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SR 99/272nd to SR 516 Complete Streets Improvements

TECHNICAL WORKING GROUP (TWG) MEETING #1

March 7, 2025

CULLEN ANDERSON, PROJECT ENGINEER, SNO-KING DESIGN OFFICE

CHAD HANCOCK, PROJECT MANAGER

ZACHARY HOWARD, COMPLETE STREETS LEAD

AMBER STANLEY, COMMUNITY ENGAGEMENT LEAD, MANAGEMENT OF MOBILITY

Today's Agenda

- **Introductions**
- **Project Overview**
- **Heal Act and Community Engagement**
- **Project context**
- **Existing Conditions**
- **Planning Context**
- **Baseline and contextual needs**
- **Near-term Improvements**
- **Next steps**

Presenter Introductions

CULLEN ANDERSON
PROJECT ENGINEER

CHAD HANCOCK
PROJECT MANAGER

ZACHARY HOWARD
COMPLETE STREETS LEAD

AMBER STANLEY
COMMUNITY ENGAGEMENT LEAD

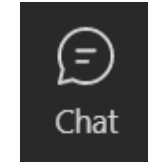
Introductions

Organizations invited today:

- City of Kent
- City of Des Moines
- City of Federal Way
- City of SeaTac
- King County Metro
- Sound Transit
- PSRC
- Northwest Seaport Alliance
- Washington Trucking Associations
- Muckleshoot Tribe
- Puyallup Tribe
- Snoqualmie Tribe
- Squaxin Island Tribe
- Yakama Nation
- WSDOT

Please introduce yourself in the chat:

- **Name**
- **Organization**
- **Role**



Project Overview

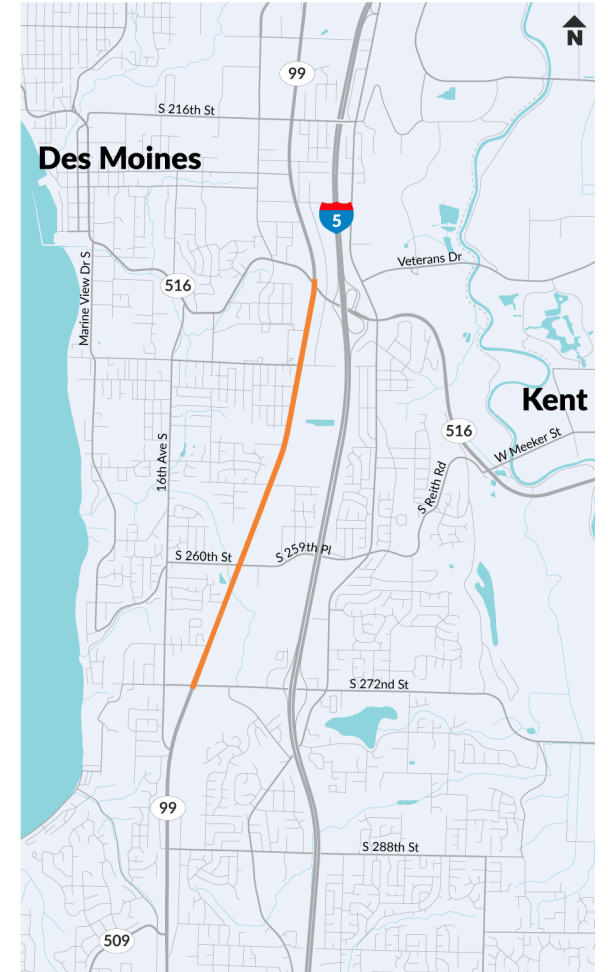
Paving and ADA Improvements

- **Rehabilitate Existing Asphalt**
 - Grind and inlay 272nd S South to SR-516
- **ADA Improvements**
 - Reconstruct ADA ramps to meet current ADA standards
- **Complete Streets Improvements**
 - Near term
 - Long term



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Technical Working Group

Technical Working Group (TWG) Schedule

We are here



TWG Meeting #1

- Project overview
- Existing conditions
- Complete streets framework
- Healthy Environments for All (HEAL) Act
- Community engagement
- Draft baseline and contextual needs
- Near-term improvements

TWG Meeting #2

- Community engagement update
- Final needs
- Final analysis framework and screening criteria
- Preliminary complete streets alternatives
- Preliminary qualitative screening results

TWG Meeting #3

- Community engagement update
- Quantitative screening results and refined complete streets alternatives

TWG Meeting #4

- Present recommended complete streets alternative(s)

Agency, Tribal and Community Engagement

TWG Roles and Responsibilities

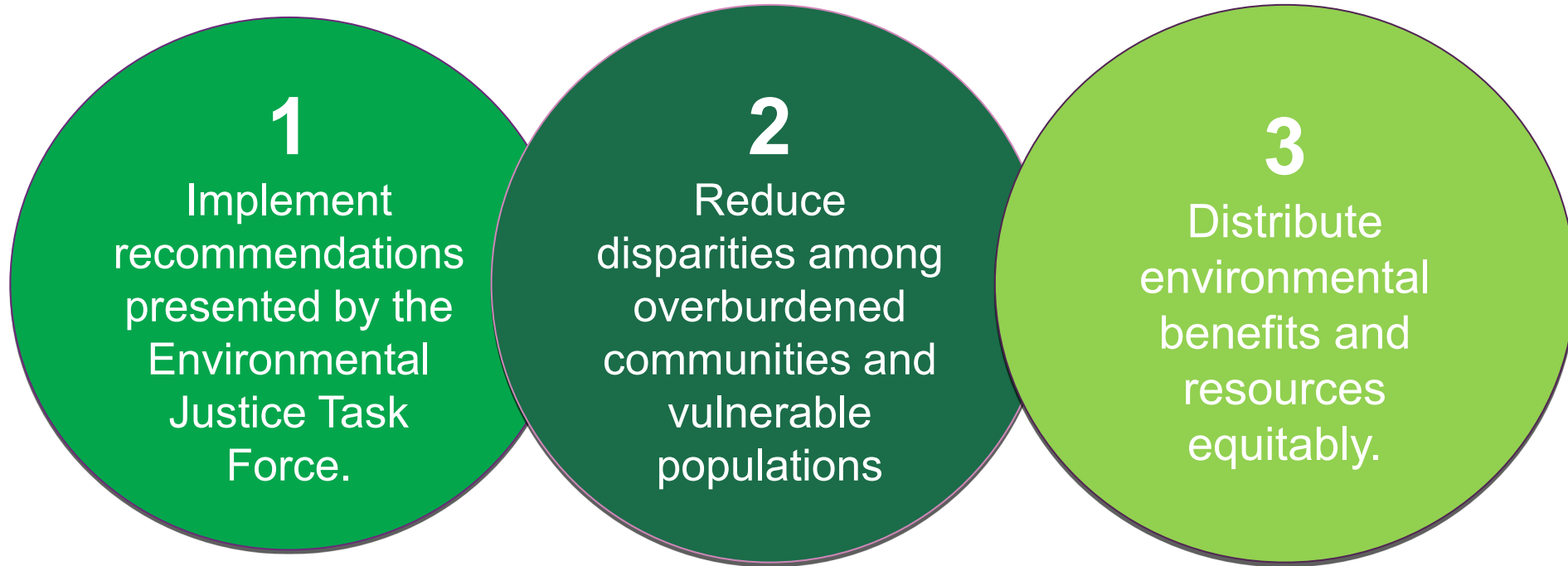
- Attend or be represented at four (4) TWG meetings
- Review technical information provided by WSDOT before, during, and after meetings as needed
- Share information and gather feedback from your elected officials and/or leadership
- Help promote community engagement activities
- Provide strategic advice to WSDOT

Project Team Responsibilities

- Provide background materials, data, and collect public input
- Be available to TWG members to answer questions and inform the discussion
- Provide materials and set guidelines for TWG review
- Coordinate engagement with associated elected officials and executives
- Report back to TWG members on:
 - What we hear from community engagement
 - How the project team considered and addressed TWG input

HEAL Act and Community Engagement

HEAL Act Goals



HEAL Act & Community Engagement

"The Healthy Environment for All (HEAL) Act creates a coordinated approach to reducing environmental health disparities across Washington State. The HEAL Act established the Environmental Justice Council to provide guidance to state agencies on how to integrate environmental justice into different facets of their work. The Community Engagement Committee was created by the Council to lead the discussion on community engagement with the agencies. **The committee and the Council believe that authentic community engagement is the heart of environmental justice.**"

Community Engagement Values and Guidance

Adopted by the Environmental Justice Council on August 25, 2023

HEAL Act

- **Healthy Environment for All (HEAL) Act:** Environmental justice in Washington State, as provided in the HEAL Act, addresses disproportionate environmental and health impacts in all laws, rules, and policies by prioritizing vulnerable populations and overburdened communities, the equitable distribution of resources and benefits, and eliminating harm (RCW 70A.02.010).
- **Overburdened community:** a geographic area where vulnerable populations face combined, multiple environmental harms and health impacts, and includes, but is not limited to, highly impacted communities as defined in RCW 19.405.020. (associated definitions include Tribal lands/Indian country)
- **Vulnerable populations:** population groups that are more likely to be at higher risk for poor health outcomes in response to environmental harms, due to: (i) Adverse socioeconomic factors, such as unemployment, high housing and transportation costs relative to income, limited access to nutritious food and adequate health care, linguistic isolation, and other factors that negatively affect health outcomes and increase vulnerability to the effects of environmental harms; and (ii) sensitivity factors, such as low birth weight and higher rates of hospitalization. Includes, but is not limited to:
 - (i) Racial or ethnic minorities;
 - (ii) Low-income populations;
 - (iii) Populations disproportionately impacted by environmental harms; and
 - (iv) Populations of workers experiencing environmental harms.

