor throughout the project limits; there is anywhere from 300,000 to 4M tons moved annually through this section of highway.
 - For truck volumes, we have about 1,000 trucks per day which makes up about 3.3% of all vehicles.
- SR 99 Safety:
 - Crash data is divided into 4 sections (not for any specific reason).
 - Between the start of 2019 through the end of August 2024, over 600 crashes have occurred in this corridor, most were at intersections or driveways.
 - There have been 4 fatal crashes and 12 serious crashes.
 - Of those 16 crashes, there were 3 fatal and 11 serious involving a bicycles or pedestrians, making up 88% of all fatal and serious crashes when bikes & peds are involved in only 6% of all crashes.
 - This is an example of how vulnerable those users are and why we make improvements for bicyclists and pedestrians.
- SR 99 Land Use:
 - The majority of the land use along SR 99 is commercial with a significant amount of residential use in the immediate area.
 - We also have several schools, from elementary through college.
 - SeaTac is nearby.
 - Each of these land uses have different needs that sometimes conflict, which makes it challenging to develop balanced solutions that work for all users.
- SR 99 Transit – Bus:

- There are 4 transit routes with a significant number of stops on the corridor and two transit centers that need to be considered in our project.
- There are a lot of users that need safe and convenient access to these sites, will do what we can to make those users feel more comfortable and make transit use more inviting.
- SR 99 Transit – Light Rail:
 - In 2026, we expect an increase in transit use when the light rail opens.
 - The addition of the Kent/Des Moines and Star Lake stations are going to increase the need for active transportation solutions. As a part of this project, we will be looking ahead as to how the new facility will operate and how we can get the most out of our bike and pedestrian improvements.

5. Needs:

- Baseline and Complete Streets Needs:
 - Baseline needs are the primary needs for the project and must be met by the preferred alternative. Each of the needs includes 3 elements: 1) Background, explains the problem we're trying to solve. 2) Metric is how we'll measure the performance of the project. 3) Target is the goal we're using for the metric.
 - Baseline Need 1 (BN1): Background: During the 2019 NWR Pavement Review, it was identified that the pavement on this section of SR 99 between MP 12.92 and 15.47 is deteriorating and requires preservation efforts (WSPMS). Metric: Quality of driving surface.
 - Complete Streets Need 1 (CS1) for Pedestrians: Background: Implementation of features that address the level of stress experience by active transportation users. Metric: Pedestrian Level of Traffic Stress (PLTS).
 - Complete Streets Need 2 (CS2) for Bicyclists: Background: Implementation of features that address the level of stress experience by active transportation users. Metric: Bicycle Level of Traffic Stress (BLTS).
 - Complete Streets Need 3 (CS3) Route Directness Index (RDI): Background: Implementation of features which reconnect portions of the community divided by SR 99. Metric: Route Directness Index (RDI).
- Contextual Needs:
 - Are needs that enhance the project, but are not the primary drivers of the project.
 - Contextual Need 1 (CN1) Traffic Calming: Background: Implementation of features that promote lower operating speeds. Speed reduction is the primary mitigation factor to improving level of traffic stress and overall corridor safety. Metric: Operating/projected operating speed.
 - Contextual Need 2 (CN2) Forward Compatibility: Background: WSDOT identifies this section of SR 99 as an important for both vehicular and active transportation focused improvements. Improvements should not preclude opportunities for intersection, roadway, and active transportation improvements proposed by the City of Des Moines or the City of Kent. Metric: Accommodate future active transportation improvements.

- Contextual Need 3 (CN3) Transit Access: Background: King County Metro operates the A-Line, Bus Rapid Transit along the length of this corridor, servicing multiple stops. There are some bus stop pairs that are only accessible for users by traveling 1000' or more to the nearest protected crossing. Metric: Number of new protected crossings.
- Others?
- Discussion:
 - **Engineering/Planning perspective:**
 1. Are there additional contextual needs?
 1. *Reliability for transit along the corridor. King County Metro and WSDOT to connect further re: needs.*
 2. Is there any additional data you could share for needs identified?
 1. *No comments.*
 - **Community perspective:**
 1. Are there any additional needs from a community perspective you can share from your engagement efforts or experience?
 1. *King County Metro to connect their Community Engagement staff with WSDOT*
 2. *Long distances between crosswalks*
 2. Are you able to share any data or information on community identified needs to add to contextual needs?
 1. *King County Target Zero Observational Surveys*

6. Near-Term Improvements:

- Project Funding: Funding is coming from multiple sources. WSDOT is contributing \$6.02M, we're also receiving a PSRC grant of \$1.45M but funds have to be obligated before May 2026. The funding guidelines mean we're limited by schedule as to what we can get done, any improvement that needs right of way can't be delivered by next spring. This has resulted in the project being divided into two categories, near-term improvements and long-term improvements.
 - For the funded phases, we can deliver the paving and ADA project, as well as near term complete streets improvements that don't require any right of way.
 - The unfunded phase includes the design, right of way and construction phases for the long-term complete streets improvements.
- Near-term Improvement Ideas Considered:
 - We're considering truck aprons, speed cushion and enhanced driveway crossings that don't require right of way.
 - Solutions that require right away are improvements we've considered but won't be pursuing them with the paving project since they need right of way and can't meet our May 2026 deadline. As a result, they have been identified as long-term solutions and will need additional funding for a later project. The list includes a pedestrian activated

crossing and the removal of the bus pullout at the library, access management and lane narrowing.

- There are 12 locations identified for truck aprons throughout the corridor. Truck aprons reduce the radius for right turning movements and will slow vehicle turning speeds.
- Slides 47-51 show improvements through the corridor.

3. **Next steps:**

- WSDOT will prepare for community engagement, develop alternatives on the study recommendations, initiate the environmental justice assessment, and follow-up regarding the second TWG meeting and send post-meeting materials.