



April 4, 2003

Jeff Sawyer  
Olympic Region Environmental Manager  
Washington State Department of Transportation  
5720 Capitol Blvd.  
Tumwater, WA 98501

Dear Mr. Sawyer:

This letter is to formally comment on the SR 167, Puyallup to SR 509 – Tier II Draft Environmental Impact Statement (DEIS).

As you are aware, this project falls within the Sound Transit district boundary, and may affect both current and planned transit services. As such, we would like you to consider the following comments:

- In section 3.14.2 Affected Environment, under *Rail Operations*, please correct the passages referencing Sound Transit to reflect that we operate Sounder Commuter Rail along the BNSF mainline, not light rail. Please also update the data to reflect that Sounder runs three daily roundtrips, carrying more than 2,800 passengers daily. Although the BNSF mainline is not directly affected by the project, Sound Transit seeks to ensure that access to its Sounder stations, particularly the Puyallup station, is not affected detrimentally by the project.
- Under *Transit*, please note that Pierce Transit routes 400 and 405 no longer operate. In addition, please note that Sound Transit routes 574 and 582 are express bus routes, not local. We would like to note that should there be significant timesaving due to the SR 167 completion, Sound Transit would consider using this freeway extension for its ST Express bus routes.
- Under the *Park and Ride Lots* section, please make reference to *The SR 167 Park and Ride Site Selection Study*, completed by Pierce Transit in July 2002. Sound Transit was a partner to and funded this study. The study recommended that right-of-way should be acquired by WSDOT as part of its SR 167 extension project for development of park and ride sites at three locations. In order of priority, the sites are: a 1,000-stall facility located near the intersection of SR 167 and SR 161; a site located at the proposed Valley Avenue and SR 167 interchange, just north of the planned Fife Landing South; and, to a much less recommended extent, a site north of 8<sup>th</sup> Street, east of 54<sup>th</sup> Avenue East under the elevated freeway.

Central Puget Sound  
Regional Transit Authority  
Union Station  
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Seattle, WA 98104-2026  
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Facsimile 206.398.5499  
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*King County Councilmember*

Kevin Phelps  
*Tacoma Councilmember*

Cynthia Sullivan  
*Chair, King County Council*

Claudia Thomas  
*Lakewood Deputy Mayor*

Executive Director  
Joni Earl

L01-001

L01-002

L01-003

### RESPONSE L01-001

Section 3.14.2 of the FEIS is updated to include the most up-to-date information.

### RESPONSE L01-002

Section 3.14.2 of the FEIS is updated to reflect the correct transit routes for both Pierce Transit and Sound Transit.

### RESPONSE L01-003

Section 3.14.2 of the FEIS has been updated to include two park-and-rides, one at the Valley Avenue interchange and one at the SR 161 interchange, based on Pierce Transit's July 2002 Park-and-Ride study.

Mr. Jeff Sawyer  
April 1, 2003  
Page Two

- Please note that the Sound Transit long-range vision for electric light-rail includes the possibility of a future high-capacity transit corridor running south along I-5 through the SR 167 extension project boundary.

L01-004

Sound Transit hopes its comments on the DEIS assist WSDOT in making the necessary refinements to improve the project.

If you have any questions regarding these comments, please contact Brian O'Sullivan in our Office of Policy and Planning at (206) 398-5292.

Thank you for the opportunity to review the document.

Sincerely,



Paul Matsuoka  
Policy & Planning Officer

PM:tp/SR 167\_DEIS Comments.doc

c: Joni Earl, Executive Director  
Perry Weinberg, SEPA Responsible Official  
Barbara Gilliland, Planning & Development Manager  
Brian O'Sullivan, Long Range System Planning Manager

## RESPONSE L01-004

Improving regional mobility is one of the purposes of this proposed project. A discussion of the long-range plans for Sound Transit light rail is added to section 3.14 of the FEIS.



