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# **SR 99/272nd to SR 516 Complete Streets Improvements**

## **TECHNICAL WORKING GROUP (TWG) MEETING #2**

**July 31, 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 context and needs**
- **Near-term improvements proposal**
- **Screening and evaluation criteria**
- **Preliminary Complete Streets alternatives**
- **Safety analysis**
- **Next steps**

# TWG objectives

- **Provide support for robust community engagement**
- **Provide feedback on project proposals and analyses**
- **Identify critical path items for WSDOT's project**

# Presenter Introductions

**CHAD HANCOCK**  
PROJECT MANAGER

**ZACHARY HOWARD**  
COMPLETE STREETS LEAD

**NICK MENZEL**  
COMPLETE STREETS ENGINEER

**AMBER STANLEY**  
COMMUNITY ENGAGEMENT LEAD

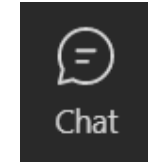
# Introductions

## 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**



# Technical Working Group (TWG) Schedule



# Project Context



# Paving and ADA Improvements

- **Rehabilitate Existing Asphalt**
  - Grind and inlay 272<sup>nd</sup> S South to SR-516
- **ADA Improvements**
  - Reconstruct ADA ramps to meet current ADA standards
- **Complete Streets Improvements**
  - Near term
  - Long term
- **Documentation**
  - Basis of Design (BOD)
  - Complete Streets Deferral



# 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

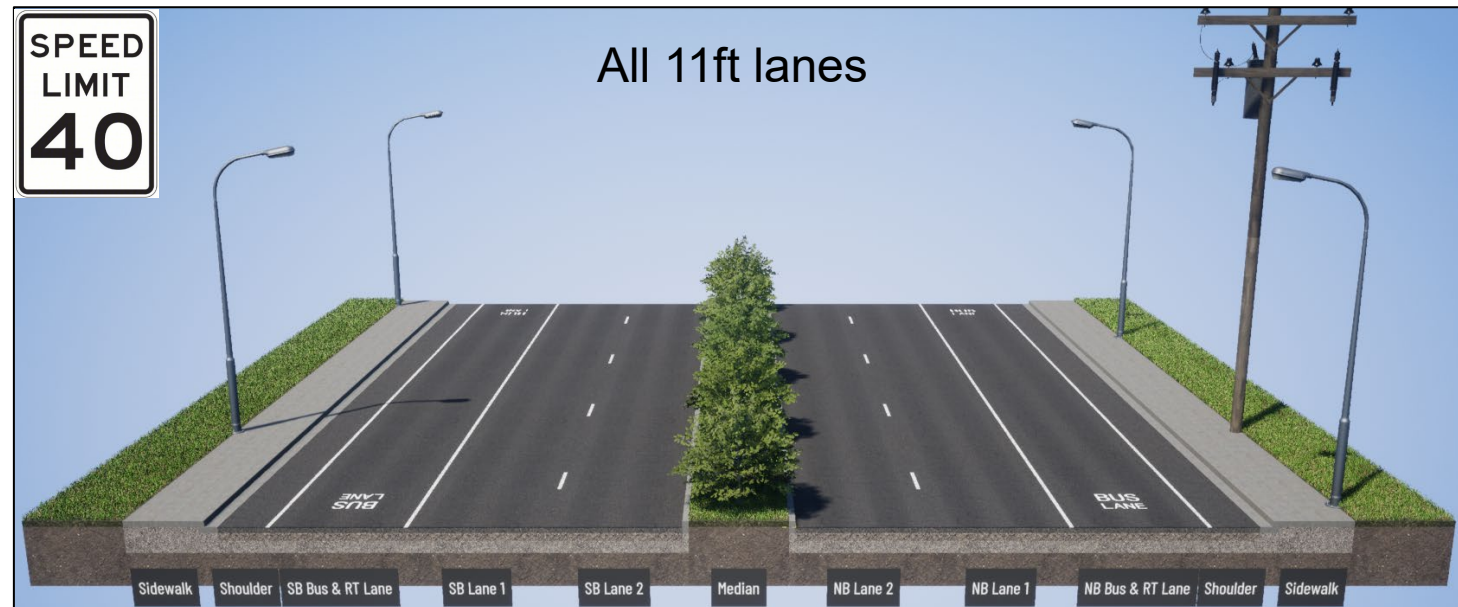
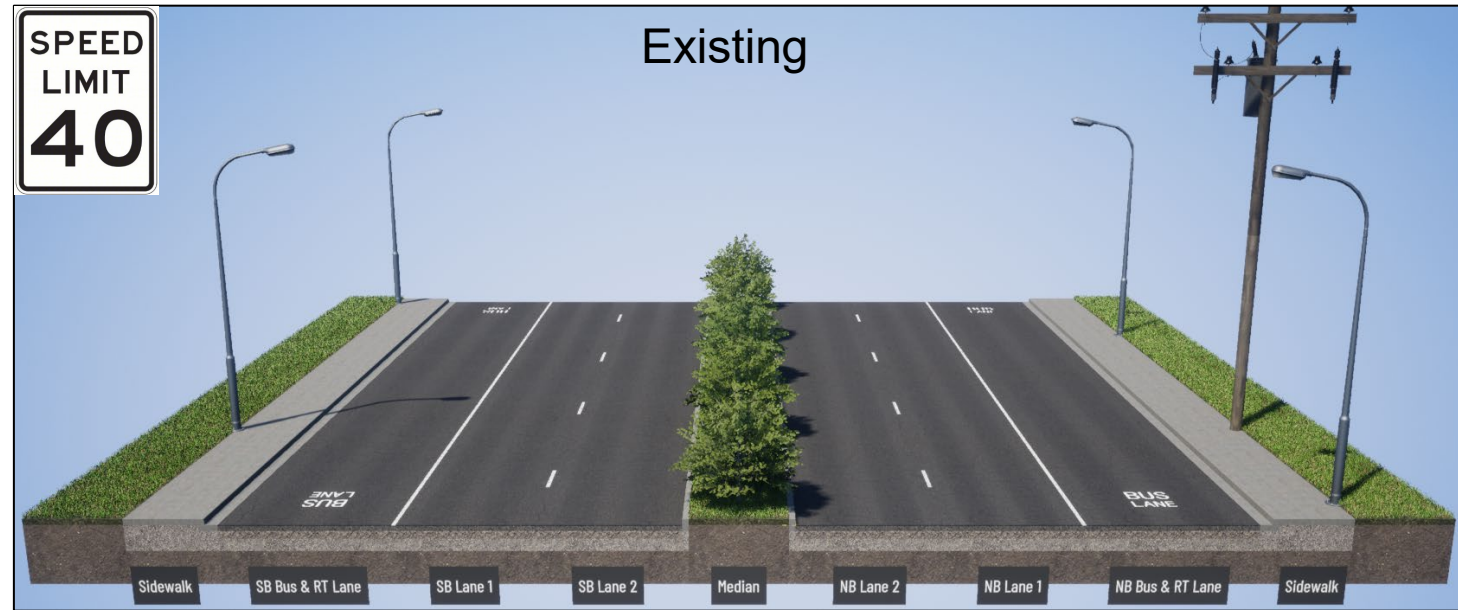
## **Contextual Need:**

