

January 28, 1983.

INTRODUCED BY PAUL BARDEN

PROPOSED NO. 83-72

ORDINANCE NO. 6341

AN ORDINANCE relating to Planning; amending Federal Way Community Plan; amending Ordinance No. 2401, Section 1, and Ordinance No. 4733, Section 1, and Ordinance No. 5733, Section 1, and K.C.C. 20.12.180, adopting the Federal Way Transportation Plan.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Ordinance No. 2401, Section 1, Ordinance No. 4733, Section 1, Ordinance No. 5733, Section 1, and K.C.C. 20.12.180 are hereby amended to read as follows:

A. The Federal Way Community Plan, attached to Ordinance No. 2401, as Appendix A, as amended, and the Federal Way Community Plan map, attached to Ordinance No. 2401, as Appendix B, are adopted as an augmentation of the Comprehensive Plan for King County and as such they constitute official county policy for the geographic area defined therein.

B. The Federal Way Community Plan Revision, attached to Ordinance 4733 as Appendix A, is adopted as an amplification to the Comprehensive Plan for King County. Where there are differences between the Federal Way Community Plan and the Federal Way Community Plan Revision the Federal Way Community Plan Revision governs.

C. A Federal Way Community Plan map amendment, attached to Ordinance 5733 as Appendix A, Figure 5 of proposed revision, is adopted as an amplification of the Comprehensive Plan for King County.

D. The Federal Way Transportation Plan, attached to Ordinance No. 6341 as Appendix A, is adopted as an amplification to

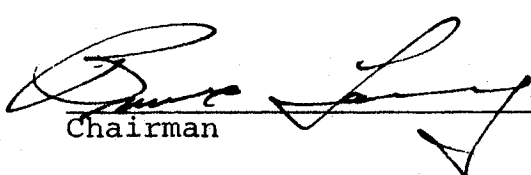
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1 the Comprehensive Plan for King County.

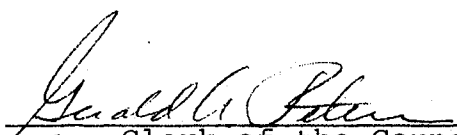
2 INTRODUCED AND READ for the first time this 7th day
3 of February, 19 83.

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5 PASSED this 14th day of March, 19 83.

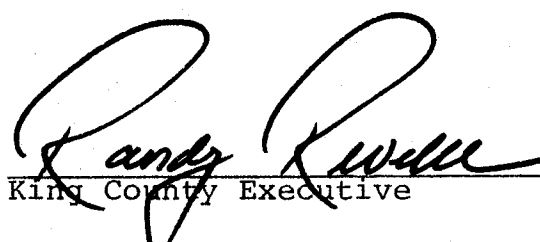
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7 KING COUNTY COUNCIL
8 KING COUNTY, WASHINGTON

9
10
11
12 
13 Chairman

14 ATTEST:

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16 
17 Deputy Clerk of the Council

18 APPROVED this 23rd day of March, 19 83.

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20
21 
22 King County Executive

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North/south projects include minor shoulder improvements to 16th Ave. S, 1st Ave. SW, Marine View Drive, 28th Ave. S, and 32nd Ave. S. Bike route or a shared roadway facility would include 1st Ave. S and 14th Ave. S.

Road trail along the Bonneville Power Administration (B.P.A.) powerline would extend through the West Campus area from S 324th St. to the King County line. Total length is approximately 3.2 miles.

West Travel

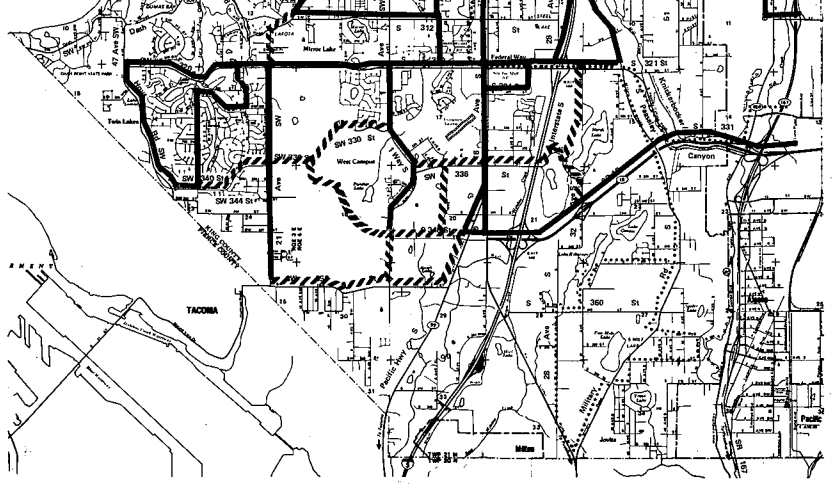
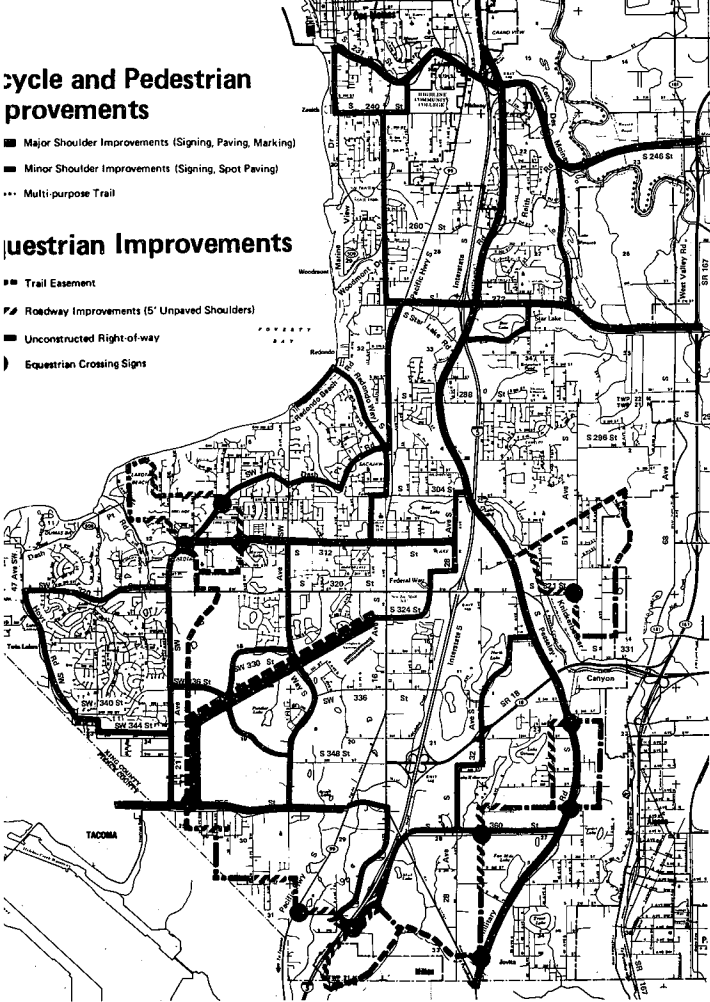
Major east/west bicycle facilities are recommended: (1) SR-516 (Kent-Des Moines Road S); (2) S 272nd St. from 16th Ave. S into Kent; (3) SW 312th St. from Point Road to 28th Ave. S; and (4) SW 356th St. from 21st Ave. SW to 1st Ave. SW. Improvements would include marking and striping the shoulders for a eight foot bike lane, installing bike route and directional signs, and providing minor spot paving and removing hazardous barriers to bicyclists. S 272nd St. improvements involve walkway or sidewalk improvements rather than the shared roadway concept.