1000 Laurel Street  
Milton, WA 98354-8852  
www.cityofmilton.net

John E. Williams  
Mayor

Activity Center  
Tel. (253) 922-6586  
Fax (253) 926-7838

Administration/City Hall  
Tel. (253) 922-8733  
Fax (253) 922-2385

Fire  
Tel. (253) 922-0944  
Fax (253) 922-2385

Municipal Court  
Tel. (253) 922-7625  
Fax (253) 922-2385

Police  
Tel. (253) 922-8735  
Fax (253) 922-2706

Public Works  
Tel. (253) 922-8738  
Fax (253) 922-3466

OLYMPIC REGION  
APR 10 2003  
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April 8, 2003

Attn: Jeff Sawyer, Region Environmental and Hydraulic Mgr.  
Washington State Department of Transportation  
Olympic Region Headquarters  
PO Box 47440  
Olympia, WA 98504-7440

Re: SR 167, Puyallup to SR509 Draft EIS/Tier II Comments  
FHWA-WA-EIS-2002-02-D

Dear Mr. Sawyer:

This letter is submitted on behalf of Mayor Asay and the Milton City Council.

We desire WSDOT to review and include in their deliberative process the discussion of the potential for siting regional recreation facilities within required drainage and detention facilities that may be associated with this project. If these treatment facilities are designed appropriately, they could serve a dual purpose in providing much-needed recreational facilities such as ballfields, soccer fields, or skateparks.

Moreover, as you may know, Pierce County has allocated \$1.4 million towards the construction of a regional recreational facility in the Fife/Milton/Edgewood area. Stakeholder meetings are in currently process. Therefore, we believe that this issue should be seriously considered as the design of this project moves forward.

Another item that Council discussed at our April 7, 2003 meeting was the impact that this project will have to our regional Interurban Trail, currently under design with construction slated for as early as next year. We would expect that appropriate mitigation will occur to ensure that this trail's links between Fife and Milton are not broken in the process of constructing the SR 167 project.

Thank you for your time. Should you have any questions, please feel free to contact me at 253.922.8738.

Cordially,

Marlo D. De Rosia, MBA, MPA  
Public Works / Parks & Recreation Director

Cc: Mayor Katrina Asay  
Councilmembers

**RESPONSE L02-001**

FHWA and WSDOT recognize the importance of working collaboratively with both the City of Fife on the Pacific National Soccer Park and the City of Milton on the Interurban Trail. These recreational facilities were considered during the development of the Riparian Restoration Proposal for SR 167, please see the *Analysis of the SR-167 Extension and Riparian Restoration Proposal in the Hylebos Watershed*, MGS et al. November 2004.

**RESPONSE L02-002**

WSDOT has coordinated design efforts in the I-5 interchange area with the City of Fife's proposed soccer complex and the City of Milton's proposed Interurban Trail. This coordination will continue through the final design of the project. As the project team moves forward to develop appropriate mitigation for the use of these 4(f) facilities. Coordination will continue through the final design of the project.

**RESPONSE L02-003**

The project will accommodate the Interurban Trail and re-establish the public access connection to the trail in the vicinity of 70th Avenue East and I-5. The relocated portion of the trail will be ADA accessible, a separated Class I or II non-motorized path linking to the City of Fife's bicycle and pedestrian facilities.

L02-001

L02-002

L02-003



October 24, 2005

Ms. Michelle Elling  
SR 167 EIS Manager  
Olympic Region WSDOT  
150 Israel Road SW, FL 4 MS 47417  
Tumwater, WA 98501  
[ellingm@wsdot.ws.gov](mailto:ellingm@wsdot.ws.gov)

Re: Draft Section 4(f) Evaluation SR 167 to SR 509, Pierce County, WA  
August 2005

Dear Ms. Elling,

Thank you for taking the time to meet with me and Interim Public Works Director Bill Larkin on October 4<sup>th</sup> and for delivering the Tier II Preliminary Final EIS and Section 4(F) Evaluation on October 17. Thank you again for allowing us to provide comments after the October 4<sup>th</sup> deadline.

You asked me to concur with the impacts identified in the Section 4(F) document. The only impact identified by the 4(F) document in Milton results from the acquisition and subsequent re-routing of the western terminus of our portion of the Interurban Trail.

Milton's Interurban Trail is a 3 mile link in a 36 mile non-motorized network. The Interurban Trail right of way was an historic electric railway connecting Tacoma to downtown Seattle. Presently the paved portion of the regional Interurban Trail terminates to the south in the City of Pacific and 33 miles to the north in downtown Seattle. Non-motorized links across the West Seattle Bridge connect the trail to Alki Beach. Non-paved portions of the Interurban Trail link the cities of Pacific, Edgewood, Milton and Fife to Tacoma's Commencement Bay. Both the Cities of Fife and Edgewood have plans to acquire and improve their portions of the Interurban Trail.