Significant Agency Action

- As of July 1, 2023, environmental justice assessments on the following types of actions that we have determined are significant and that meet the requirements of the law:
 - New individual transportation projects of \$15 million or more
 - New individual grants or loans of \$15 million or more
 - Significant legislative rules (rulemaking (RCW 34.05.328))
 - New grant or loan programs
- An Environmental Justice Assessment (EJA) is required as part of the HEAL Act and is completed for all projects considered a Significant Agency Action
- Allows us to better understand a wide range of environmental justice impacts that an action may have

WSDOT EJA/OFM Notification: <https://wsdot.wa.gov/about/environmental-justice/environmental-justice-assessments>

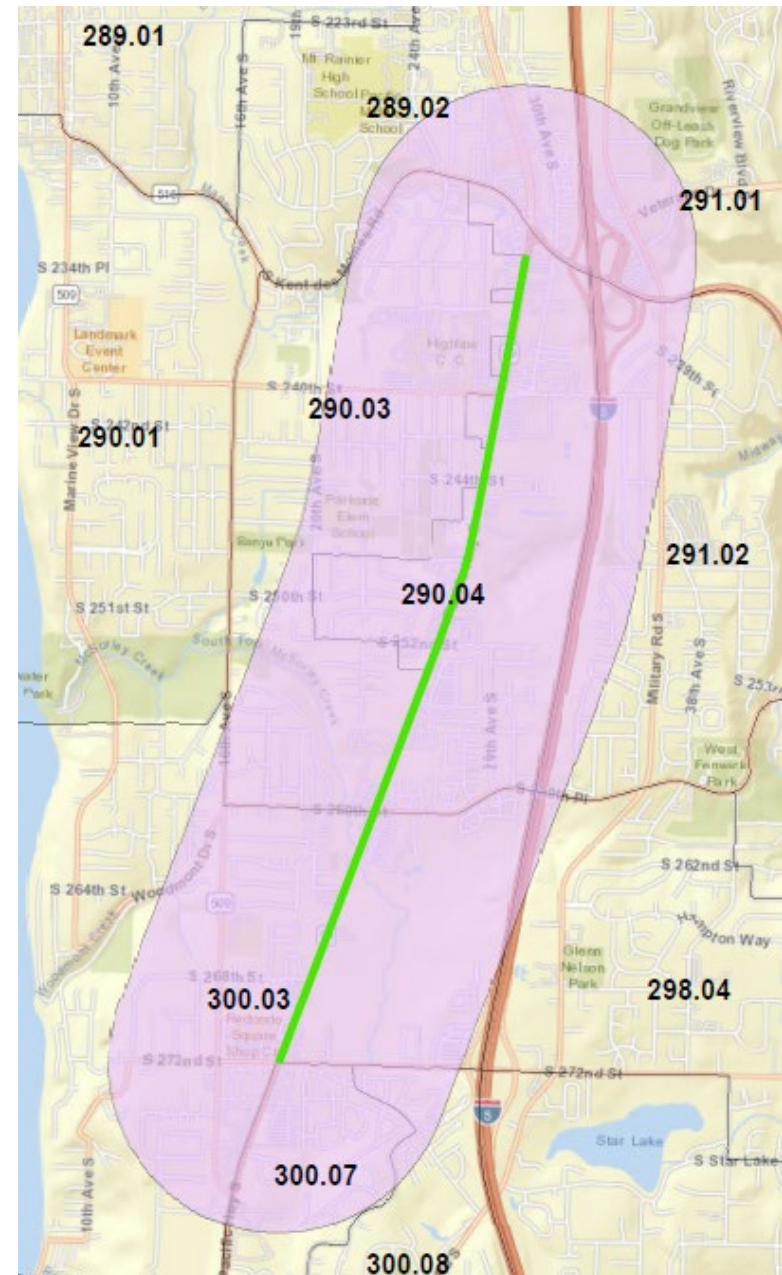
Community Engagement

Objectives:

- Ensure public input is meaningfully incorporated throughout the project
- Community engagement meets the intention and requirements of the HEAL Act to center engagement with vulnerable populations and overburdened communities for the project.
- Collaborate with study area agencies and jurisdictions to validate data and alternatives.

Community Profile

- Project area: 40,000+ people; 16,000 households
- 6 Translation needs:
 - Spanish; French, Haitian, or Cajun; Russian, Polish, and other Slavic languages; Other Indo-European; Other Asian and Pacific Island languages; Other and unspecified languages
- 61% BIPOC
- 37% below federal poverty level
- 16% report a disability
- 5% of households without vehicle
- All tracts have one or more health disparities:
 - 50% score an 8+ for proximity to hazardous waste treatment storage and disposal facilities
 - 100% score an 8+ for deaths from cardiovascular disease



Community-based Organization & Groups

- Highline Public Schools
- Federal Way Public Schools
- Highline Community College
- Woodmont Library
- Communities in Schools South King County
- Kent Community Foundation
- World Relief
- Open Doors
- Sea Mar
- **Others?**

Engagement Milestones

Timeline	Outreach Milestones
Winter 2024	<ul style="list-style-type: none">• Publish a website• Tribal Coordination• Develop communications plan• Establish Technical Working Group (TWG)
Spring 2025	<ul style="list-style-type: none">• First Technical Working Group (TWG) meeting• Focused engagement• Online open house and survey• Continued TWG meetings
Summer 2025	<ul style="list-style-type: none">• Focused engagement• Continued TWG meetings

Discussion

1. What other community-based organizations or active community members should we reach out to?
2. Are there upcoming events we may be able to attend?
3. Are there previous studies or research we can build off of to help inform our project?

Project Context

Complete Streets is how WSDOT designs corridors

RCW 47.04.280, Transportation

Policy Goals:

- Preservation
- Safety
- Stewardship
- Mobility
- Economic vitality
- Environment

RCW 47.04.035, Complete Streets:

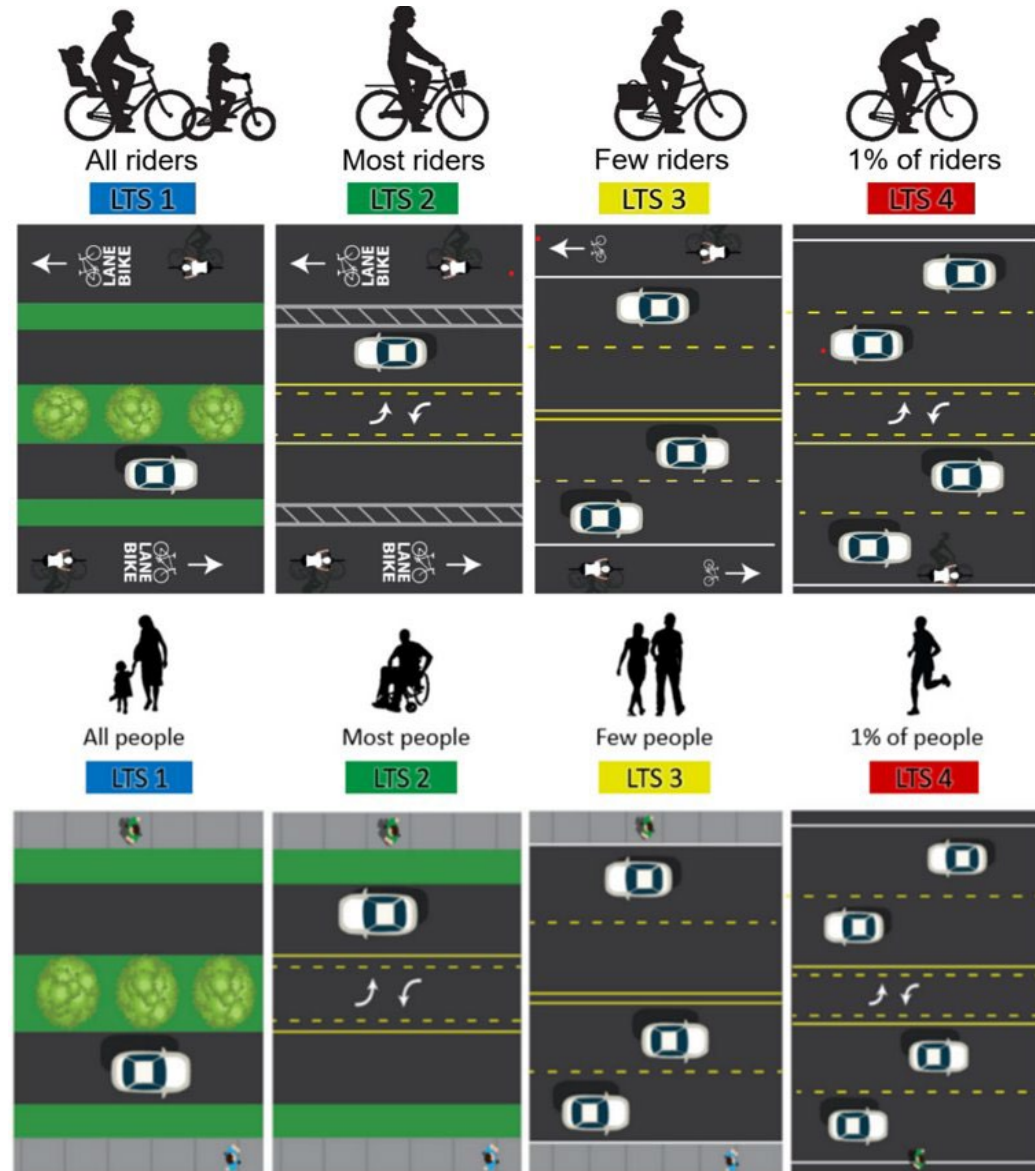
- The department must incorporate the principles of complete streets with facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users.
- For state transportation projects starting design on or after July 1, 2022, and that are \$500,000 or more



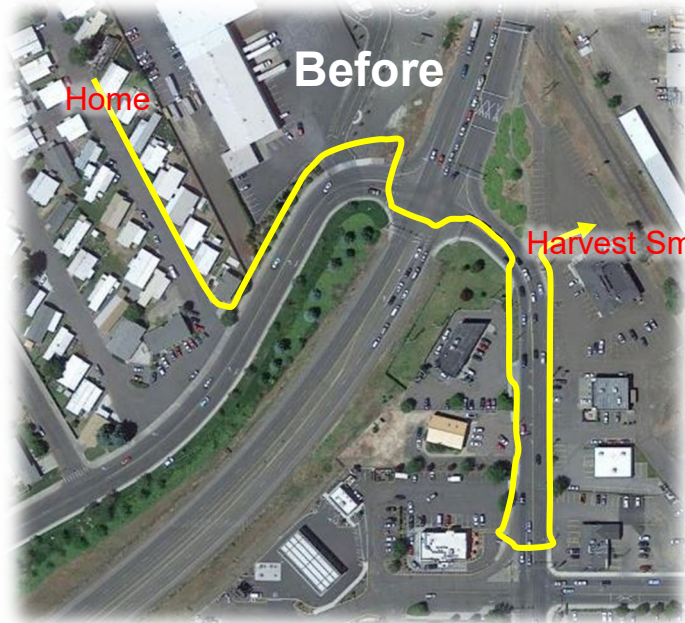
Level of Traffic Stress

Improve the comfort and safety of active transportation users by:

- Decreasing pedestrian/bicyclist **exposure**
- Decreasing motor **vehicle speed**
- Increasing **conspicuity** for bicyclists and pedestrians
- Increasing **predictability** of movement of all users through the intersection
- Increasing **separation in time and space** between motorists, pedestrians, and bicyclists



Route Directness Index



“How far out of my way do I need to go to cross the highway?”

What is Route Directness Index?

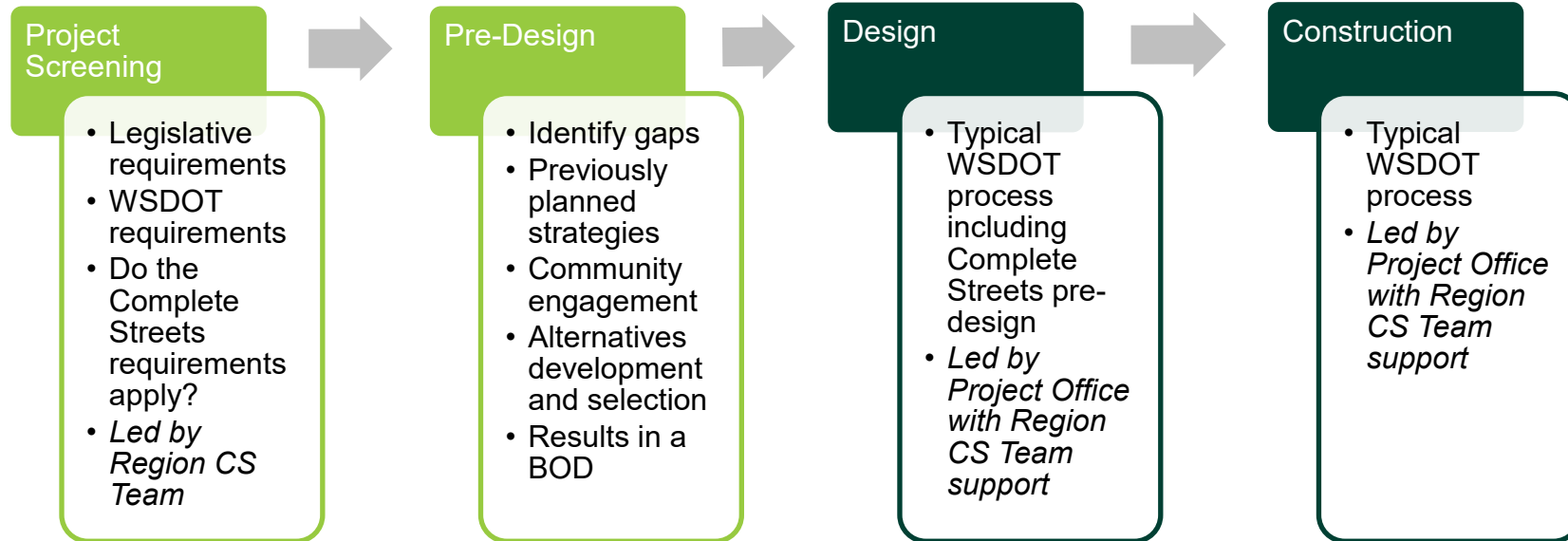
straight-line distance “A”
actual route distance “B”

$$RDI = A / B$$

The diagram shows two orange circular dots representing start and end points. A straight white line connects them and is labeled 'A'. A jagged green line also connects them, representing a more circuitous path, and is labeled 'B'. The formula RDI = A / B is shown below the diagram.

Our Complete Streets Delivery Process

NWR Complete Streets Team Interdisciplinary Team, Program Management, Planning, Traffic, Maintenance, Project Offices, Engineering Services, Landscape Architecture, Real Estate Services (Bridge and Lighting when needed)



SR 99

Existing Conditions – Pedestrian Level of Traffic Stress

Under current configuration of lanes and speed, SR 99 is LTS 4 for pedestrians throughout the length of the project.