Bicycle and Pedestrian Improvements

- Major Shoulder Improvements (Signing, Paving, Marking)
- Minor Shoulder Improvements (Signing, Spot Paving)
- ... Multi-purpose Trail

Pedestrian Improvements

- Trail Easement
- Roadway Improvements (5' Unpaved Shoulders)
- Unconstructed Right-of-way
- Equestrian Crossing Signs

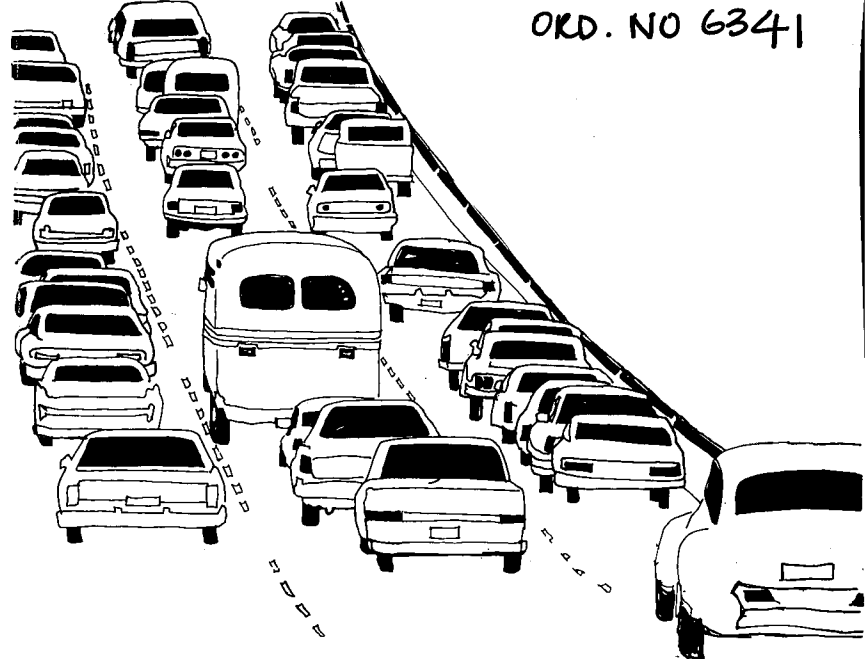


King County Executive
Randy Revelle

King County Council
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Audrey Gruger, District 1
Scott Blair, District 2
Bill Reams, District 3
Ruby Chow, District 5
Bruce Laing, District 6
Paul Barden, District 7
Bob Greive, District 8
Gary Grant, District 9

Department of Planning and Community Development
Holly Miller, Director

Planning Division
Harold Robertson, Manager
B'Young Ahn, Chief Transportation Planner
Bill Hoffman, Transportation Planner
Ed Switaj, Assistant Transportation Planner
Chuck Crandall, Transportation Planner
David Mark, Transportation Planner
Ron Endlich, Assistant Transportation Planner
Laurel O'Crotty, Office Technician



ORD. NO 6341

ANSIT COMMENDATIONS

Recommended transit improvements have been separated into three categories: routing, service frequency, and transit facilities.

Route Routing

Route 176 should be changed from SW/S 312th St., which already has express service, to SW/S 320th St. to provide peak period service to the large residential areas near the intersection of SW 320th St. and 1st Ave. S.

New service should be considered in the following areas: a) on 21st Ave. SW between SW 356th St. and SW 320th St.; b) on SW/S 356th St. between 21st Ave. SW and Pacific Highway S.; c) in the West Campus area on 1st Ave./ Way S and perhaps SW 336th St., to serve large employment centers.

To ensure high ridership, Metro should engage in strong informational and marketing programs to promote awareness and use of transit service on recently-added Federal Way routes and new service added in the future.

Service Frequency

Eastbound weekday service is needed on route 171 between 2:45 P.M. and 3:45 P.M. to fill a four hour service gap (Twin Lakes to Sea-Tac Mall).

Westbound weekday service is needed on route 171 between 3:15 P.M. and 5:30 P.M. to fill a two hour service gap (Federal Way Park-and-Ride to Twin Lakes).

Transit Facilities

Additional bus stops are needed along SW/S 320th St. between 21st Ave. SW and 8th Ave. S for route 171. A bus stop close to the Group Health Clinic is needed.

Location of future park-and-ride lots and the regional transit center in Federal Way should be closely coordinated with the King County Planning Division and the Department of Public Works.