The City of Milton has spent the better part of the last decade acquiring the Interurban Trail right of way within our City limits. We are WSDOT right of way certified. Our plans to pave the trail are at 98% completion. With federal CMAQ and STP(E) funds as well as state IAC and county Conservation Funds, we have acquired the right of way, prepared engineering plans, and completed environmental review. We intend to pave our entire 3 mile section in the spring and summer of 2006. The improvement of the Milton Interurban Trail is the #1 project in our Transportation Improvement Plan and in the Non-motorized section of our Comprehensive Plan.

**Planning & Community Development**  
1000 Laurel St. Milton, WA 98354-8850  
Ph 253.922.8738 / Fax 253.922.3466

L02-004

It is our intention, and the intention of our neighboring municipalities and the Puget Sound Regional Council to connect this link to the Puyallup River Trail, creating a seamless, separated Class I or II non-motorized facility from Alki Beach to Commencement Bay and east to Puyallup. The Puyallup Trail will eventually link to the Foothills Trail and its present ending at South Prairie at the foot of Mount Rainier.

At our meeting, you assured us use of the Milton Interurban Trail would be mitigated. To mitigate the impacts of use, at the very least, the Milton Interurban Trail must be an ADA accessible, separated Class I or II non-motorized path linking to either the Puyallup River Trail or through Fife to Tacoma.

Again, thank you for the opportunity to comment on the 4(f) document. I concur with it's conclusions regarding 4(F) impacts. I very much appreciate the opportunity to comment.

Cordially,

Emily Terrell, AICP  
Director

L02-004

### RESPONSE L02-004

The project is committed to providing appropriate mitigation for use of the Interurban Trail. This includes maintaining access to 70th Avenue. We will ensure the relocated portion of the trail is ADA accessible, a separated Class I or II non-motorized path linking to the City of Fife's bicycle and pedestrian facilities.



City of  
**Edgewood**

2221 Meridian Avenue East, Edgewood Washington 98371-1010

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APR 15 2003

*(fwd)*  
*forwarded Apr 14 @ 5:00pm*

TUMWATER DESIGN

Phone (253) 952-3299 Fax: (253) 952-3537

April 14, 2003

John Powers  
Mayor

Neal Campbell, Project Engineer  
WSDOT Tumwater Design Office  
PO Box 47446  
Olympia, WA 98504-7446

Sue Miller  
Deputy Mayor

RE: SR 167 TIER 2 PREFERRED OPTION

Bill Esten  
Councilmember

Dear Mr. Campbell:

T.D. Faherty  
Councilmember

Attached you will find a certified copy of Resolution 03-154, which was unanimously passed at the April 8, 2003 regular Council meeting and signed by all of the Edgewood City Councilmembers. The resolution states the City's position in support of the Valley Avenue Option for the design of the above referenced project. Support of this option is based on oral and written public comment, including petitions received by residents in the area proposed for the interchange, and the City staff analysis of environmental and neighborhood impacts.

L03-001

Rose Hill  
Councilmember

The Valley Avenue Option creates the least amount of negative impact for Edgewood residents and our environment. The Valley Avenue option provides the least amount of relocation of the citizens of Edgewood because of the project. It also, directs traffic and congestion away from Freeman Road East, where most of our affected citizens reside. It appears that the Valley Avenue construction dust and noise would impact the City of Edgewood, but this would be the only major impact if Valley Avenue was to be selected by Washington State Department of Transportation.

L03-002

Colleen Wise  
Councilmember

Thank you for the opportunity to provide you with the City's preferred option for this project.

Roger Talei  
Police Chief

Very truly yours,

Henry J. Lawrence, Jr.  
City Manager

Henry J. Lawrence, Jr.  
City Manager

c: Council  
Public Works Director  
Police Chief  
File

E-mail: [cityhall@ci.edgewood.wa.us](mailto:cityhall@ci.edgewood.wa.us) • Website: [www.ci.edgewood.wa.us](http://www.ci.edgewood.wa.us)

**RESPONSE L03-001**

The Valley Avenue Interchange Option is the environmentally preferred option with the least amount of impact to adjacent properties.

**RESPONSE L03-002**

These factors were considered during the selection of the preferred Build Alternative, see Table 2-8 in section 2.6 of the FEIS. WSDOT will use possible measures as identified in section 3.6.3 of the FEIS for mitigating the construction noise impact to the public. Dust from construction would also be mitigated as identified in section 3.5.3 of the FEIS.