Exhibit 1510-1 Pedestrian Level of Traffic Stress (PLTS) no dedicated pedestrian facility, with shoulder

No dedicated pedestrian facility, with shoulder								
Lane configuration	AADT (total)	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	2	3	4	4	4	4
	751 - 1500	1	2	3	4	4	4	4
	1501 - 3000	2	2	3	4	4	4	4
	> 3000	2	3	3	4	4	4	4
2 thru lanes per direction	0 – 6000	3	3	3	4	4	4	4
	> 6000	3	3	4	4	4	4	4
3+ thru lanes per direction	Any ADT	4	4	4	4	4	4	4

Exhibit 1510-2 Pedestrian Level of Traffic Stress (PLTS) based on Sidewalk Width

5' to 7.5' Sidewalk with no buffer								
Lane configuration	AADT (total)	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	1	2	3	4	4	4
	751 - 1500	1	1	2	3	4	4	4
	1501 - 3000	1	1	2	3	4	4	4
	> 3000	2	2	2	3	4	4	4
2 thru lanes per direction	0 - 6000	2	2	2	3	4	4	4
	> 6000	2	2	3	4	4	4	4
3+ thru lanes per direction	Any ADT	2	2	3	4	4	4	4

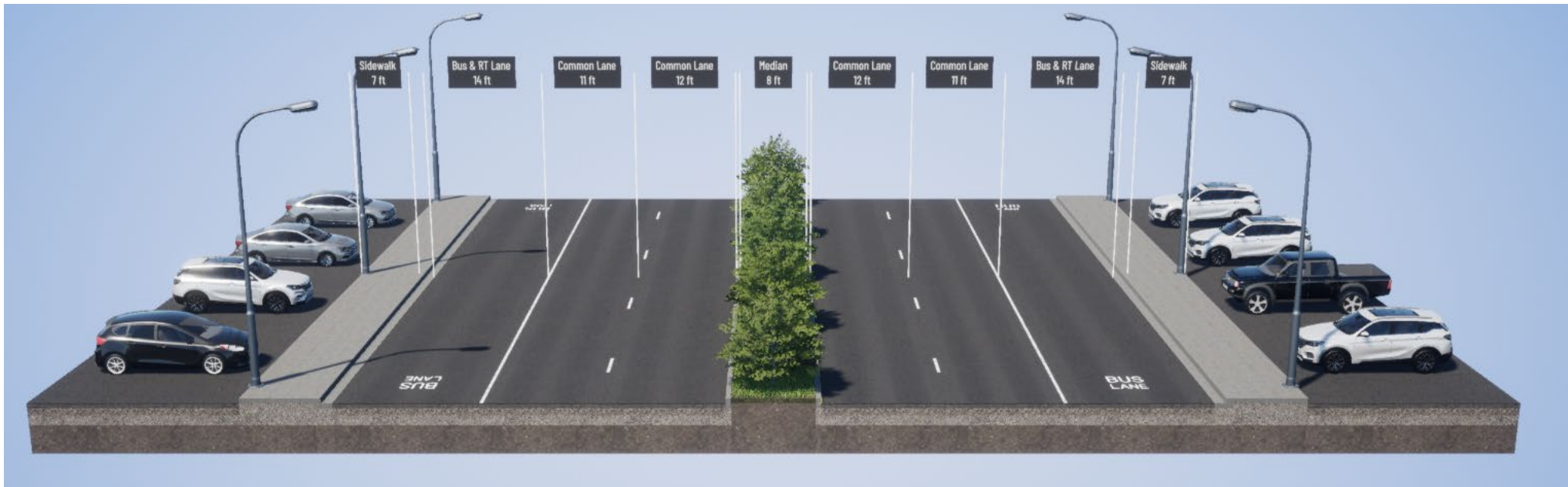
SR 99

Existing Conditions – Bicycle Level of Traffic Stress

With no dedicated bicycle facilities, SR 99 is LTS 4 for bicyclists throughout the length of the project

Exhibit 1520-5 Bicycle Level of Traffic Stress in mixed traffic (no bicycle facility)

BLTS in mixed traffic (no bicycle facility)								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	2	3	4	4	4	4
	751 - 1500	1	2	3	4	4	4	4
	1501 - 3000	2	2	3	4	4	4	4
	> 3000	2	3	3	4	4	4	4
2 thru lanes per direction	0 - 6000	3	3	3	4	4	4	4
	> 6000	3	3	4	4	4	4	4
3+ thru lanes per direction	Any ADT	4	4	4	4	4	4	4



SR 99

Characteristics

- 2 General Purpose and 1 transit in each direction, including right and left turn lanes
- Curb or median throughout the corridor, allowing left turn movements at most driveways and city streets
- Sidewalks on both sides of the highway. No bicycle facilities
- Signalized corridor
- 45 MPH

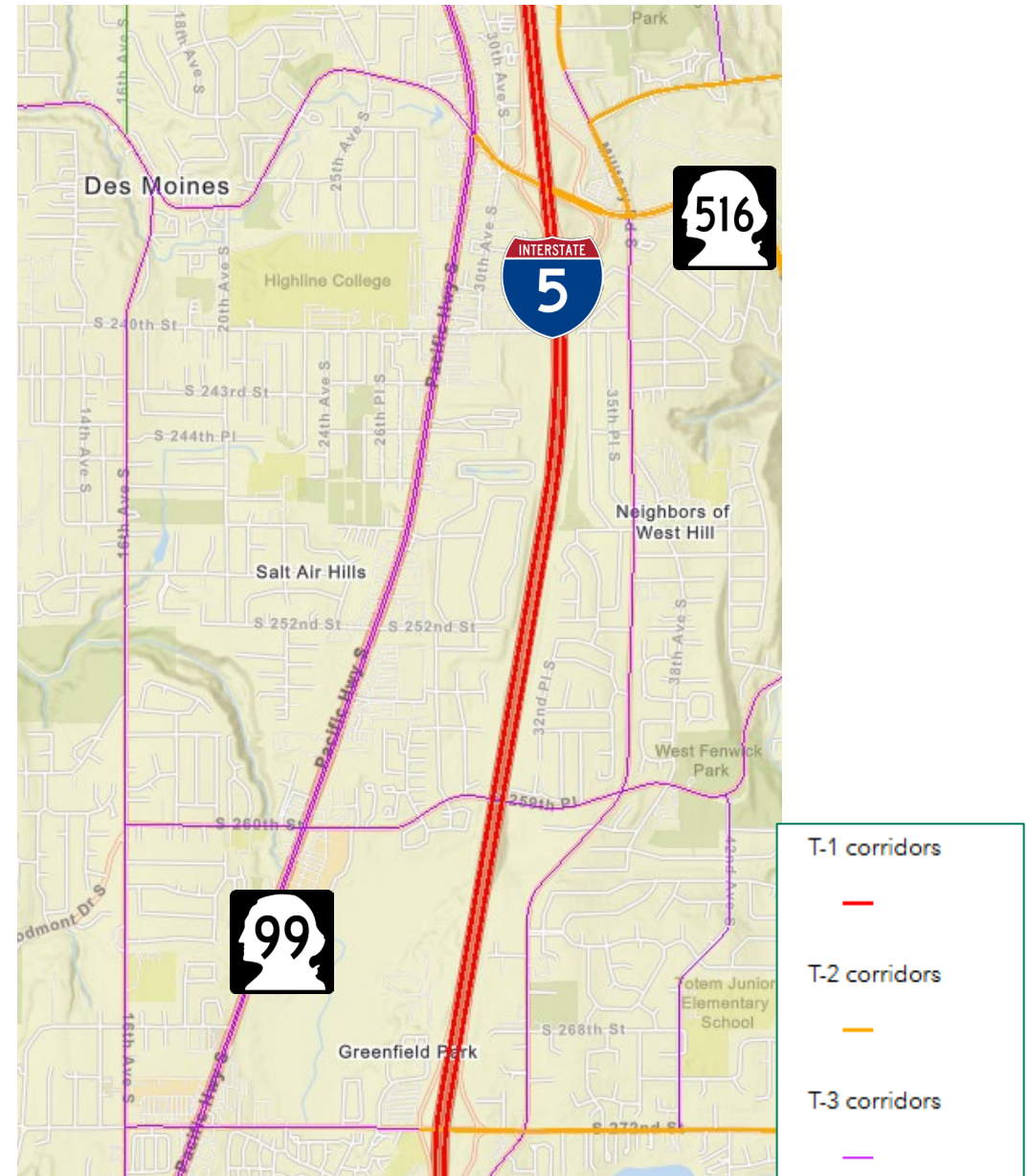


SR 99 Volumes

Volumes

- 33,000 south of project limits
- 32,000 272nd – 268th
- 30,000 268th – 255th
- 28,000 255th – 240th
- 35,000 240th – SR 516
- 28,000 north of project limits

Freight Route: T-3
3.3% (1,000 AADT) (2023)



SR 99 Safety

Section		Total Crashes	Non-Int or D/W Related	Int Related	Driveway Related	Fatal	Serious	Ped Involved	Bike Involved
272nd	260th	253	56	176	21	2 (1 ped)	3 (1 ped)	8	2
260th	252nd	106	40	54	12	0	3 (2 bike, 1 ped)	7	1
252nd	242nd	103	41	37	25	1 (1 ped)	3 (2 ped)	5	0
242nd	SR 516	147	63	70	14	1 (ped)	6 (5 ped)	11	4
		609	200	337	72	4	12	31	7
						3 ped	2 bike 9 ped		
* Collision data from 1/1/2019 - 8/31/2024									