Federal Way





Proposed **Transportation Plan**

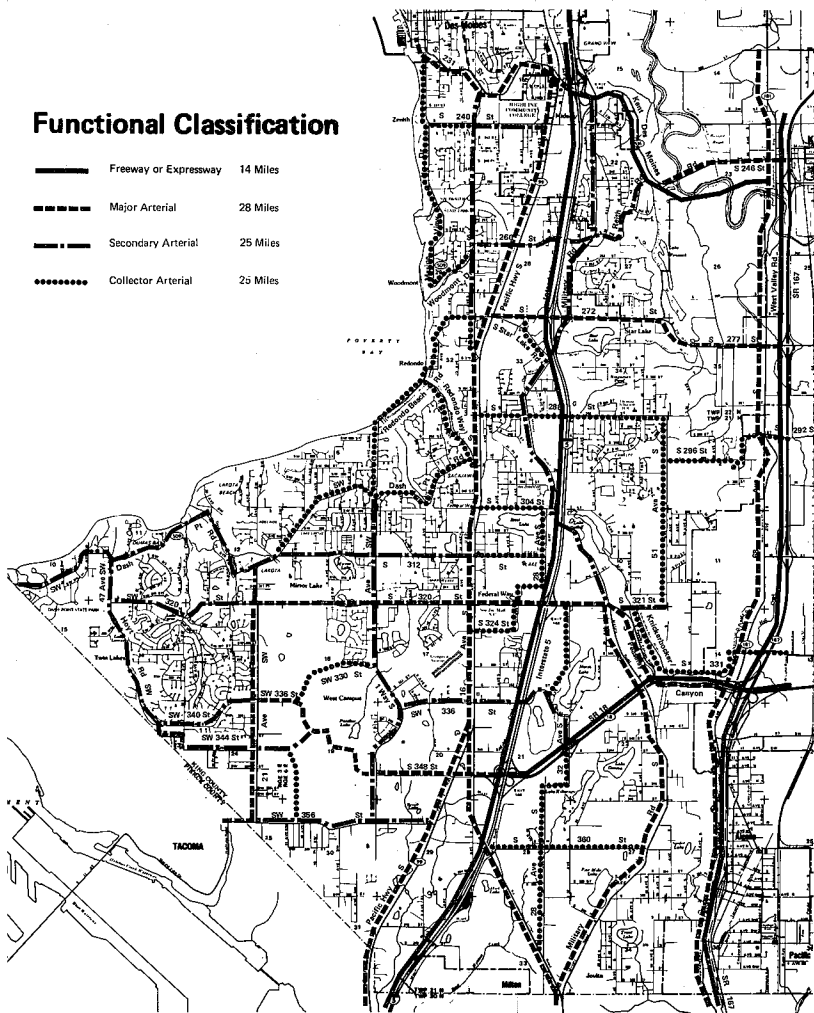


King County
Planning Division

December, 1982

Functional Classification

	Freeway or Expressway	14 Miles
	Major Arterial	28 Miles
	Secondary Arterial	25 Miles
	Collector Arterial	20 Miles



S./S.W. 320th St.

S 320th St. is the major east-west access between I-5 and Twin Lakes/ West Campus. In order to accommodate existing and future year travel, improvements are needed for S.W.320th St. between 1st Ave. S and 21st Ave. SW. The project includes widening the roadway from 2 to 4 lanes, with the addition of a continuous two way left turn lane. An extra wide sidewalk for pedestrian/bike traffic, drainage facilities, landscaping, and traffic signals are also included in the project.

S 272nd/S 277th St.

This arterial is a major east-west link between Federal Way and Kent. Recently, the Washington Department of Transportation (WSDOT) completed a diamond interchange at I-5 and S 272nd St.

While there are no capacity problems along the route, the left turn lane on the easterly leg of 272nd St. at SR-99 is not long enough. Traffic backs into the thru lane at this location. For this reason, either the turn lane needs to be longer, or an additional left turn lane should be provided. With the increased access to I-5 caused by the opening of the interchange, population and employment in the area is expected to increase. Thus, the 2 lanes between SR-99 and 16th Ave. S should be expanded to at least three lanes, and eventually four lanes, to provide for increased traffic flow as traffic demand increases. A signal at the intersection of 16th Ave. S and S 272nd St. would also be included in this project, along with curb and gutter, sidewalks, and drainage improvements.

West Campus Arterials

West Campus is a large master planned development bordering S/SW 320th St. to the north, 21st Ave. SW to the west, approximately 9th Ave. S to the east, and S/SW 348th St. to the south. This planned development consists of single and multi-family housing, employment centers, shopping areas, schools, and a community center.

Currently, the only arterials serving West Campus for internal circulation and access out of the development are 1st Ave. S and S 336th St. As part of the master plan, the developer will construct two additional arterials as development warrants. SW 336th/S 348th St. will consist of four lanes with turn channelization, along with curb, gutters, sidewalks and drainage improvements. This roadway will extend from 21st Ave. SW at SW 336th St., to S 348th St. at 1st Ave. S. S 330th/SW 336th St. will connect with 1st Ave. S at S 330th St. and intersect the SW 336th/S 348th St. arterial at approximately 12th Ave. SW. The roadway will be a collector arterial with curb, gutters, sidewalks, drainage improvements, and turn channelization.

S/SW 356th St.

S/SW 356th St. is a secondary arterial which provides east-west access between SR-99 and southwest Federal Way/Northeast Tacoma. This route operates at or near capacity and carries a large amount of truck traffic. An ordinance was recently passed by the King County Council which limits the size of trucks that can operate on the route. The City of Tacoma is planning to do major widening on 29th St./Norpoint Way which directly connects to SW 356th. Without the development of a new east-west major arterial in the vicinity of S 348th St., S/SW 356th will have serious congestion problems. A number of intersections are recommended for improvement along S/SW 356th St. to improve turning movements and enhance traffic flow.

SW 360 and SW 366th St.

East-west circulation is also a problem for the partially developed area south of SW 356th St. A large portion of this area has access only to SW 356th St. via Ave. SW. Access from 6th Ave. SW is difficult during many hours of the day. Two additional neighborhood collector streets (SW 360th St. and SW 366th St.) are planned to provide east-west flow and reduce the traffic at the intersection of 6th Ave. SW and SW 356th St.

S/SW 312th St.

S/SW 312th St. is an important east-west secondary arterial. Because of severe congestion on SW 320th St. there is some diversion of trips to S/SW 312th St. Several improvements are planned on S/SW 312th. The initial project is to improve existing intersections by adding turn channelization and insuring adequate bicycle and pedestrian improvements. Construction of a 4 lane section will be ultimately required with timing depending on development and traffic volume increases. Under the ultimate design, emphasis should also be given to bicycle and pedestrian traffic.

I-5 and S 288th St.

The Washington State Department of Transportation should study the feasibility of a full diamond or a half-diamond to the north, interchange at the intersection of I-5 and S 288th St. Construction of the S 272nd St. interchange will help existing situation at S 320th St. but, even with the S 272nd interchange, S 320th St. will have severe capacity problems especially during the evening peak hour. A half-diamond to the north at S 288th St. would provide some relief to S 320th St.

Peasley Canyon Road

Peasley Canyon Road provides east-west access between Federal Way and Auburn. Due to the nature of surrounding employment centers, the arterial carries heavy truck traffic. Currently, the roadway is at capacity, especially westbound, due to a steep grade. This problem is increased by the slowdown of trucks climbing grade. Due to increasing population and employment in both Federal Way and Auburn, traffic projections along Peasley Canyon Road show an intolerable congestion problem by 1990.

There is a two phase project programmed for Peasley Canyon. Phase I, scheduled for construction in 1982, provides for intersection improvements and bicycle and pedestrian improvements between the Auburn City limits and Peasley Canyon Road. Phase II, scheduled for construction in 1985, includes drainage improvements, overlaying existing roadway, overlaying existing shoulders to facilitate bicycle and pedestrian safety, and adding a truck passing/hill climbing lane. With these proposed improvements, Peasley Canyon Road is projected to be over capacity by 1990. Further increases in capacity could be achieved by additional widening of the roadway or increasing capacity along alternate routes such as SR-18, along with increased use of transit, car-pooling and van-pooling programs.



North South Travel

A secondary need (as compared to east-west travel improvements) is for north-south travel improvements. Many of the recommendations below are for north-south travel improvements.

Interstate 5

I-5 is the major north-south corridor in the Federal Way transportation system. Currently, there are only minor ramp backups when exiting during the p.m. hour at SR-516 and S 320th Sts. To relieve some of the congestion problems at S 320th St., the feasibility of providing an additional north-south diamond interchange at S 288th St. should be examined by WSDOT. Existing interchanges are at S 348th St., S 320th St., S 272nd St., and SR-516.

Due to the rapid rate of growth in Federal Way, traffic forecasts place I-5 at or near capacity by 1990. An improved transit system, along with carpool, vanpool, flextime programs, is needed to accommodate these increased traffic volumes.