RESOLUTION NO. 03-154

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, ESTABLISHING THE CITY OF EDGEWOOD'S POSITION ON THE PREFERRED OPTION FOR THE SR 167 TIER 2 DRAFT ENVIRONMENTAL IMPACT STATEMENT ANALYSIS.**

WHEREAS, on March 25, 2003, the City of Edgewood City Council received a presentation from a representative of the Washington State Department of Transportation (WSDOT) regarding the design options under analysis in the SR 167 Tier 2 Draft Environmental Statement (EIS); and

WHEREAS, the Council has heard testimony from its citizens in the matter, concerning three proposed interchange options; and

WHEREAS, while addressing high priority transportation needs, the completion of SR 167 will reduce traffic volumes on SR 161; and

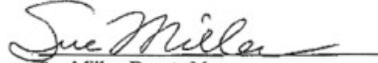
WHEREAS, the City wishes to state, herein, the preferred option for the design of the proposed SR 167 interchange.

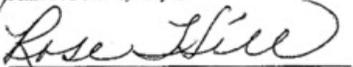
**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, AS FOLLOWS:**

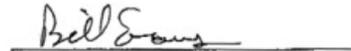
- Section 1.** The completion of SR 167 to Interstate 5 is the highest regional priority.
- Section 2.** Edgewood supports the allocation of funds for the completion of SR 167.
- Section 3.** Edgewood supports the Valley Avenue Option for the design of the proposed SR 167 interchange.

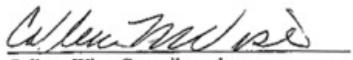
PASSED BY THE CITY COUNCIL ON APRIL 8, 2002.

  
John F. Powers, Mayor

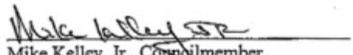
  
Sue Miller, Deputy Mayor

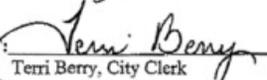
  
Rose Hill, Councilmember

  
Bill Evans, Councilmember

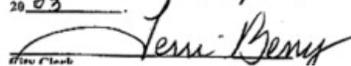
  
Colleen Wise, Councilmember

  
T.D. Faherty, Councilmember

  
Mike Kelley, Jr., Councilmember

ATTEST:   
Terri Berry, City Clerk

I, Terri Berry, City Clerk of the City of Edgewood, do certify that this is a true and correct copy of the original on file with the City.  
DATED this 14th day of April, 2003.

  
City Clerk

L03-003

**RESPONSE L03-003**

The Valley Avenue Interchange Option is the environmentally preferred option with the least amount of impact to adjacent properties.



April 14, 2003

www.cityoffife.org

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TUMWATER DESIGN

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OLYMPIC REGION

*Mayor*  
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*Council*  
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Kory Edwards  
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Mardene Patton  
Kim Roscoe

William J. Malinen  
City Manager

Loren Combs  
City Attorney

Steve Worthington  
Community Development  
Director

Michael Lafreniere  
Parks, Recreation &  
Community Services  
Director

Marlyn Campbell  
City Clerk/Treasurer &  
Finance Director

James Paulson  
Police Chief

Sally Dowty  
Court Administrator

Russ Blount  
Public Works Director &  
City Engineer

*Public Works*  
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Fife, WA 98424-1135  
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*Criminal Justice Center*  
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Fife, WA 98424-1135  
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*Fife Community Center*  
2111 - 54th Ave. E.  
Fife, WA 98424-2061  
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*Fife Swim Center*  
5410 - 20th Street E.  
Fife, WA 98424  
(253) 922-7665

*City Hall*  
5411 - 23rd St. E.  
Fife, WA 98424-2061  
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Fax: (253) 922-5355

Jeff Sawyer  
Region Environmental and Hydraulic Manager  
Olympic Region  
5720 Capitol Boulevard, Tumwater  
Olympia, WA 98504-7440

RE: DEIS 167

Dear Mr. Sawyer:

Enclosed you will find the City of Fife Comments to the Draft Environmental Impact Statement for the SR-167 project. The comments come to you in two parts. The first is an official copy of the Resolution #795-03, which represents the policies of the City of Fife as adopted by the Fife City Council on March 25<sup>th</sup>, 2003. These comments are of specific interest to the elected officials of our City and should be given appropriate weight. The second set of comments are technical comments which were developed by city staff revolving around four topic areas:

1. Transportation
2. Local Government Services
3. Recreation
4. Stormwater and environmental.

Attachments include a copy of the Parks and Recreation Plan, a copy of the Transportation Plan and a copy of the 1937 Drainage District Map showing boundaries of the two drainage districts in the city of Fife.