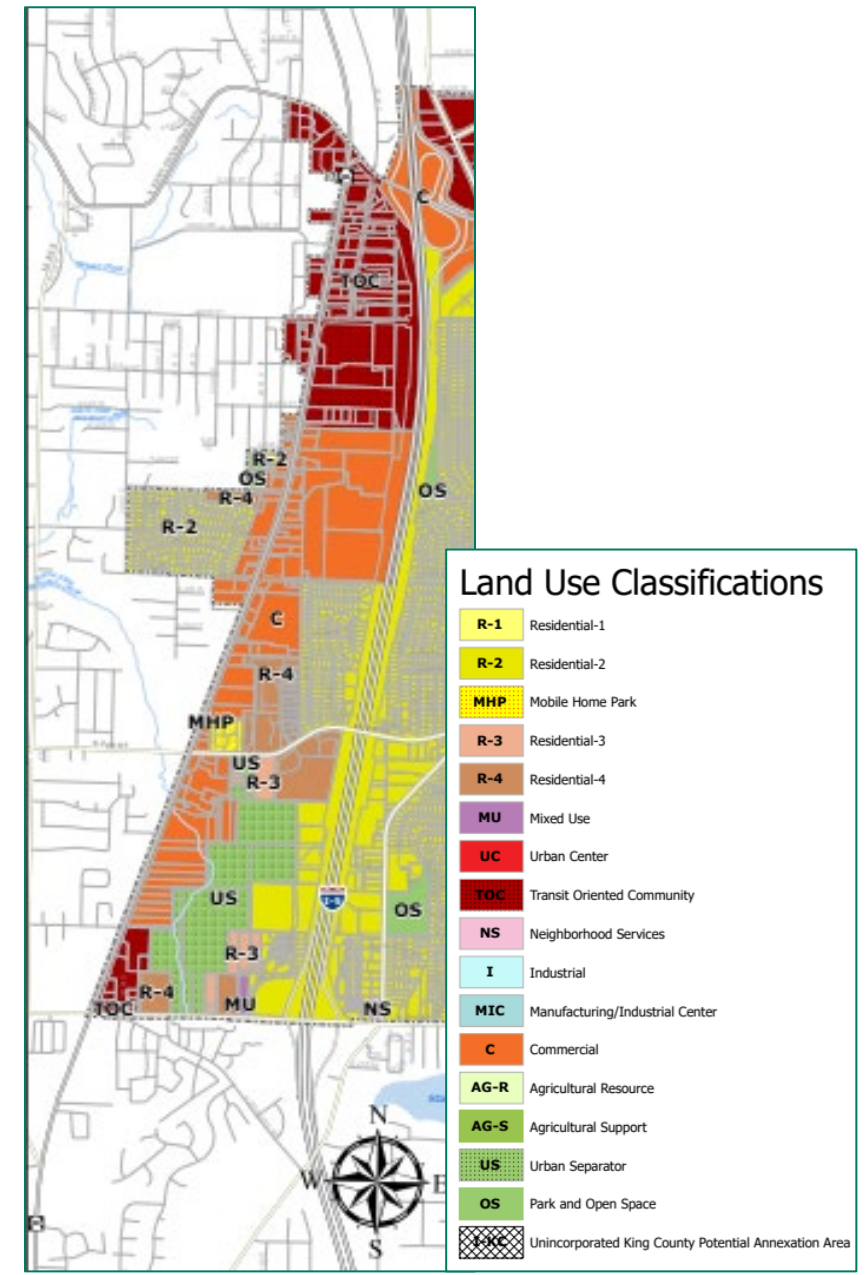
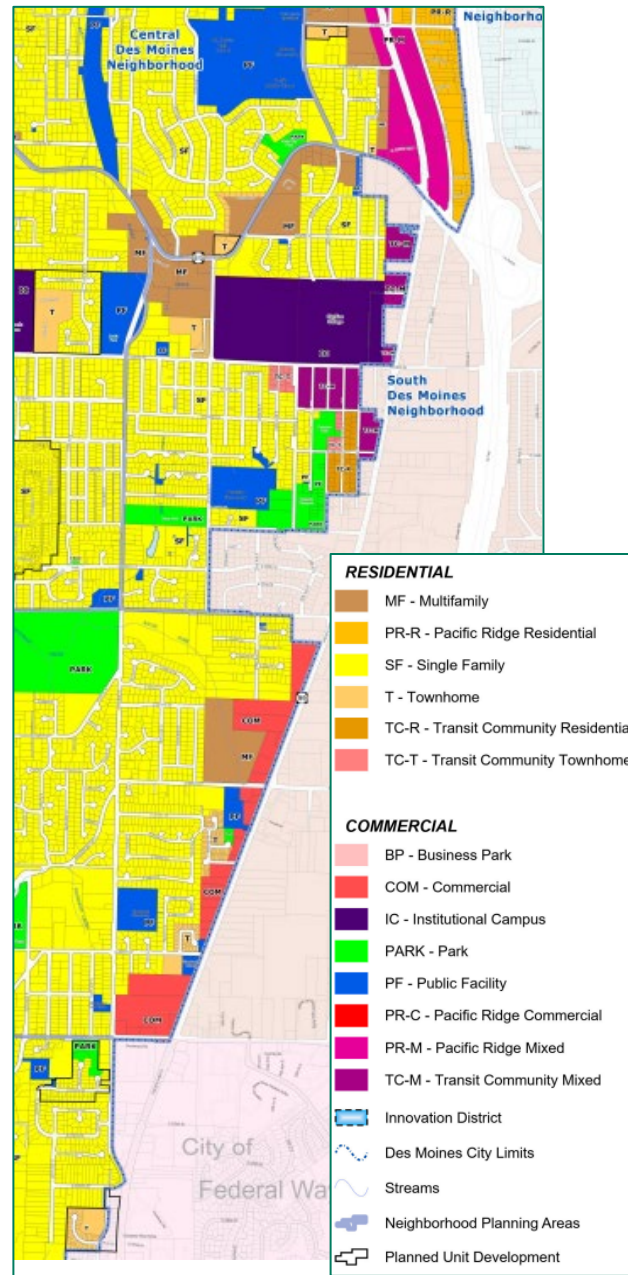
SR 99 Land Use

Key Takeaways:

- Majority of SR 99 frontage is commercial
- Large amount of residential within 1/2 mile of SR 99

Institutions within 1/2 mile of SR 99:

- Highline College
- Parkside Elementary
- Bright Light School
- Woodmont Elementary School
- Mark Twain Elementary School
- SeaTac Airport (3.5 mi to the North)

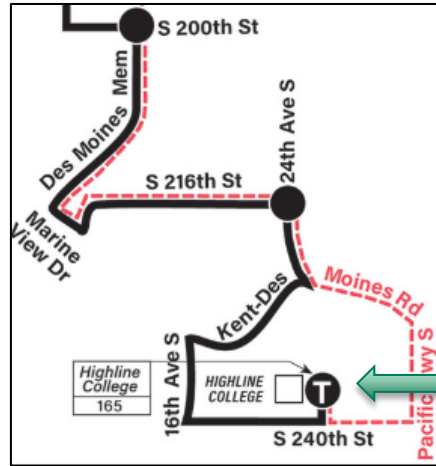


https://cdns5-hosted.civiclive.com/UserFiles/Servers/Server_17385004/File/Departments/Planning%20and%20Building/Plan%20Development/Comprehensive%20Plan/CP%20Map%2012%202023.pdf

<https://www.kentwa.gov/departments/econ-community-dev/city-planning>

SR 99 Transit - Bus

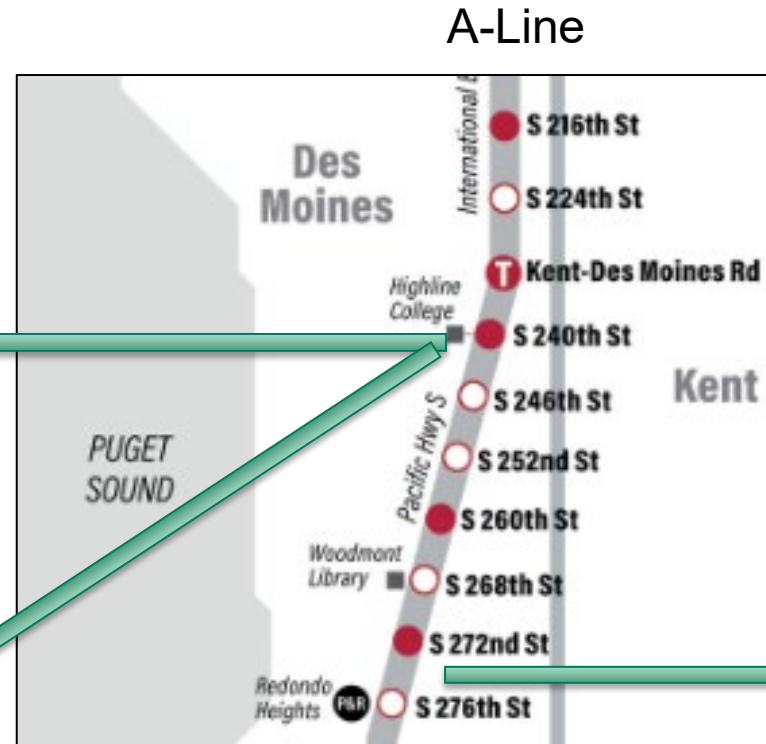
- Rapid Ride A-Line
 - Multiple stations/stops on SR 99
- Routes 156, 165, 183
 - Transit connections near SR 99 at Highline College and Star Lake Freeway Station