SR-99

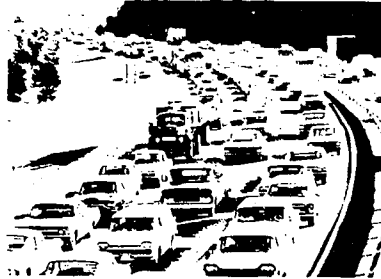
SR-99 is a major arterial running parallel to I-5. It provides access to numerous business, commercial, industrial and residential areas. Currently, the only major congestion problems are found in the vicinity of S 320th St. Future year traffic projections show SR-99 will be over capacity from S 279th St. to S 340th St. by 1990.

To maintain an adequate traffic flow, intersection improvements such as increased turn channelization and completion of a continuous 2-way turn lane are needed throughout SR-99's entirety. Also, major drainage improvements are needed in the vicinity of S 320th St.

16th Ave S (S 240th -S 272nd St.)

This arterial provides north-south circulation for a predominantly residential area and provides access to three state routes (SR-516, SR-509, SR-99), Higley Community College, and Saltwater State Park. Due to the lack of control intersections, speeds tend to become excessive along this stretch of roadway. The problem could be reduced through installation of 4-way stops at intersections.

FEDERAL WAY TRANSPORTATION PLAN



The purpose of the Federal Way Transportation Plan is to update the motorized and non-motorized transportation elements of the Federal Way Community Plan which was adopted by Ordinance 2401 in 1975 and amended by Ordinance 4733 in 1980. This brochure contains the full text and recommended projects of the revisions, which add to pages 33-44 of the current plan.

The Federal Way Community Plan and its transportation recommendations provided the basic input to the development of transportation projects. Detailed inventory work was conducted on the existing transportation system to update the identification of existing deficiencies and problems. Transportation computer models were then used to forecast future year traffic volumes. A list of potential transportation projects was then developed. Individual priority analysis sheets and cost estimates were prepared for each project. Project recommendations were then prepared and are included in this plan.

INVENTORY OF EXISTING CONDITIONS

Streets and Highways

Major Travel Patterns

The automobile is the major means of transportation for Federal Way residents. Almost half (49%) of the daily trips begin and end within the plan area. Figure 1 illustrates the destination of daily trips from Federal Way. Pierce County, not including Tacoma, is the major destination for trips outside Federal Way, attracting 9% of the trips. Other high attraction areas are: Burien (7%), South Seattle/Duwamish Industrial Area (6%), Renton (5.5%), Tacoma (5%), and Kent (5%).

Figure 2 illustrates the destination of daily work trips from Federal Way. The major employment attraction for area residents is the South Seattle/Duwamish Industrial Area, which attracts 13% of the daily work trips. Other high employment attractions are: Tacoma (9.5%), the rest of Pierce County (8.5%), Downtown Seattle (7%), Burien (7%), Renton (7%), Southeast King County (7%), and Kent (6%). Only 27% of the daily work trips are made within the plan area.

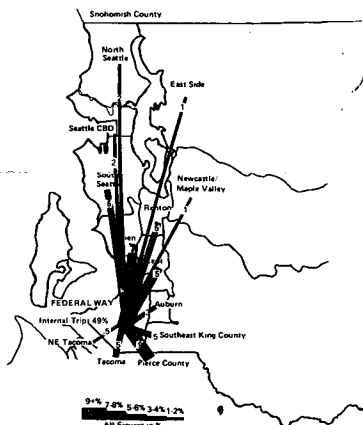


Figure 1. Federal Way all purpose trip distribution.

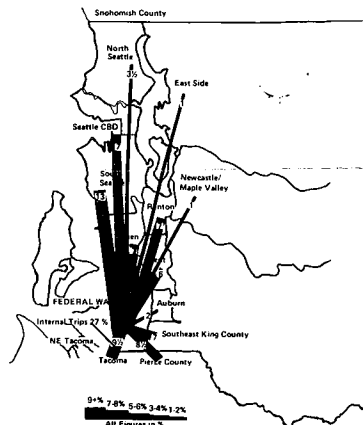


Figure 2. Federal Way work trip distribution.

Bicycle, Pedestrian, and Equestrian Facilities

A high priority for new and improved walkways and bikeways was identified during the Federal Way Community Plan process. Equestrian interest groups have also urged that facilities be provided for their use. The groups have stressed the importance of saving existing trails used by horseback riders and providing for new routes.

Transit Service and Facilities

The Municipality of Metropolitan Seattle (METRO) provides transit service in Federal Way. Twenty transit routes and three park-and-ride lots now serve Federal Way residents. Federal Way is serviced by both local and express bus routes. Express bus routes operate in one direction on weekday mornings and evenings, providing peak period commuter work trips. Local routes generally operate everyday and provide for employment, shopping and recreational trips.

Ridesharing

There has been a growing concern over the increasing costs of travel dollars, energy, and safety. This has led to public and private efforts aimed at combining trips to reduce total vehicle miles of travel.

The Seattle King County Commuter Pool Office is the countywide ridesharing coordination agency. Commuter Pool has developed ridematching, park-and-pool, vanpool, and "flex-time" (flexible working hours, designed to reduce peak hour travel) programs for county residents.

N/ RATIONAL

MISCELLANEOUS

85. (\$22,000)

S. 312th St. at SR-99

- Provide right turn lane on east leg of S. 312th St.

- Remove curbing on N.E. side of intersection and relocate utility pole

87. (\$23,100)

28th Ave. S. at SR-161

- Provide warning light

- Provide turn channelization on SR-161

88. (\$160,000)

16th Ave. S./S. 356th St. at SR-161

- Realign intersection of 16th Ave. S. 100' to north-west, and intersection of S. 356th and SR-161 100' to north when warranted by development

- Investigate signal warrants

89. (\$71,000)

S. 324th St. at SR-99

- Add left turn lane on east leg of S. 324th St.

- Add left turn phase to signal

- Remove channelization and utility pole

90. (\$15,000)

14th Pl. S. at 16th Ave. S. at S. 256 St.

- Relieve sight distance problems

- Cut back trees on N.W. corner

- Cut bank on S.W. corner

91. (\$50,000)

47th Ave. S.W. at SR-509

- Relieve sight distance problems

- Cut bank to southwest

- Cut back trees

- Realign Hoyt Road 100' to N.E. when development occurs

92. (\$105,000)

S.W. 340th St. at Hoyt Road

- Relieve sight distance problems

- Provide signalization when warranted by construction of proposed arterial (S.W. 340th/S.W. 336th St.)

93. (\$125,000)

4th Ave. S. at SR-509

- Relieve sight distance problems and possibly add turn channelization

- Investigate signal warrants and provide caution light

94. (\$22,500)

Woodmont Drive at 16th Ave. S.

- Relieve sight distance problems

- Provide caution light and investigate need for 4-way stop

95. (\$24,000)

SR-161 at Military Road

- Relieve sight distance problems by improved signaling

- Provide left turn channelization on SR-161

97. (\$116,000)

32nd Ave. S. at S. 320th St.