- Transit access
- Operating speeds are too high
- Accommodate future improvements

# Near-Term Improvements

# Near-Term Improvements

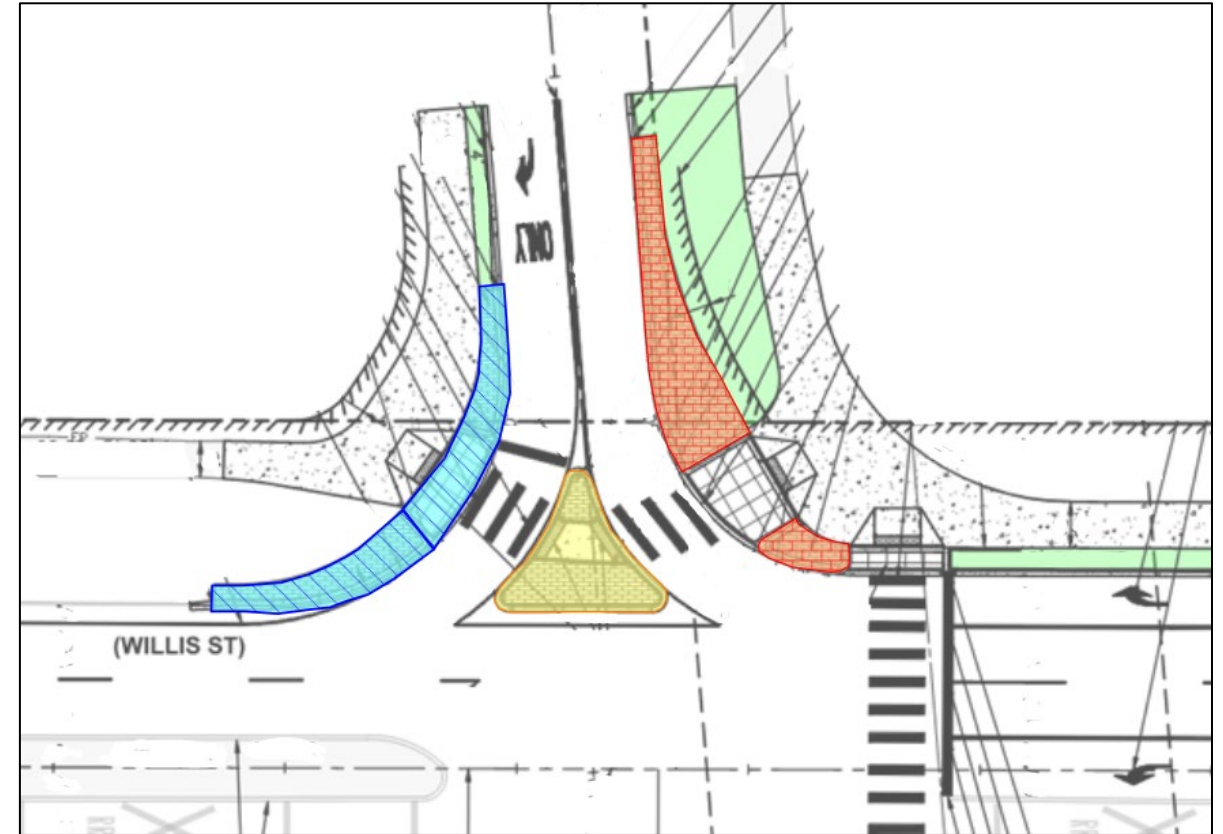
- Lane narrowing:
  - Corridor-wide
  - Adds a small outside shoulder
  - Improved PLTS from 4 to 3
    - Most locations where the buffer/shoulder is introduced