The City of Fife appreciates the opportunity to comment on this essential project for the states transportation system. Please direct any question or response to me and I will see that the appropriate city staff person is available for a responses.

Sincerely,

Steve Worthington  
Community Development Director

**Transportation Comments**

1. The City of Fife adopted at Transportation Comprehensive Plan (the Plan) in November of 2002. The Plan identifies several improvements to the transportation system that are located within this area identified by WSDOT as the wetland mitigation area.
2. Improvements in this area and improvements connecting to this area are identified in the Plan. With the construction of SR 167, City of Fife project 30 reconstructs Levee Road as a 3-lane section in its entirety, from Freeman Road to Frank Albert Road. A new principal arterial (projects 48.1 and 49.1) is to be constructed between Frank Albert Road, connecting to an extension of Port of Tacoma Road, through the wetland area. If SR 167 is not constructed, the above mentioned road requirements increase to 4- and 5-lane sections to adequately accommodate anticipated traffic and maintain the adopted level of service for City streets.
3. The Frank Albert Road Connector is identified as a completed project in the future baseline network (Figure 4). Frank Albert Road, between North Levee Road and Industry Drive, is identified as a road segment currently having a v/c ratio of greater than 0.90. This indicates a high level of congestion (see Figure 5). The projects identified in the Plan need to be constructed in order for the City to meet our transportation needs now and in the future.
4. Pg 1-1 Last paragraph, sixth line, refers to "a major truck route through Fife via Valley Avenue and 54<sup>th</sup> Avenue East". This is incorrect; trucks are prohibited on Valley Avenue East west of 70<sup>th</sup> Avenue East and on 54<sup>th</sup> Avenue East south of 20<sup>th</sup> Street East.
5. Pg 1-1 Last paragraph, tenth line, refers to "two intersections" having been improved with better synchronization. In fact, the City of Fife has improved signal controllers and operations at several other intersections, including 70<sup>th</sup> and Valley Avenues East but volumes exceed capacity at these intersections also. While it may not be necessary to describe every intersection in Fife, focus on only two intersections may understate the problem.
6. Pg 1-18 First paragraph under "Valley Avenue Interchange" heading, seventh paragraph, and the text refers to "Burlington Northern Railroad". That is incorrect. The rail line in question is owned by the Union Pacific Railroad.
7. Pg 1-19 Last paragraph discussion of the I-5 Value Engineering Study doesn't reference the fact that the substantial re-routing of 20<sup>th</sup> Street East was a "policy" change that could only be implemented by the Fife

L04-001

L04-002

L04-003

L04-004

L04-005

L04-006

L04-007

**RESPONSE L04-001**

We have revised the Conceptual Mitigation plan to include several potential wetland mitigation sites. The City reviewed the Conceptual Mitigation Plan as a member of the Signatory Agency Committee for this project. On March 18, 2005, the City concurred with the mitigation plan with the understanding that the Union Pacific/Tacoma Junction wetlands mitigation site is no longer being given preferential priority. The Conceptual Mitigation Plan identifies a number of potential wetland mitigation sites that could meet the project's needs. WSDOT will select one or more wetland mitigation site(s) after the Tier II Record of Decision (ROD) is issued. WSDOT and FHWA will continue to consult with the project cooperating agencies, the U.S. Army Corps of Engineers and the City of Fife, through the design and construction phase of this project.

**RESPONSE L04-002**

Conditions described for the "No Build Alternative" section 2.5.1 in the FEIS will need to be assumed by the City of Fife if the SR 167 Extension project is not built.

**RESPONSE L04-003**

Conditions described for the "No Build Alternative" section 2.5.1 in the FEIS will need to be assumed by the City of Fife if the SR 167 Extension project is not built.

**RESPONSE L04-004**

Section 3.14 of the FEIS text has been revised to reflect this information.

**RESPONSE L04-005**

Section 3.14 of the Tier II FEIS contains much greater detail pertaining to intersection operations in the area.

**RESPONSE L04-006**

The FEIS is revised to include the correct information.

**RESPONSE L04-007**

The City of Fife representative at the Value Engineering (VE) study supported the realignment of 20th Street East. WSDOT has met with the City of Fife regarding 26th Street and 28th Street crossings. WSDOT will continue to coordinate the design effort with the City in this area.