Rt 156



Rt 165



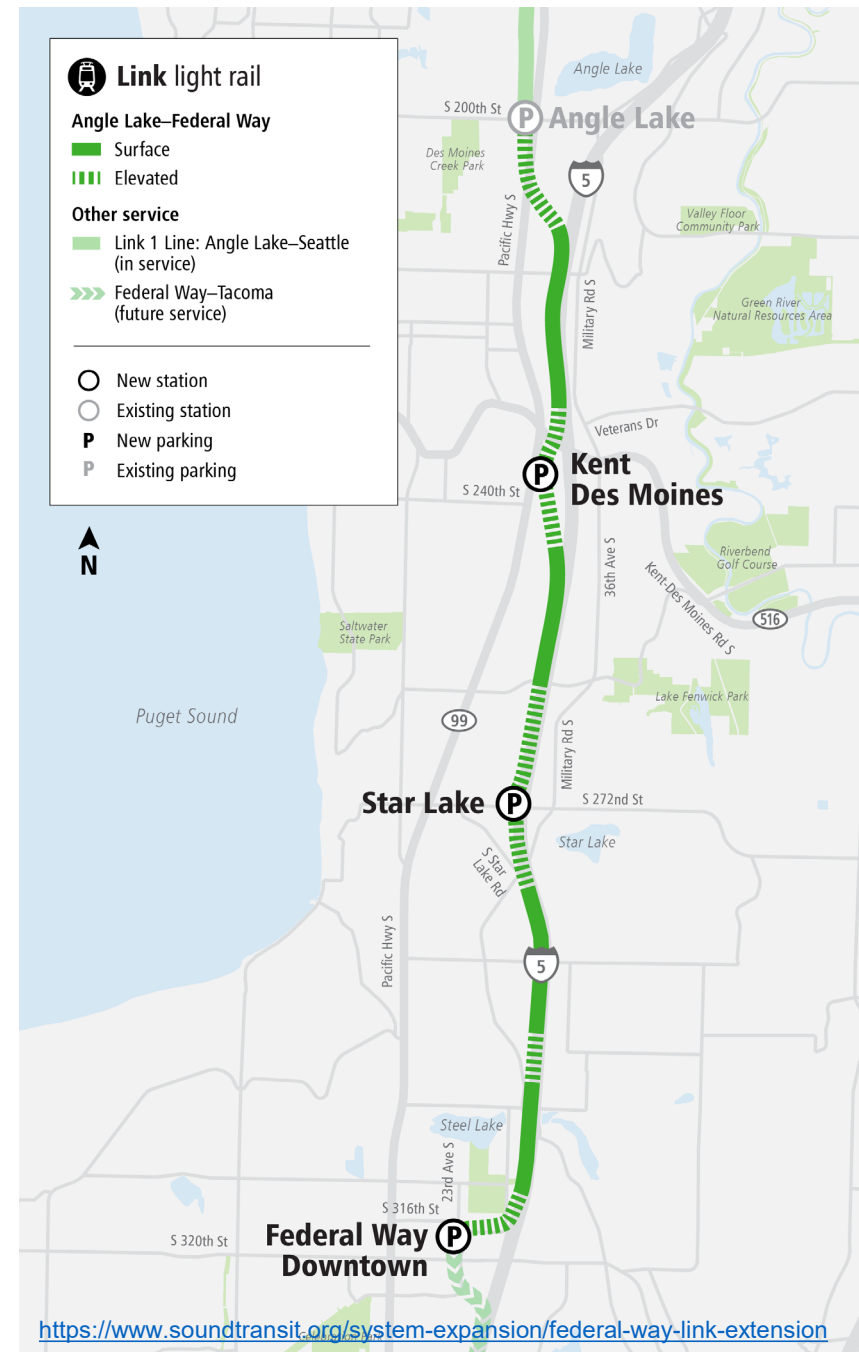
A-Line



Rt 183

SR 99 Transit – Light Rail

- Sound Transit Link Light Rail Federal Way Extension
 - Kent / Des Moines Station
 - Star Lake Station (272nd St)
- Expected opening in 2026



Needs

Baseline & Complete Streets needs

BN1 – Pavement Preservation

- 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

CS1 – Complete Streets for Pedestrians

- Background: Implementation of features that address the level of stress experience by active transportation users
- Metric: Pedestrian Level of Traffic Stress (PLTS)

CS2 – Complete Streets for Bicyclists

- Background: Implementation of features that address the level of stress experience by active transportation users.
- Metric: Bicycle Level of Traffic Stress (BLTS)

CS3 – Route Directness Index

- Background: Implementation of features which reconnect portions of the community divided by SR 99.
- Metric: Route Directness Index (RDI)

Contextual needs

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.

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.

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?

Summary of Needs

Baseline Need:

- Failing pavement

Complete Streets Needs:

- Some curb ramps don't meet ADA standards
- Bike facilities don't meet LTS 2
- Pedestrian facilities don't meet LTS 2
- Lack of direct routes for bikes and pedestrians in the corridor

Contextual Need:

- Transit access
- Operating speeds are too high
- Accommodate local agency improvements

Discussion

Engineering/Planning perspective:

1. Are there additional contextual needs?
2. Is there any additional data you could share for needs identified?

Community perspective:

1. Are there any additional needs from a community perspective you can share from your engagement efforts or experience?
2. Are you able to share any data or information on community identified needs to add to contextual needs?

Near-Term Improvements

Project Funding

Secured Funding for Paving and ADA Project

- WSDOT Funding: \$6.02 Million
- Puget Sound Regional Council Transportation Alternatives Program: \$1.45 Million

Funded Phases: Predesign, Preliminary Engineering, Right-of-Way and Construction for Paving and ADA, with near-term Complete Streets improvements included

Unfunded Phases: Preliminary Engineering, Right-of-Way and Construction of long-term Complete Streets improvements

Near Term Improvement Ideas Considered

Assessing Feasibility for Near-Term:

- Truck aprons
- Speed cushion at channelized right turn
- Enhanced driveway crossings

