

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

Technical Working Group Meeting

Meeting title: Technical Working Group Meeting #2

Date: July 31, 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), Ryan Medlen (Northwest Seaport Alliance), Christina Riley (King County Public Health/Target Zero Coalition), Terry Kuga (King County Signals), Dave Korthals (King County Metro)

Summary:

Washington State Department of Transportation (WSDOT) hosted the second 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 evaluating and upgrading sidewalk curb ramps to meet current standards, ensuring compliance with the Americans with Disabilities Act (ADA).
- 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. Project context:

- **Paving and ADA Improvements:**
 - The primary purpose of the project is paving & constructing ADA improvements on SR 99 from 272nd S to SR 516.
 - WSDOT is required to make Complete Streets improvements that bring the Level of Traffic Stress (LTS) for both bikes and pedestrians up to a LTS 2 throughout the length of the corridor. The grant funding timeline limited us to improvements that don't require right of way; that is typically a long process and would have pushed us past our funding deadline. However, we want to make improvements on the first phase, so we broke the Complete Streets improvements into two categories, near-term and long-term. The near-term improvements will be included in the paving project next year and we will continue to develop long-term solutions to get us to LTS 2 when additional funding becomes available in the future.
 - Required documents include: The Basis of Design and Complete Streets Deferral. Both are approved.
- **Summary of Needs:**
 - The Basis of Design has defined the needs for the project and laid out what it is that we need to improve.
 - The baseline needs are restoring pavement and bringing curb ramps into ADA compliance.
 - The Complete Streets needs and enhancing bike and pedestrian facilities that don't meet LTS 2.
 - The contextual needs include: enhancing access to transit, managing operating speeds, and using a design that accommodates future improvements with minimal re-work.
- **Near-term Improvements:**
 - Near-term improvements: narrow lanes down to 11' throughout the corridor. The space gained will be used to add to the outside shoulder, which will improve the pedestrian LTS.
 - We're also making enhancements to some driveways (full location list on slide 13). Selected locations were Identified because they have long crossing distances and high exposure for pedestrians, and they don't have any r/w impacts. Treatments include truck aprons, curb extensions, pedestrian refuge islands and channelization.
 - A speed cushion at the channelized right turn at westbound S 272nd St to northbound SR 99 is a low cost enhancement to reduce driver speeds as they approach the crosswalk.
 - Locations for each improvement include: (slides 16-19)
 - S 272nd and SR 99: truck aprons and speed cushion
 - S 268th St and S 263rd St: enhanced driveways
 - S 260th St and SR 99, and Fred Meyer entrance: truck aprons
 - S 252nd and SR 99: truck aprons
 - S 248th St, S 246th St, and S 244th St: enhanced driveways

- S 242nd St and SR 99: enhanced driveway
- S 240th St: truck aprons

3. Long-term Improvements – Complete Streets Alternatives:

- Alternative 1: Separated sidewalk and bike lanes with directional buffer between bicycles and pedestrians on both sides of SR 99.
- Alternative 2: Separated shared-use-path accommodating a mix of bikes and pedestrians on both sides of SR 99.
- Alternative 3: Separated sidewalk and two-way bike lanes with a directional buffer between bikes and pedestrians, only located on the southbound side of SR 99.
- Complete Streets Alternatives – Assumptions:
 - Sidewalk = 6' per The City of Kent's minimum standard
 - Bike lane = 5' each per WSDOT's minimum standard
 - Bike lane shoulder = 2' each added for two-way cycle facility
 - Buffer width = 5' per The City of Kent's minimum standard
 - Lane width = 11' per WSDOT's minimum at 40mph
 - Shared-use path = 12' per WSDOT's desired width, plus 2' shoulder on each side (16' effective total width)
- Preliminary Qualitative Pre-screening results:
 - Alternative 1 would have similar ROW impacts on both sides, but the smallest overall widening.
 - Alternative 2 would have similar ROW impacts on both sides, but the largest overall widening.
 - Alternative 3 would have ROW impacts similar to Alternative 1 on the southbound side, and smaller need on eastbound side.
 - Active Transportation & Comfort – Alternatives 1 & 2 have a BLTS 2 on both sides. Alternative 3 has BLTS 2 only on the southbound side.

4. Discussion questions:

- Do you have any concerns about the 3 alternatives for the segments?
 - Sound Transit: It looks like some light and utility poles are in the bike lane on Alternative 3, can you confirm? If there is a pole in the middle of a bike lane, it would make it un-useful.
 - WSDOT response: The poles would be constructed into the buffer area, not in the bike lanes. The graphic has been corrected in the slides to show this.
 - City of Kent: Leadership likely wouldn't support an alternative that removes too many businesses or a substantial amount of parking. Would like to see the active transportation improvements. Alternative 1 scored well, but we want to know more about the details of the design for alternatives.

- WSDOT response: We agree ROW challenges are a constraint for this project, but we'll take a closer look before design begins. We can work to minimize impacts, such as reduce width of bike and pedestrian features to avoid removing parking, affecting businesses, and utilities.
- King County Metro: Have some concerns about shared use paths given the prevalence of e-bikes and e-scooters.
- Sound Transit: Like the green buffer, will maintenance be an issue? Specifically in the fall with debris, such as leaves.
 - WSDOT response: We'll have discussions with the City of Kent regarding maintenance.
- Are there hybrid or additional complete streets alternatives you think should be considered on each segment?
- Any feedback/concerns with potential impacts for each segment (Right-of-Way, Maintenance, Stormwater / Hydraulics, Wetlands, Utilities)?
- What do you think is the primary destination for roadway users in each segment?
- What is or could be the primary destination for people walking and biking in each segment?

5. Long-term Crossing Improvements:

- Three needed crossings have been identified, two are funded and one is unfunded. The two funded by the City of Kent located near S 248th St and S 244th St and. The unfunded one is at S 268th St, near bus stop pair.
- Discussion Questions:
 - Any existing crossings where complete streets improvements are needed?
 - Any feedback on identified needed crossings?
 - Any new crossings not identified?
- Other long-term improvements:
 - Any solutions that require right of way won't be pursued with the paving project, as the funding doesn't meet our deadline.
- Discussion Questions:
 - Any feedback on identified long-term improvements?
 - Any long-term improvements not identified?

6. Community Engagement:

- 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. We are planning to launch an online open house to gather community feedback in late-Summer 2025.
- Community engagement objectives: We are hoping to hear from the Community about their experience with the following questions:

- Where do you cross/need a signalized crossing?
- What are your active transportation needs?
- What are your transportation needs?
- What are your top priorities for active transportation?
- Wider sidewalks
- Bike facilities
- Address safety
- Illumination
- Transit Access
- Other
- Socio-economic data (optional)

7. Discussion

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

3. Next steps:

- WSDOT will prepare for community engagement activities, continue to evaluate near-term improvements to include in paving and ADA project, review TWG feedback on draft needs, develop long-term alternatives based on needs, and initiate the environmental justice assessment.
- ACTION ITEM: WSDOT requests TWG members provide feedback on contextual needs, community-based organizations and groups.