# Near-Term Improvements

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

| MP    | Width (ft) | Side       | Name       |
|-------|------------|------------|------------|
| 13.18 | 58         | Southbound | S 268th St |
| 13.47 | 50         | Southbound | S 263rd St |
| 14.5  | 74         | Southbound | S 248th St |
| 14.62 | 45         | Southbound | S 246th St |
| 14.75 | 74         | Southbound | S 244th St |
| 14.87 | 52         | Southbound | S 242nd St |



Enhanced Driveway example



# Near-Term Improvements

## Proposed truck apron locations

| MP    | Street     | Corner | Existing Width (ft) | Width With Apron (ft) | Existing Actual Radius (ft) | Apron Effective Radius to Inside Lane (ft) |
|-------|------------|--------|---------------------|-----------------------|-----------------------------|--|
| 12.91 | S 272nd St | SW     | 94                  | 64                    | 55                          | 25   |
| 13.7  | S 260th St | SW     | 80                  | 58                    | 55                          | 25   |
| 13.72 | S 260th St | NE     | 95                  | 74                    | 45                          | 25   |
| 14.05 | 25400 Blk  | SE     | 82                  | 58                    | 35                          | 25   |
| 14.23 | S 252nd St | SW     | 95                  | 55                    | 40                          | 25   |
| 14.23 | S 252nd St | SE     | 98                  | 50                    | 40                          | 25   |
| 14.25 | S 252nd St | NW     | 95                  | 55                    | 40                          | 25   |
| 14.25 | S 252nd St | NE     | 98                  | 50                    | 40                          | 25   |
| 14.99 | S 240th St | SW     | 86                  | 45                    | 40                          | 35   |
| 14.99 | S 240th St | SE     | 74                  | 45                    | 40                          | 25   |
| 15    | S 240th St | NE     | 74                  | 45                    | 40                          | 25   |

## Truck apron examples



# Near-Term Improvements

- Speed cushion at channelized right turn WB S 272nd St to NB SR 99
  - Low-cost enhancement to slow drivers approaching crosswalks