- Improve turn channelization from 32nd Ave. S. to S. 320th St. by lengthening turn lane

- Investigate signal warrants

98A. (\$105,000)

S. 317th St. at 23rd Ave. S.

- Install signal when warranted

- Provide turn channelization

98B. (\$200,000)

S. 316th St. at SR-99

- Install signal when warranted

- Provide turn channelization

99A. (\$90,000)

21st Ave. SW and SW 336th St.

- Install signal when warranted

- Provide turn channelization

99B. (\$90,000)

21st Ave. SW at SW 344th St.

- Install signal when warranted

- Provide turn channelization

100. (\$129,000)

SR-509

FROM 1st Ave. S.

TO S.W. 312th St.

DISTANCE 1.3 MI.

- Upgrade shoulders to provide bus pull-outs and landing pads

101. (\$29,500)

S. 308th St.

FROM 3rd Ave. S.

TO 3rd Pl. S.

DISTANCE .05 MI.

- Upgrade existing half-street to accommodate traffic

102. (\$47,000)

51st Ave. S. (Phase I)

FROM S. 304th St.

TO S. 298th St.

DISTANCE .30 MI.

- Construct walkway and drainage improvements

- Provide crosswalk at S. 298th St.

- Complete walkway along 51st Ave. from S. 321st St. to S. 298th St., and along S. 298th St. to 34th Ave. S.

- Increase safety to Camelot Elementary School

103. (\$103,000)

51st Ave. S. (Phase II)

FROM S. 298th St.

TO S. 288th St.

DISTANCE .73 MI.

- Construct walkway and drainage improvements

- Provides continuous walkway along 51st Ave. S. from S. 321st St. to S. 288th St.

- Increases pedestrian safety

104. (\$86,000)

Star Lake Area School Walkway Project

DISTANCE .89 MI.

- Pave east shoulder of 42nd Ave. S. from S. 278th St. to S. 280th St. (.12 MI.)

- Pave south shoulder of S. 280th St. from 42nd Ave. S. to 46th Ave. S. (.32 MI.)

- Pave west shoulder of 46th Ave. S. from S. 280th St. to S. 282nd St. (.14 MI.)

- Pave south shoulder of S. 282nd St. from 46th Ave. S. to 48th Ave. S. (.11 MI.)

- Pave west shoulder of 48th Ave. S. from S. 282nd St. to S. 285th St. (.20 MI.)

- Provide necessary drainage improvements, crosswalks, and signing

- Connects residential areas with Vahlala Elementary School and Thomas Jefferson High School

105. (\$350,000)

Jovita Area Wide L.I.D.

- Provide limited paving of access roads

- Provide some drainage improvements

106. (\$350,000)

South King County L.I.D.

FROM S. of S. 356th St.

TO W. of SR-99

- Provide limited paving of access roads

- Add some drainage improvements

107. (\$125,000)

SR-18

FROM SR-161

TO SR-161

DISTANCE 3.25 MI.

- Resurface roadway and add median barrier.

108. (\$225,000)

S.W. 340th St./S.W. 336th St.

FROM 35th Ave. S.W.

TO 21st Ave. S.W.

DISTANCE .8 Mile

- Provide Illumination

- Provide Striping and channelization

- Investigate future elimination of planter strips for minor widening

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21st Ave. S.W. Extension

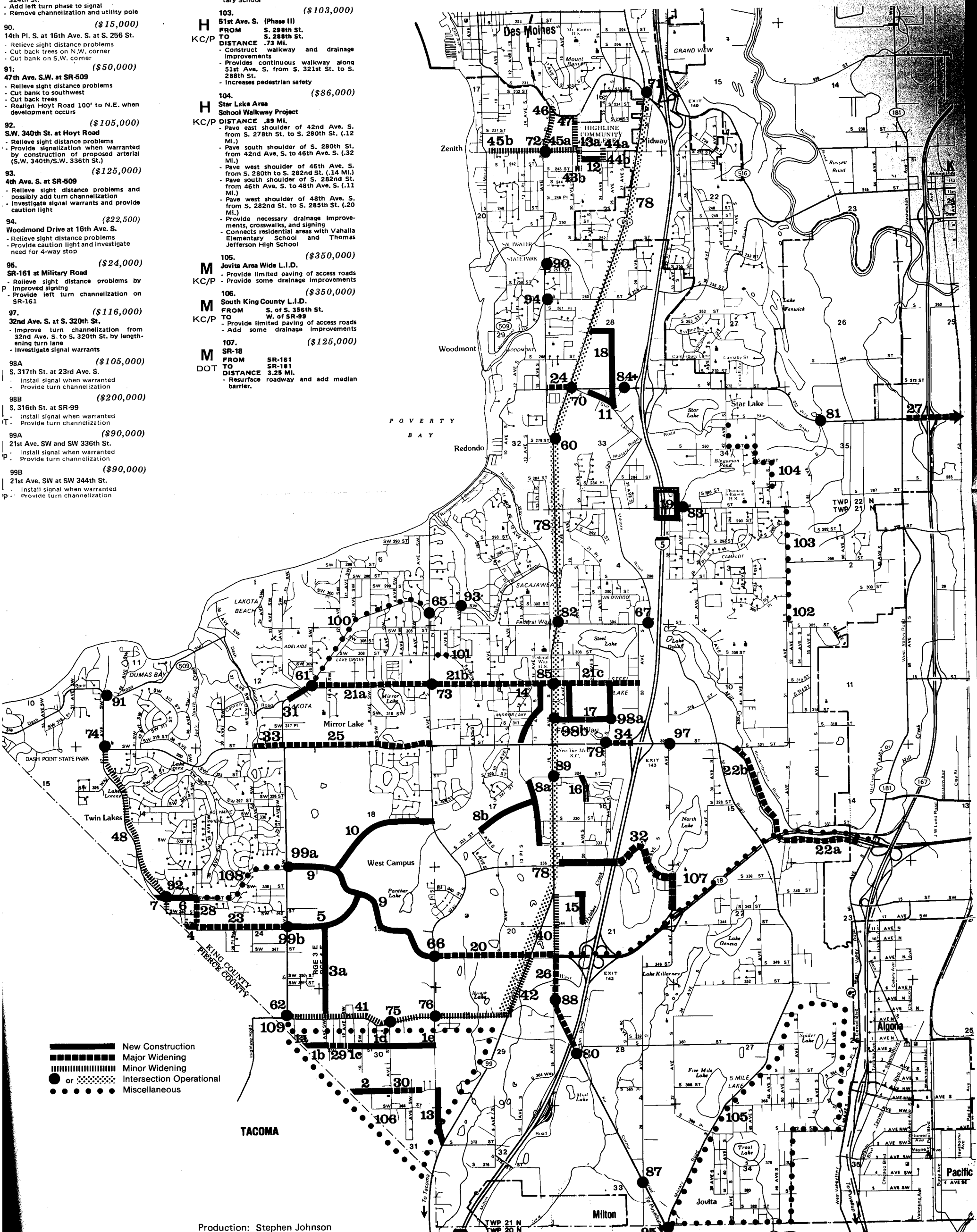
FROM S.W. 356th St.