Not Recommended for Near-Term, Assessing for Long-Term

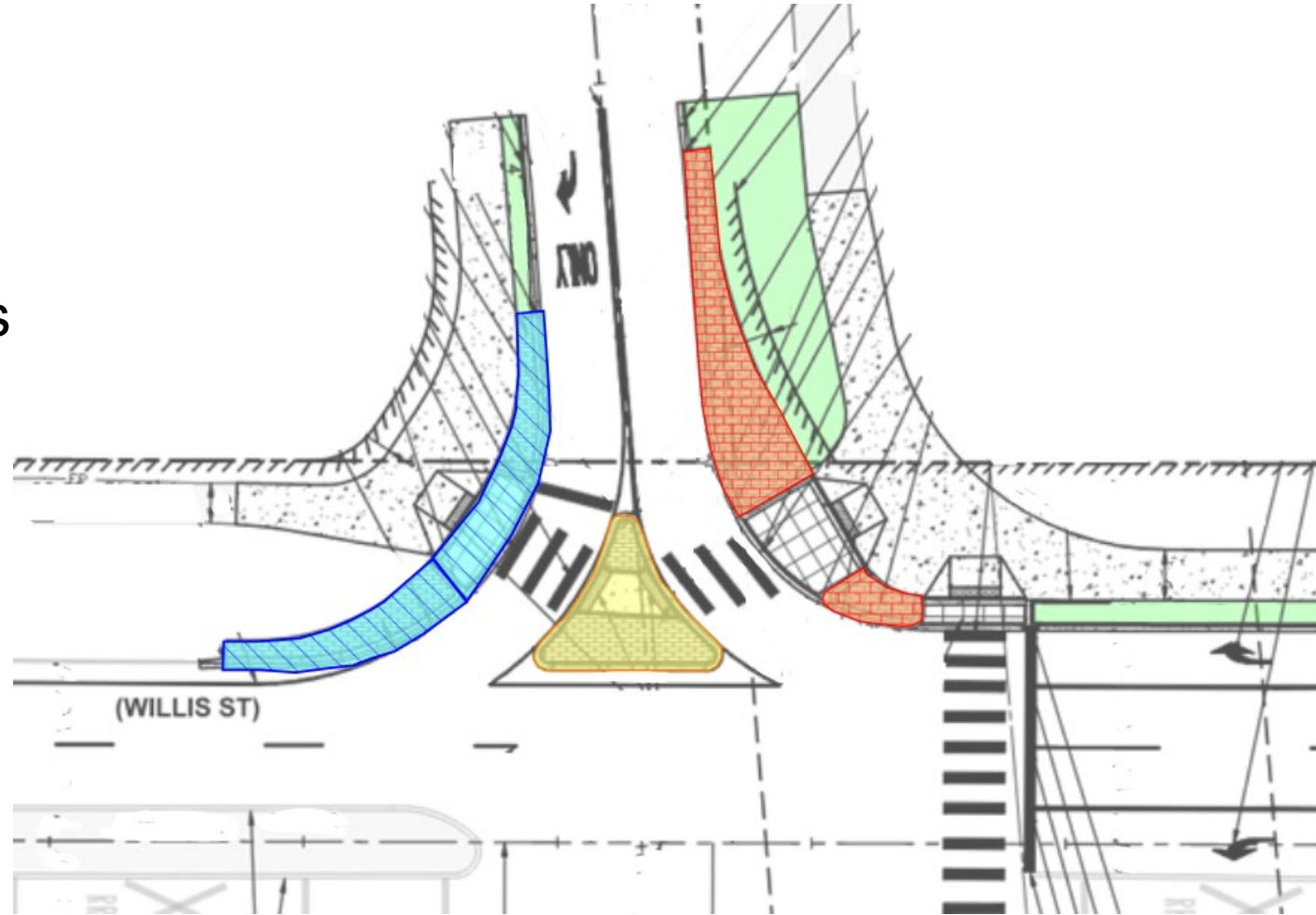
- Signalized crossing:
 - Near the Woodmont Library
- Remove bus stop pullout:
 - Near the Woodmont Library
- Access management (close multiple driveways accessing a single parcel):
 - 27001 Pacific Hwy S, 26421 Pacific Hwy S, 26134 Pacific Hwy S, 25619 Pacific Hwy S, 25246 Pacific Hwy S, 24811 Pacific Hwy S, 24101 Pacific Hwy S
- Lane narrowing:
 - Corridor-wide

Truck Apron Example



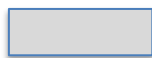
Enhanced driveway treatments

- Right in / right out with truck apron or curb extensions
- Pedestrian refuge islands
- Channelization



Truck Aprons

MP	Street	Corner	Existing Width (ft)	Width With Apron (ft)	Existing Actual Radius (ft)	Existing Effective Radius to Inside Lane (ft)	Apron Effective Radius to Inside Lane (ft)	Notes
12.91	S 272nd St	SW	94	64	55	75	25	
13.7	S 260th St	SW	80	58	55	75	25	
13.72	S 260th St	NE	95	74	45	50	25	
14.05	25400 Blk	SE	82	58	35	50	25	Road slopes up from SR 99; truck apron mainly falls behind crosswalk
14.23	S 252nd St	SW	95	55	40	75	25	Existing radius is compound, so really 40' and 100'; results more roadway space
14.23	S 252nd St	SE	98	50	40	75	25	
14.25	S 252nd St	NW	95	55	40	100	25	Existing radius is compound, so really 40' and 100'; results more roadway space
14.25	S 252nd St	NE	98	50	40	55	25	
14.99	S 240th St	SW	86	45	40	75	35	Existing radius is compound, so really 40' and 100'; results more roadway space
14.99	S 240th St	SE	74	45	40	50	25	Existing radius is compound, so really 40' and 100'; results more roadway space
15	S 240th St	NW	86	45	40	75	25	Conflicts with planned City of Des Moines Barnes Creek Trail Connection project
15	S 240th St	NE	74	45	40	75	25	Existing radius is compound, so really 40' and 100'; results more roadway space



Near term improvement



Long term improvement

Enhanced Driveways

MP	Width (ft)	Side	Name	Type of Driveway	Notes
13	45	West	Redondo Square	Commercial	There is an existing splitter island; not "high" for this reason
13.18	58	West	S 268th St	Street	Much wider than appears necessary; major connection into neighborhood street network
13.47	50	West	S 263rd St	Street	Neighborhood street network not direct here, but still provides good connection
13.57	50	East	Grocery Outlet	Commercial	Several businesses
13.61	60	East	Grocery Outlet	Commercial	Several businesses
13.97	66	East	Cedarwood Square	Commercial	Single story strip mall
14.5	74	West	S 248th St	Multifamily	Dense multifamily development
14.62	45	West	S 246th St	Street	Not too many residences served
14.75	74	West	S 244th St	Street	More direction connection to neighborhood street network
14.87	52	West	S 242nd St	Street	More direction connection to neighborhood street network; Sea Mar multifamily development
14.87	50	East	Lowe's	Commercial	Also serves Dick's
15.38	50	West	Highline Village	Commercial	Seems like the back entrance
15.43	42	West	Highline Village	Commercial	Strip mall with lots of businesses