Proposed Speed Cushion at  
WB S 272nd St Slip Lane at SR 99

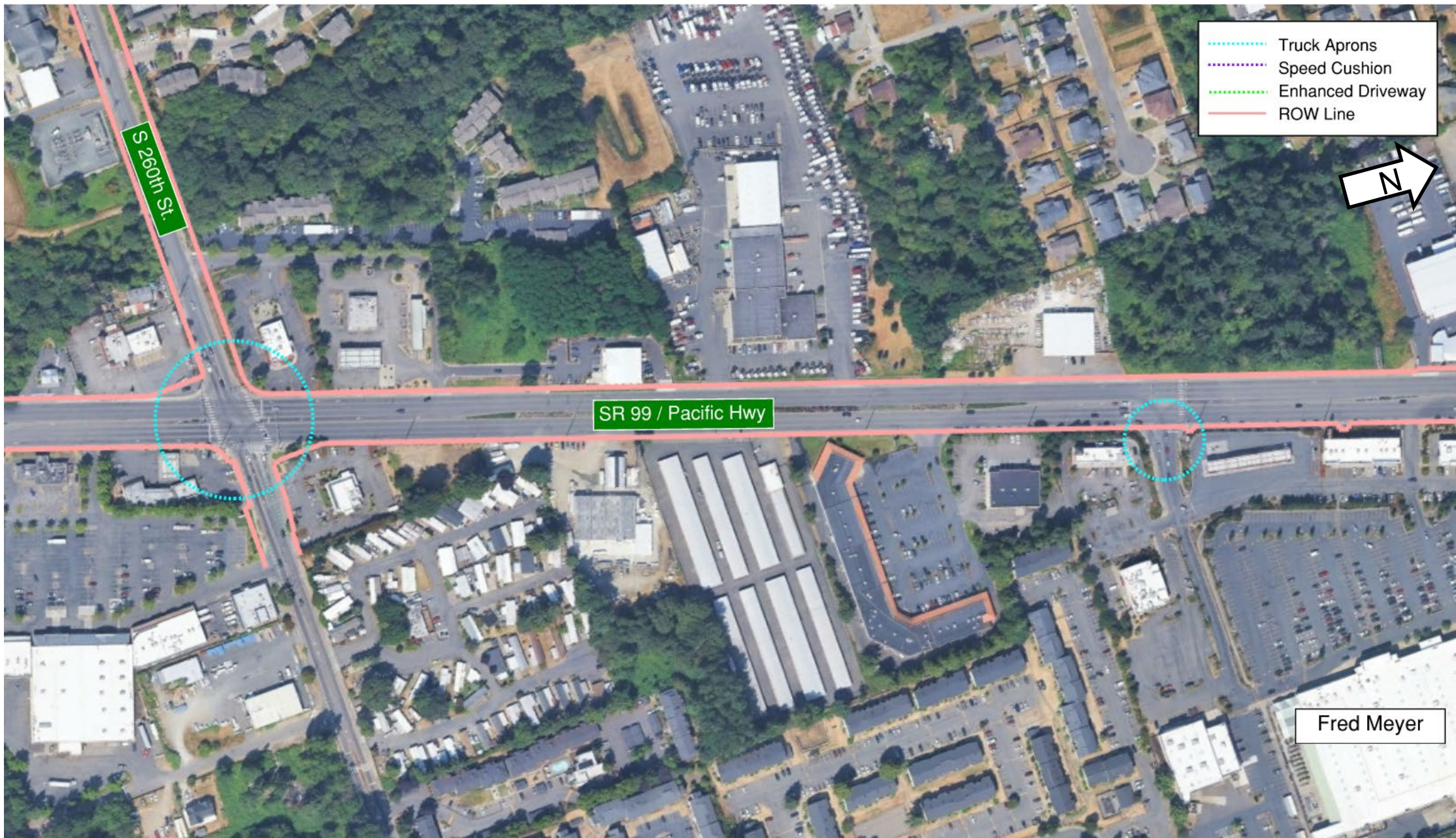
Speed Cushion example: SR 20 and Kearney St., Port Townsend, WA





















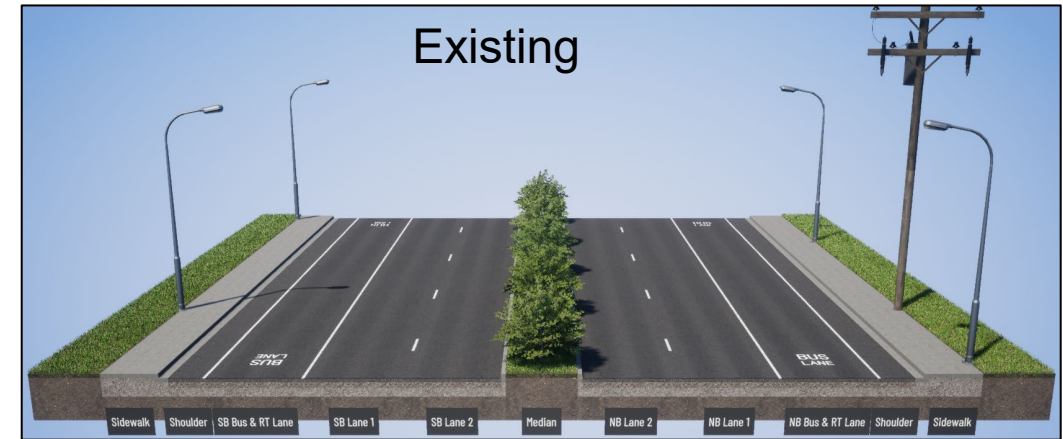
# **Long-Term Improvements- Complete Streets Alternatives**

# Questions to consider:

1. Do you have any concerns about the 3 alternatives?
2. Are there hybrid or additional complete streets alternatives you think should be considered?
3. Any feedback/concerns with potential impacts (Right-of-Way, Maintenance, Stormwater / Hydraulics, Wetlands, Utilities)?
4. What do you think is the primary destination for roadway users?
5. What is or could be the primary destination for people walking and biking?