TO County Line

DISTANCE .1 Mile

- Investigate feasibility of limited access roadway construction planned by City of Tacoma

- Coordinate with Tacoma on Roadway alignments and environmental analysis



FEDERAL WAY TRANSPORTATION PLAN

A detailed description of each project is listed below. Projects have been grouped into five general categories. The project categories and their description are:

New Construction

New construction of a roadway on a new alignment.

Major Widening and Reconstruction

The addition of travel or turn lanes to an existing facility thus resulting in an increase in vehicle capacity. While the existing pavement will in part be salvaged, costs usually include reconstruction or resurfacing the existing pavement, curb, gutter, and sidewalks.

Minor Widening and Reconstruction

Widening of existing travel lanes, but no increase in the number of travel lanes. These improvements usually involve construction of sidewalks, paved walkways or shoulder areas for bicycle and pedestrian travel.

Intersection/Operational Improvements

Widening at intersections for turn lanes; installation of signs, markings, signals; interconnection of signals; and improvements that enhance traffic flow or improve sight distance.

Miscellaneous

A wide variety of projects including pathway and shoulder improvements, landscaping, and drainage improvements.

Projects are identified as High (H), Medium (M), or Low (L) priority. The priorities establish a guide for implementation; sometimes, changes will be necessary. Many funding sources have restrictions on the kinds of projects for which the money can be spent. Thus, a lower priority project might be funded before a higher priority project. Also, as conditions in the community change, project priorities may change.

Preliminary cost estimates, in 1980 dollars, are listed for each project. Some projects are the responsibility of jurisdictions other than King County, have shared responsibility with King County, or may occur in conjunction with property development; those projects are noted as follows: DOT (Washington State Department of Transportation), P (Private Developers), TAC (Tacoma), KC (King County), and MET (Metro).

Bicycle, pedestrian and equestrian improvements which are not a part of street and highway projects are identified on the other side of this brochure.

NEW CONSTRUCTION

M P 1a. S.W. 360th St. (\$93,000)
FROM King County Line
TO Western Bonneville Power Administration Easement
DISTANCE .10 MI.
- Construct 2-lane east-west neighborhood collector roadway as a part of the Hamstead Green Plat.
- Provides needed east-west internal circulation and helps relieve traffic problems on S.W. 356th St.

M 1b. S.W. 360th St. (\$82,000)
FROM Eastern BPA Easement
TO Western BPA Easement
DISTANCE .07 MI.
- Construct 2-lane east-west neighborhood collector roadway

L 1c. S.W. 360th St. (\$460,000)
FROM 12th Ave. S.W.
TO 8th Ave. S.W.
DISTANCE .23 MI.
- Construct 2-lane east-west neighborhood collector roadway
- Additional right-of-way is required

L KC/P 1d. S.W. 360th St. (\$111,000)
FROM 8th Ave. S.W.
TO 6th Ave. S.W.
DISTANCE .12 MI.
- Construct 2-lane east-west neighborhood collector roadway

L KC/P 1e. S.W. 360th St. (\$315,000)
FROM 6th Ave. S.W.
TO 1st Ave. S.
DISTANCE .34 MI.
- Construct 2-lane east-west neighborhood collector roadway

M P 2. S.W. 366th St. (\$265,000)
FROM King County Line
TO 6th Ave. S.W.
DISTANCE .32 MI.
- Develop 2-lane collector arterial roadway
- Provides east-west access and helps relieve traffic congestion problems on S.W. 356th St.

H P 3a. 11th/14th Ave. S.W. (\$550,000)
FROM S.W. 356th St.
TO S.W. 344th St.
DISTANCE .70 MI.
- Construct north-south collector arterial
- Provides access to proposed S.W. 344th
- Large portion to be completed by plat development

M 4. S.W. 344th St. (\$750,000)
FROM Hoyt Rd.
TO 35th Ave. S.W.
DISTANCE .24 MI.
- Construct 3-5 lane major arterial
- Provides a link between Tacoma and SW 344th St. (King County)
- Provide curb, gutter, sidewalk, and drainage improvements
- Additional right-of-way is required

H KC/P 5. S.W. 344th St. (\$1,500,000)
FROM 21st Ave. S.W.
TO Approx. 6th Ave. S.W.
DISTANCE 1 MI.
- Construct 2-lane arterial
- Provides major east-west access for Federal Way
- Acquire right-of-way for future up-grading to 4 lanes.
- Construct curb, gutter, sidewalk, landscaping and drainage improvements
- Requires new right-of-way to be acquired through plat development

H 6. S.W. 340th St. (\$340,000)
FROM 35th Ave. S.W.
TO 38th Ave. S.W.
DISTANCE .24 MI.
- Construct 4-5 lane arterial to complete important east-west arterial link
- Provides a link between N.E. Tacoma's planned arterials and West Campus
- Provide curb, gutter, sidewalk, landscaping and drainage improvements

H TAC 7. S.W. 340th St. (\$260,000)
FROM Pierce Co. line
TO Hoyt Road
DISTANCE .10 MI.
- Construct 4-lane arterial
- Provides a link between Tacoma's planned 49th St. arterial and King County.
- Requires right-of-way acquisition
- Provide curb, gutter, sidewalk, landscaping and drainage improvements

H P 8a. 11th/14th Ave. S. (\$490,000)
FROM S. 324th St.
TO S. 334th St.
DISTANCE .25 MI.
- Construct 2-lane local access street
- Provides needed internal circulation and relieves traffic congestion along SR-99
- Provide curb, gutter, sidewalk, and drainage improvements

H P 8b. 9th Ave. S. (\$600,000)
FROM 8th Ave. S.
TO 14th Ave. S.
DISTANCE .48 MI.
- Construct roadway to collector standards with curb, gutter, and sidewalk improvements
- Provides north-south access for business and commercial traffic

H P 9. S.W. 336th/S.W. 348th St. (\$2,400,000)
FROM 21st Ave. S.W.
TO 1st Ave. S.
DISTANCE 1.21 MI.
- Construct 4-lane arterial with turn channelization
- Provides needed area circulation for West Campus and general east-west access
- Provide curb, gutter, sidewalk, signalization, landscaping and drainage improvements

H P 10. S.W. 330th/S. 336th St. (\$850,000)
FROM Approx. 12th Ave. S.W.
TO 1st Ave. S.
DISTANCE 1.09 MI.
- Construct 2-lane collector arterial with turn channelization
- Provides access from West Campus to 1st Ave. S. and 21st Ave. S.W. arterials
- Provide curb, gutter, sidewalk, signalization, landscaping and drainage improvements

H P 11. Star Lake Rd. (\$150,000)
FROM Star Lake Road at approximately 25th Ave. S.
TO S. 272nd St.
- Realign Star Lake Rd. to the north
- Cul-de-sac existing intersection of S. 272nd St. at Star Lake Rd.
- Signalize when warranted

L 12. S. 241st St. (\$36,000)
FROM 21st Ave. S.
TO 23rd Ave. S.
DISTANCE .05 MI.
- Construct 2-lane local access road
- Provides east-west local circulation

M P 13. 1st Ave. S. (\$468,000)
FROM S. 366th St.
TO SR-99
DISTANCE .48 MI.
- Construct 2-lane collector arterial roadway
- Provides needed additional access to SR-99 and helps relieve traffic congestion problems on S.W. 356th St.