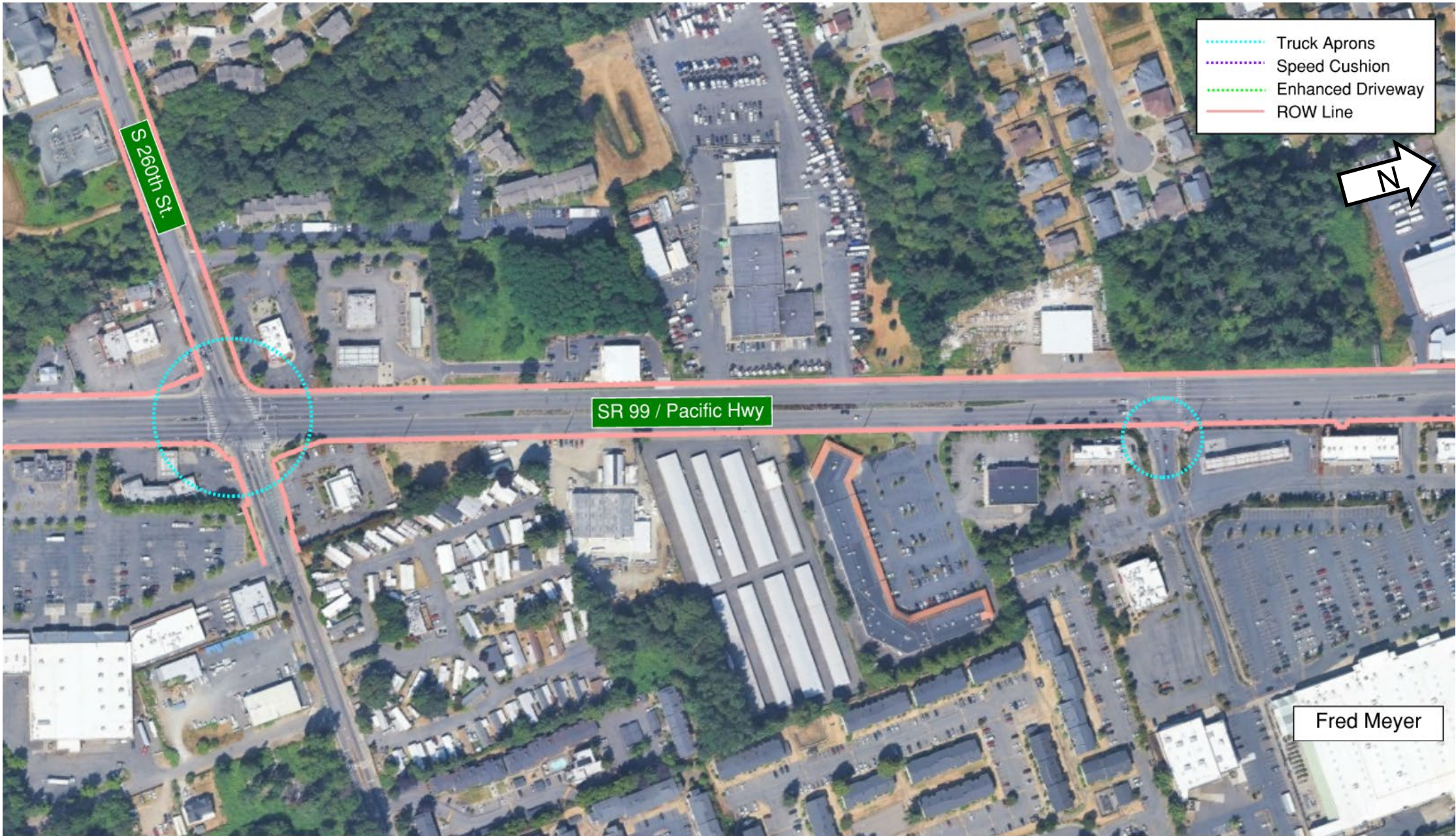


Near term improvement



Long term improvement





- Truck Aprons
- Speed Cushion
- Enhanced Driveway
- ROW Line



S 2990th St

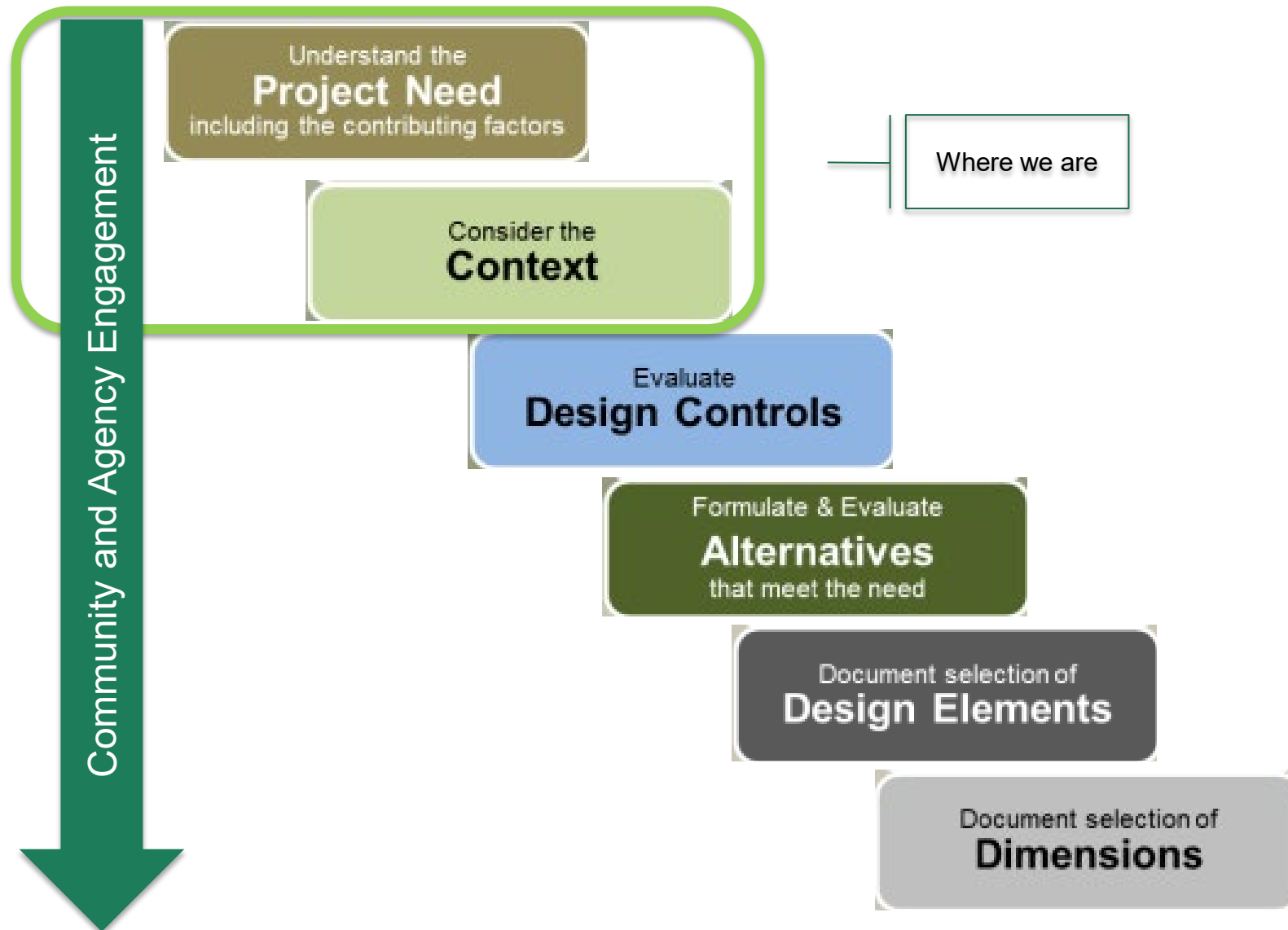
SR 99 / Pacific Hwy

Fred Meyer



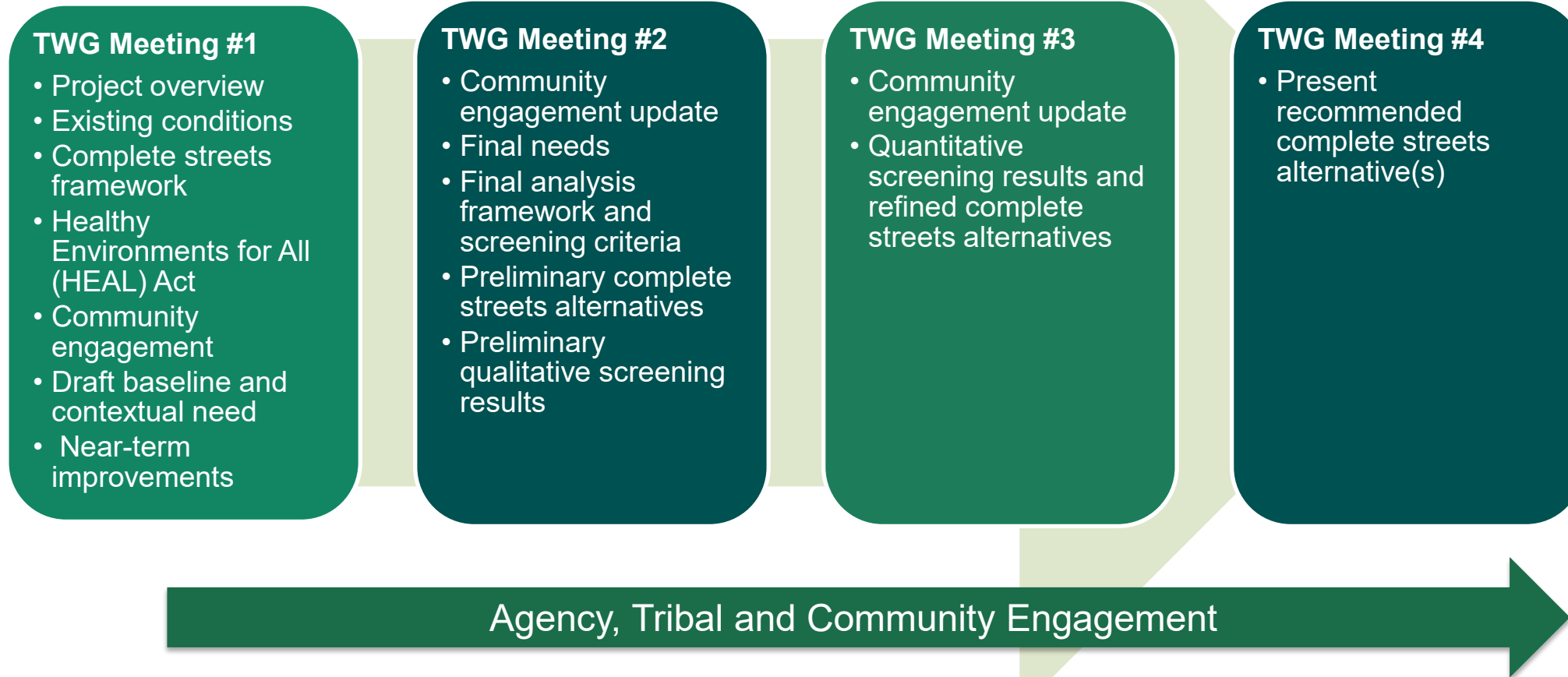


Pre-Design Process



Next Steps

Technical Working Group (TWG) Schedule



SR 99

Next Steps

- **WSDOT:**
 - Prepare for Community Engagement
 - Continue to evaluate near-term improvement to include in paving and ADA project
 - Review TWG feedback on draft needs
 - Develop long-term alternatives based on needs
 - Initiate Environmental Justice Assessment
- **TWG Members:**
 - Provide feedback on contextual needs, community-based organizations/groups and community events/meetings by Friday, March 21st

**Zack Howard**

Complete Streets Lead

Zachary.Howard@wsdot.wa.gov**Cullen Anderson**

WSDOT Project Engineer

Cullen.Anderson@wsdot.wa.gov**Amber Stanley**

Community Engagement Lead

Amber.Stanley@wsdot.wa.gov**Chad Hancock**

Complete Streets Pre-Design PM

Chad.Hancock@consultant.wsdot.wa.gov**Learn more** about the study & project at our website:<https://wsdot.wa.gov/construction-planning/search-projects/sr-99-s-272nd-st-sr-516-vic-paving-ada-compliance-project>