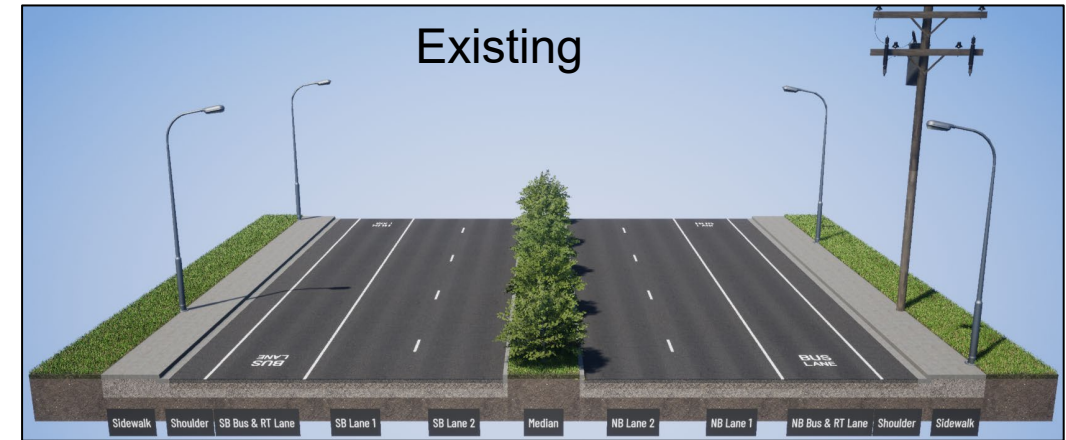
# Complete Streets Alternatives

Alternative 1 = Buffer separated bike lanes and sidewalks



# Complete Streets Alternatives

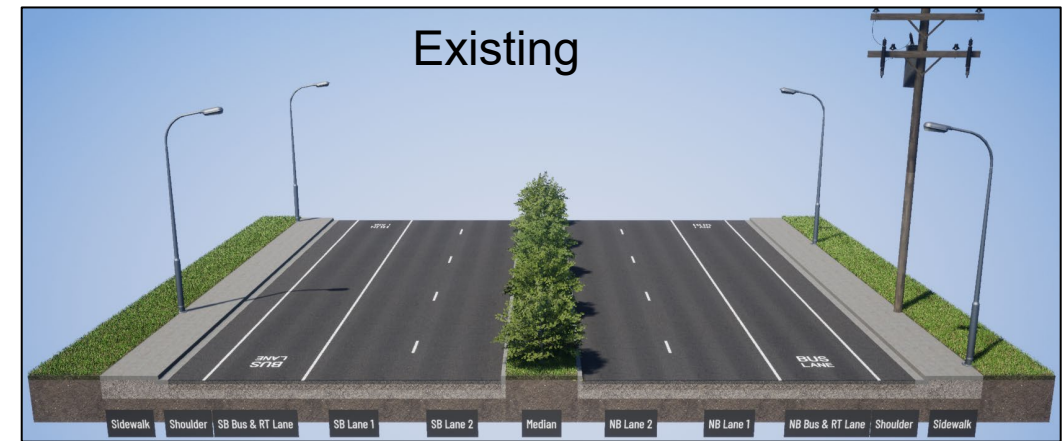
Alternative 2 = Buffer separated Shared-Use-Path





# Complete Streets Alternatives

Alternative 3 = Buffer separated Two-Way bike lanes on southbound (west) side. Sidewalks on both sides





# Complete Streets Alternatives – Assumptions

| Sidewalk Width* | Bike lane Width^ | Bike lane shoulder width^ | Buffer width* | Lane Width^ | Existing Median & left turn lanes | Shared-Use-Path Width^                        |
|-----------------|------------------|---------------------------|---------------|-------------|-----------------------------------|---|
| 6 feet          | 5 feet each      | 2 feet                    | 5 feet        | All 11 feet | Remains 6 feet to 11 feet         | 12 feet + 2 feet for each shoulder (unmarked) |























\*City of Kent standard

^WSDOT standard

# Complete Streets Alternatives - Comparison

| Pre-Screening Criteria  | Alternative #1<br>Separated<br>Bike Lanes | Alternative #2<br>Shared-Use-Path<br>(SUP) | Alternative #3<br>Separated Two-<br>Way Bike Lanes | No Build             |
|---|---|--|--|----------------------|
| Preliminary Approx.<br>Right of Way Need                                    | Range: 7ft – 13ft<br>East and West        | Range: 9ft – 16ft<br>East and West         | Range:<br>14ft – 18ft West<br>2ft – 3ft East       | 0 ft                 |
| WSDOT BLTS & PLTS: Goal<br>= 2 or better                                    | BLTS & PLTS = 2                           | BLTS & PLTS = 2                            | PLTS = 2 East & West<br>BLTS = 2 West only         | PLTS = 3<br>BLTS = 4 |
| Number of Conflicting<br>Buildings (with no other<br>mitigation strategies) | Less than 15                              | Less than 20                               | Less than 10                                       | None                 |
| Overhead Utilities & Poles<br>Conflicts?                                    | Possible                                  | Possible                                   | Less likely  | None                 |

# Preliminary qualitative pre-screening results

| Pre-Screening Criteria                                    | Alternative #1<br>Separated Bike Lanes   | Alternative #2<br>Shared-Use-Path  | Alternative #3<br>Separated Two-Way Bike Lanes                                       | No Build   |
|---|--|--|--|--|
| Constructability / Right-of-Way                           |   |   |   |   |
| Active Transportation Mobility & Comfort                  |   |   |   |   |
| Traffic & Active Transportation Conflicts (no mitigation) |   |   |   |   |
| Conflicts of bicycles and pedestrians                     |   |   |   |   |
| Compatibility with bus stops                              |  |  |  |  |