H P 14. 13th/14th/11th Ave. S. (\$615,000)
FROM S. 312th St.
TO S. 320th St.
DISTANCE .60 MI.
- Construct 2-lane local access roadway to improve access to Federal Way shopping areas, and to help relieve congestion problems on SR-99

L P 15. 20th Ave. S. (\$220,000)
FROM S. 344th St.
TO S. 340th St.
DISTANCE .24 MI.
- Construct a local access roadway to provide internal circulation for industrial and commercial traffic

M P 16. 17th Ave S./20th Ave. S. (\$250,000)
FROM S. 324th St.
TO S. 328th St.
DISTANCE .27 MI.
- Construct a local access roadway to provide internal circulation for business and commercial traffic

H P 17. 18th Ave. S/S. 316 St./23rd Ave. S. (\$450,000)
FROM S. 312 St.
TO S. 320 St.
DISTANCE .64 MI.
- Develop ring road system in the area from S. 312th St. to S. 320th St. and from I-5 to SR-99. The roadway system will provide internal circulation to help relieve congestion problems on S. 320th St. and SR-99

M P 18. 25th Ave. S. (\$665,000)
FROM S. 272nd St.
TO SR-99
DISTANCE .58 MI.
- Construct local access roadway to provide internal circulation in undeveloped area north of S. 272nd St.

M DOT 19. I-5 and S. 288th St. (\$25,000)
- Investigate the feasibility of developing an additional interchange on I-5 to help provide additional relief of traffic congestion in the vicinity of S. 320th St. and I-5

MAJOR WIDENING

H KC/ DOT 20. S. 348th St. (\$1,600,000)
FROM 1st Ave. S.
TO SR-161
DISTANCE .94 MI.
- Widen to 4-5 lanes
- Add turn channelization
- Provide pedestrian/bicycle and drainage improvements
- Upgrade signal at SR-161 and SR-99

H 21a. S.W. 312th St. (\$1,500,000)
FROM SR-509
TO 1st Ave. S.
DISTANCE .78 MI.
- Widen to 3 lanes to provide turn channelization
- Construct bicycle and pedestrian improvements along each side
- Provide drainage improvements

H 21b. S. 312th St. (\$1,700,000)
FROM 1st Ave. S.
TO SR-99
DISTANCE .92 MI.
- Widen to 3 lanes to provide turn channelization under first phase
- Widen to 4 lanes with turn channelization under ultimate design
- Construct bicycle and pedestrian improvements along each side
- Provide drainage improvements

H KC/P 21c. S. 312th St. (\$590,000)
FROM SR-99
TO 28th Ave. S.
DISTANCE .70 MI.
- Provide minor roadway widening and pave shoulders for bicycle/pedestrian travel
- Widen to 3-4 lanes under phase 2. These improvements would be required when the business and commercial properties to the south are developed

H 22a. Peasley Canyon Rd. (\$550,000)
FROM Auburn City Limits
TO Peasley Canyon Way
DISTANCE 0.6 MI.
- Provide shoulder improvements for bicycle/pedestrian travel
- Provide turn channelization at Peasley Canyon Way

H 22b. Peasley Canyon Rd. (\$920,000)
FROM Peasley Canyon Way
TO S. 321st St.
DISTANCE 1.0 MI.
- Widen to provide truck climbing lane
- Provide shoulder improvements for bicycle/pedestrian travel
- Provide drainage improvements

M 23. S.W. 344th St. (\$1,100,000)
FROM 21st Ave. S.W.
TO 35th Ave. S.W.
DISTANCE .70 MI.
- Widen to 3-4 lane arterial
- Requires right-of-way with some extensive cut and fill necessary
- Provides link between Pierce County and West Campus
- Provide pedestrian and drainage improvements

M P 24. S. 272nd St. (\$235,000)
FROM SR-99
TO 16th Ave. S.
DISTANCE .17 MI.
- Widen to 4 lanes
- Provide improved turn channelization at SR-99 and at 16th Ave. S.
- Provide curb, gutter, sidewalk, landscaping and drainage improvements

H 25. S.W. 320th St. (\$2,500,000)
FROM 1st Ave. S.
TO 21st Ave. S.W.
DISTANCE 1.25 MI.
- Widen to four lanes
- Provide turn channelization
- Provide curb, gutter, sidewalk, landscaping and drainage improvements

M DOT 26. SR-161 (\$1,100,000)
FROM S. 348th St.
TO S. 360th St.
DISTANCE .84 MI.
- Provide turn channelization
- Widen to 3-4 lanes
- Provide pedestrian and drainage improvements
- Pave eastern shoulder as a first Phase improvement

H 27. S. 277th St. (\$1,518,000)
FROM SR-161
TO 83rd Ave. S.
DISTANCE .81 MI.
- Widen to four lanes to accommodate traffic volumes
- Provide pedestrian and drainage improvements
- Provides needed east-west link for traffic between I-5 and SR-167 to Green River Valley

M KC/P 28. 36th Ave. S.W. (\$220,000)
FROM S.W. 340th St.
TO S.W. 344th St.
DISTANCE .21 MI.
- Widen to 3-4 lanes
- Provide turn channelization and drainage improvements

L P 29. S.W. 360th St. (\$118,000)
FROM 15th Ave. S.W.
TO 12th Ave. S.W.
DISTANCE .15 MI.
- Provide major upgrading of existing roadway to develop a 2-lane east-west neighborhood collector roadway

M P 30. S.W. 366th St. (\$250,000)
FROM 6th Ave. S.W.
TO Approx. 2nd Ave. S.W.
DISTANCE .32 MI.
- Provide major upgrading of existing roadway to develop a 2-lane collector arterial roadway

M DOT 31. SR-509 (\$250,000)
FROM S. 312th St.
TO 21st Ave. S.W.
- Widen to at least 3 lanes
- Provide pedestrian/bicycle improvements
- Provide turn channelization at intersections

L KC 32. S. 336th St./28th Ave. S. (\$1,250,000)
FROM SR-99
TO SR-18
DISTANCE .5 MI.
- Widen to at least 3 lanes
- Provide pedestrian/bicycle improvements
- Provide turn channelization at intersections

M 33. S.W. 320th St. (\$400,000)
FROM 26th Ave. S.W.
TO 21st Ave. S.W.
DISTANCE .5 MI.
- Widen roadway to 4 lanes
- Provide intersection improvements at 21st Ave. S.W.