Legend -  
Performance relative  
to other alternatives:



Best



Better



Neutral



Worse



Worst



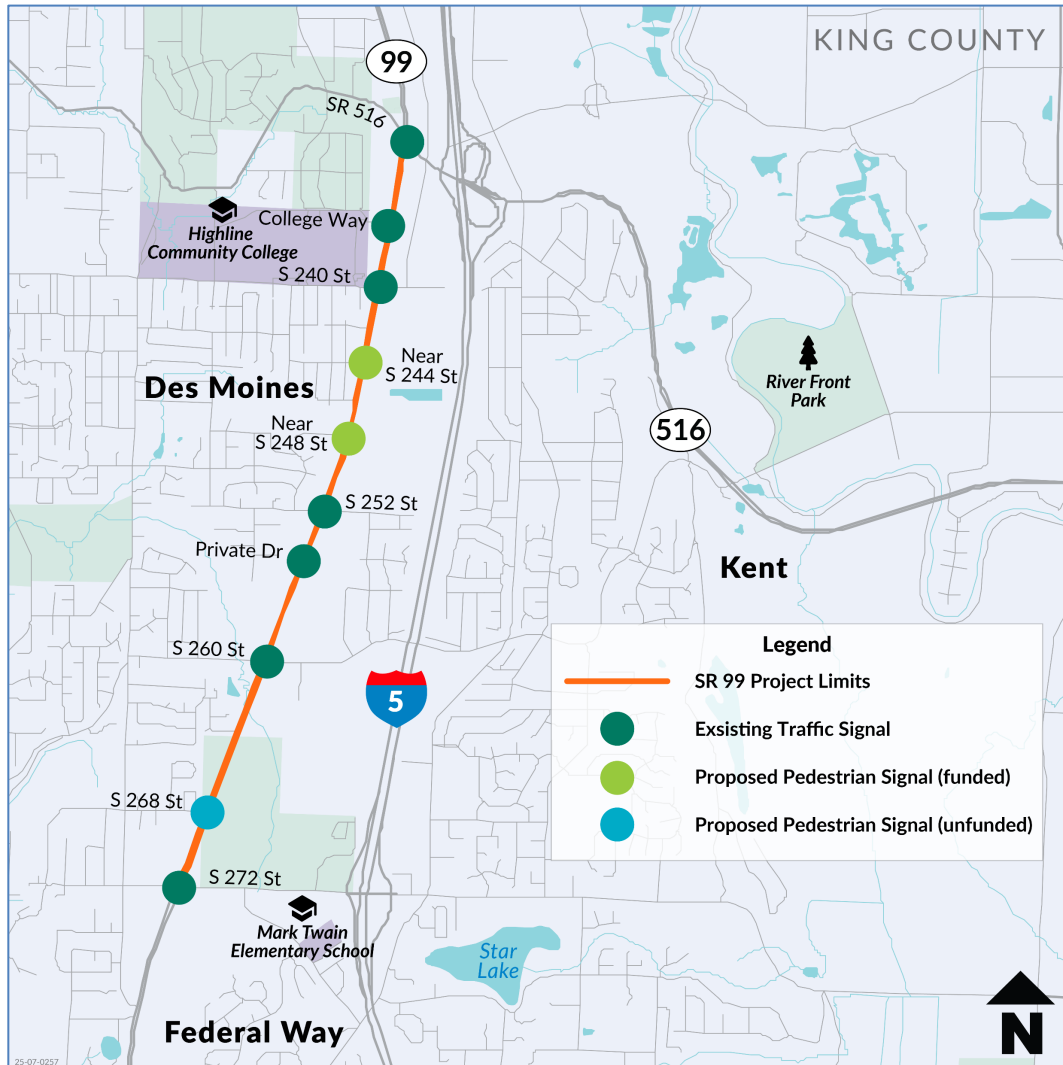
# Questions to consider:

## Segments

1. Do you have any concerns about the 3 alternatives for the segments?
2. Are there hybrid or additional complete streets alternatives you think should be considered on each segment?
3. Any feedback/concerns with potential impacts for each segment (Right-of-Way, Maintenance, Stormwater / Hydraulics, Wetlands, Utilities)?
4. What do you think is the primary destination for roadway users in each segment?
5. What is or could be the primary destination for people walking and biking in each segment?

# **Long-Term Improvements**

# Long-Term Crossing Improvements



- Three identified needed crossings
- Two are funded by City of Kent
  - Near S 248th St
  - Near S 244th St
- One is unfunded
  - At S 268th St, near bus stop pair

# Long-Term Crossing Improvements

1. Any existing crossings where complete streets improvements are needed?
2. Any feedback on identified needed crossings?
3. Any new crossings not identified?