M 34. S.W. 320th St. (\$200,000)
FROM 23rd Ave. S.W.
TO I-5
DISTANCE .3 MI.
- Add one east-bound lane



MINOR WIDENING

H 40. 16th Ave. S. (\$225,000)
FROM SR-99
TO S. 348th St.
DISTANCE .55 MI.
- Provide shoulder widening and paving on east side
- Provide turn channelization at intersection
- Provide drainage improvements from S. 341st St. to S. 348th St.

H 41. S/S.W. 356th St. (\$1,100,000)
FROM 21st Ave. S.W.
TO SR-99
DISTANCE 1.7 MI.
- Add turn channelization at critical intersections (21st Ave. S.W., 6th Ave. S.W., 1st Ave. S.W. and SR-99)
- Widen and pave shoulders for bicycle and pedestrian travel
- Provide drainage improvements from SR-99 to 1st Ave. S.

L DOT 42. SR-99 (\$42,000)
FROM S. 348th St.
TO S. 356th St.
DISTANCE .49 MI.
- Improve and pave shoulders on west side
- Provide drainage improvements

L 43a. 21st Ave. S. (\$39,000)
FROM S. 241st St.
TO S. 240th St.
DISTANCE .05 MI.
- Widen roadway
- Investigate turn channelization at S. 240th St.
- Provide drainage improvements

M 43b. S. 243rd St. (\$26,000)
FROM 21st Ave. S.
TO 20th Ave. S.
DISTANCE .05 MI.
- Widen and pave roadway
- Provides access to 16th Ave. S.

L 44a. 24th Ave. S. (\$39,000)
FROM S. 241st St.
TO S. 240th St.
DISTANCE .06 MI.
- Widen roadway
- Provide drainage improvements
- Provides needed access to S. 240th St.

M 44b. S. 241st St. (\$32,000)
FROM 23rd Ave. S.
TO 24th Ave. S.
DISTANCE .06 MI.
- Widen and pave roadway
- Provides needed east-west circulation

M 45a. S. 240th St. (\$62,000)
FROM 16th Pl. S.
TO 20th Ave. S.
DISTANCE .22 MI.
- Pave shoulders to provide for bicycle/pedestrian travel

M 45b. S. 240th St. (\$130,000)
FROM Marine View Drive
TO 16th Pl. S.
DISTANCE .46 MI.
- Pave shoulders to provide for bicycle/pedestrian travel
- Drainage improvements needed along northern shoulder

L 46. 16th Pl. S. (\$113,000)
FROM SR-516
TO S. 240th St.
DISTANCE .40 MI.
- Pave shoulder for bicycle and pedestrian traffic

M 47. 20th Ave. S. (\$73,000)
FROM SR-516
TO S. 240th St.
DISTANCE .25 MI.
- Pave shoulder to provide bicycle/pedestrian travel
- Provides access to Highline Community College

M 48. Hoyt Road (\$430,000)
FROM S.W. 320th St.
TO S.W. 344th St.
DISTANCE 1.5 MI.
- Grade and pave shoulders to provide improved bicycle and pedestrian travel
- Provide drainage improvements

INTERSECTION

H KC/ DOT 60. S. 16th St./S. 279th St. at SR-99 (\$7,000)
- Investigate the realignment of 16th Ave. S. to alleviate sight distance problems and conflict with S. 279th St.
- Eliminate left turn channelization along SR-99 by providing curbing along the center line of SR-99.
- This will also eliminate left turns from S. 279th and 16th Ave. S. across SR-99

H KC/ DOT 61. SR-509 at S.W. 312th St. (\$137,000)
- Reconstruct intersection to facilitate improved traffic flow and add turn channelization
- Remove existing signal poles and provide mast arm signal poles
- Upgrade traffic signal.

H 62. S.W. 356th St. at 21st Ave. S.W. (\$136,000)
- Provide signalization when warranted by increased traffic from planned developments in the Federal Way and N.E. Tacoma area
- Provide turn channelization
- Improve roadway section west to King County line.

M P 65. SR-509 at 1st Ave. S. (\$2,500)
- Correct bypass problems through residential area
- Local citizens could install a traffic diverter

H KC/P 66. S. 348th St. at 1st Ave. S. (\$135,000)
- Install signalization when warranted by increased traffic from planned developments
- Provide turn channelization to improve traffic flow
- Improve WB to NB and SB to EB traffic flow

H 67. S. 304th St. at Military Road (\$137,000)
- Signal or 4-way stop when warranted
- Provide turn channelization to improve traffic flow

H DOT/P 70. S. 272nd St. at SR-99 (\$41,250)
- Extend left turn lane east on S. 272nd St. to facilitate improved traffic flow or provide dual left turn lane. Also extend left turn lane from NB on SR-99 to WB on 272nd

M DOT 71. SR-516 at SR-99 (\$41,000)
- Extend left turn lane on the west leg of SR-516 to facilitate improved traffic flow
- Realign roadway to north
- Eliminate median and reduce shoulder width

M 72. S. 240th St. at 16th Ave. S. (\$116,000)
- Provide turn channelization on 16th Ave. S. to improve traffic flow
- Install a traffic signal when warranted

H P 73. 1st Ave. S. at S. 312th St. (\$135,000)
- Provide left and right turn channelization on 1st Ave. S. and S. 312th St.
- Upgrade signal

L 74. S.W. 320th St. at Hoyt Road (\$116,000)
- Provide left turn channelization on north leg of Hoyt Road
- Install signal when warranted

H P 75. S.W. 356th St. at 6th Ave. S.W. (\$41,000)
- Provide left turn channelization on east leg of S. 356th St.

H 76. S. 356th St. at 1st Ave. S. (\$116,000)
- Provide turn channelization on 1st Ave. S. and 356th St. to improve traffic flow
- Install signal when warranted

H DOT 78. SR-99 at SR-516 (\$330,000)
TO S. 356th St.
DISTANCE 8.13 MI.
- Interconnect traffic signals to improve traffic flow

H P 79. S. 320th St. at 23rd Ave. S. (\$63,000)
- Provide left, thru, and right turn channelization on both legs of 23rd Ave. S.
- Provide left turn phase for signal
- Some fill to west necessary for the installation of turn lanes

L DOT 80. SR-161 at Milton Road (\$42,000)
- Provide a short turn channelization on north leg of SR-161
- Some realignment of roadway necessary

M P 81. S. 272nd St. at Star Lake Road/55th Ave. S. (\$115,000)
- Redesign intersection to alleviate sight distance problems
- Realign 55th Ave. S. approximately 350' to east of S. 272nd St. when adjacent land develops

H DOT 82. SR-99 at S. 304th St. (\$187,000)
- Rebuild traffic signal

M 83. 34th Ave. S. at S. 288th St. (\$95,000)
- Install signal when warranted

H KC/ MET 84. S. 272nd St. at 23rd Ave. S. (\$120,000)
- Install traffic signal at entrance to Park-and-Ride Lot when warranted
- Interconnect this signal with ramp signals