# Other Long-Term Improvements

- Signalized crossing:
  - Near the Woodmont Library
- Remove bus stop pullout (convert to in-lane stop):
  - 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



# Other Long-Term Improvements

## Potential future truck aprons

| MP | Street     | Existing Corner | Existing Width (ft) | Width With Apron (ft) | Existing Actual Radius (ft) | Apron Effective Radius to Inside Lane (ft) | Notes   |
|----|------------|-----------------|---------------------|-----------------------|-----------------------------|--|---|
| 15 | S 240th St | NW              | 86                  | 45                    | 40                          | 25   | Need coordination with planned City of Des Moines Barnes Creek Trail Connection project |

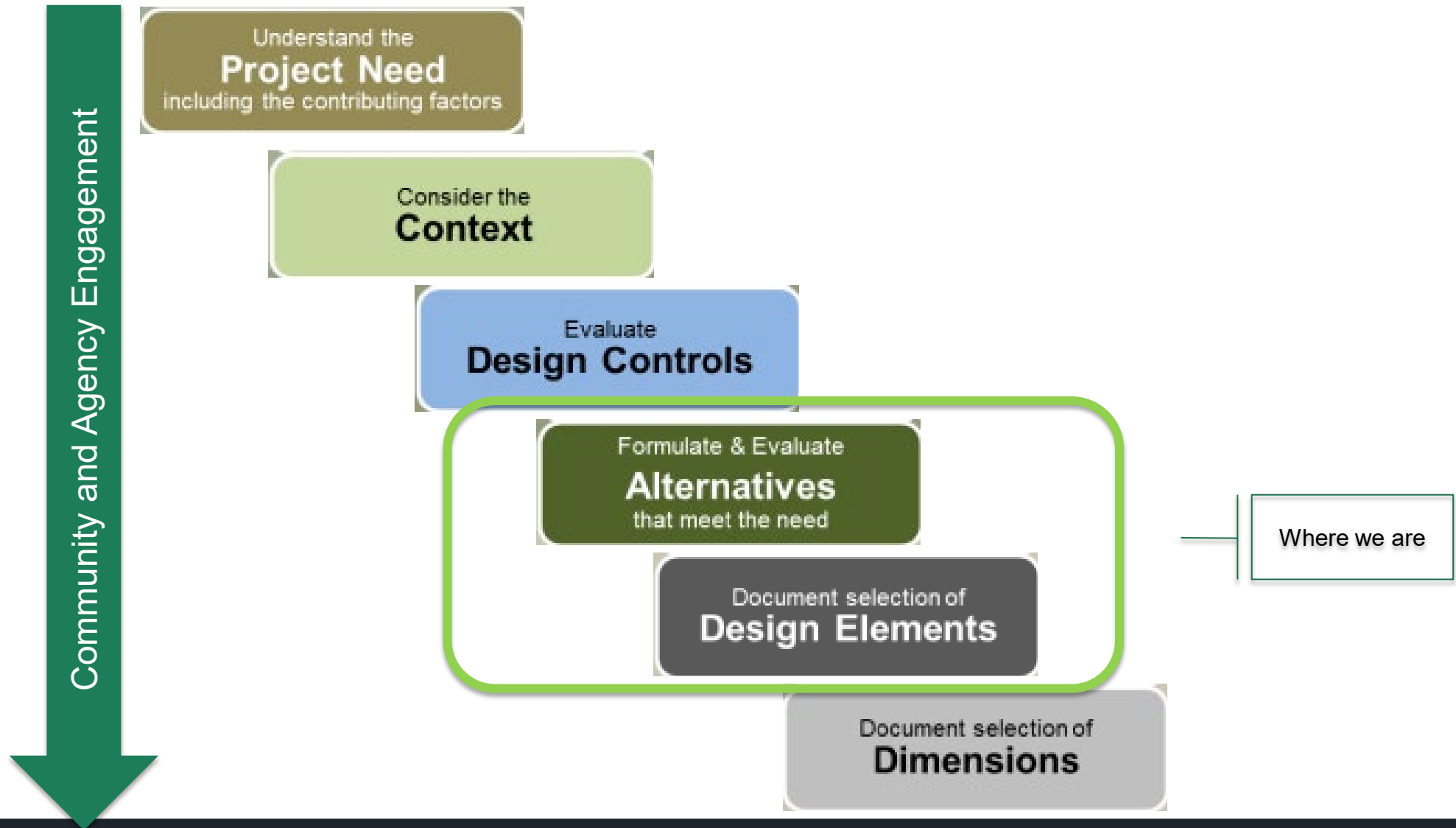
## Potential future enhanced driveways

| MP    | Width (ft) | Side       | Name             | Type of Driveway | Notes  |
|-------|------------|------------|------------------|------------------|--|
| 13    | 45         | Southbound | Redondo Square   | Commercial       | There is an existing splitter island; not "high" for this reason |
| 13.57 | 50         | Northbound | Grocery Outlet   | Commercial       | Several businesses   |
| 13.61 | 60         | Northbound | Grocery Outlet   | Commercial       | Several businesses   |
| 13.97 | 66         | Northbound | Cedarwood Square | Commercial       | Single story strip mall  |
| 14.87 | 50         | Northbound | Lowe's           | Commercial       | Also serves Dick's   |
| 15.38 | 50         | Southbound | Highline Village | Commercial       | Seems like the back entrance                                     |
| 15.43 | 42         | Southbound | Highline Village | Commercial       | Strip mall with lots of businesses                               |

# Long-Term Improvements

1. Any feedback on identified long-term improvements?
2. Any long-term improvements not identified?

# Pre-Design Process



# Next Steps

# Community Engagement Milestones

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

# 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?**

# Community Engagement Objectives

**We are hoping to hear from the Community about their experience with questions like below:**

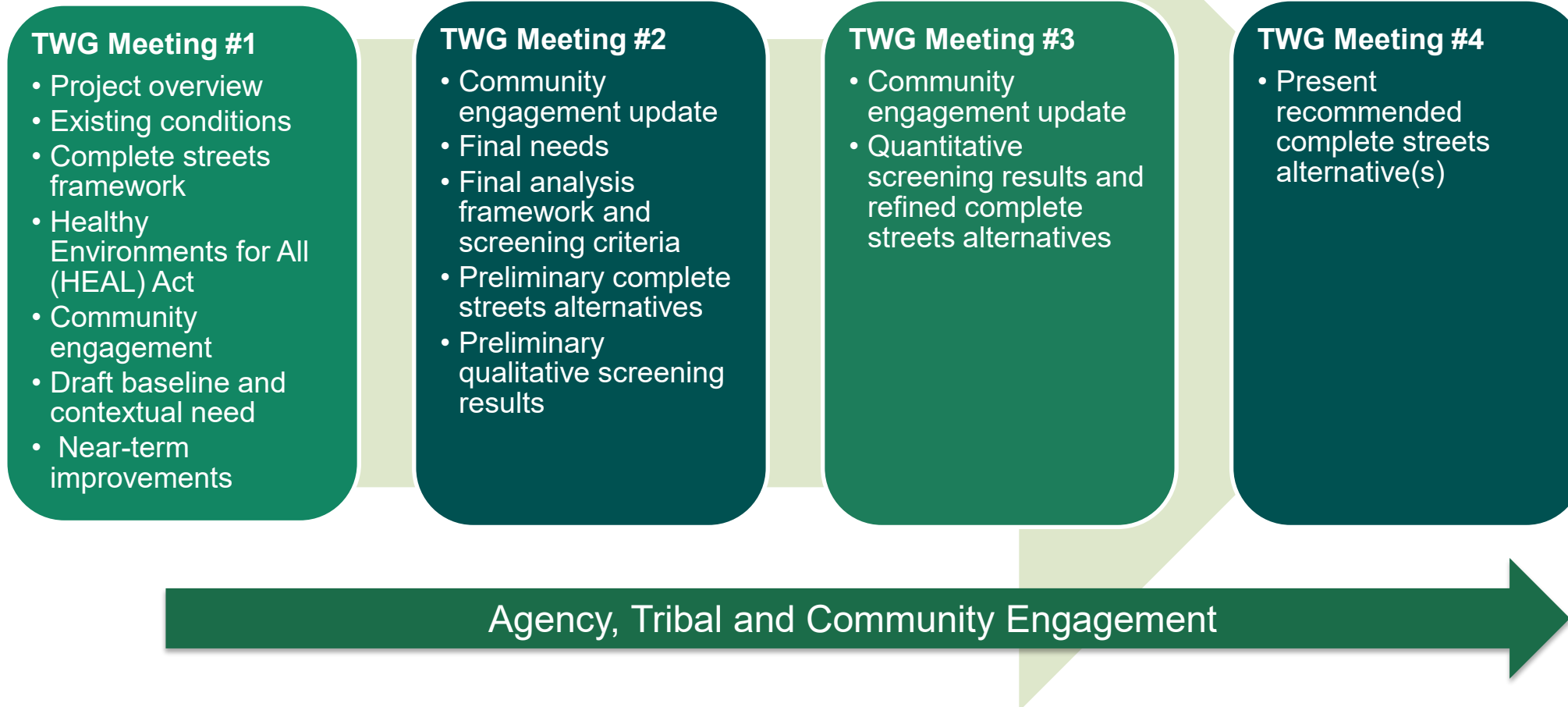
- **Where do you cross/need a signalized crossing?**
- **What are your active transportation needs?**
- **What are your transportation needs?**
- **What are your top priorities for active transportation?**
  - **Wider sidewalks**
  - **Bike facilities**
  - **Address safety**
  - **Illumination**
  -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

# 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?



# 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, August 15<sup>th</sup>



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**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>