

3.15 Pedestrian and Bike Facilities

This section identifies impacts of the SR 167 project on pedestrian and bike facilities in the study area. The Tier I FEIS examined the impacts at a corridor level and concluded that no existing or proposed pedestrian or bicycle facilities would be affected. The Tier II analysis examines the specific impacts of the proposed facility at a greater level of detail.

The Washington State Transportation Commission in 1991 adopted a Bicycle Policy Plan that has four policy areas; bicycle facilities, funding, safety education and enforcement, and promoting bicycle touring and commuting. The plan also identifies the State's existing roadway system as the basic network for bicycle travel.

In 1993, the Commission adopted the Pedestrian Policy Plan, which focuses on local and regional planning for pedestrians, necessary pedestrian facilities types and locations, and funding sources. The adopted pedestrian policies include recommendations from the Washington Traffic Safety Commission's Pedestrian Safety Strategic Plan. The strategies and performance measures propose doubling the amount of walking and bicycling while reducing the number of accidents by 10 percent over the next 20 years.

The Washington State Department of Transportation (WSDOT) is also bound by the recreational trail law (RCW 47.30.010) that reads in part:

No limited access highway shall be constructed that will result in the severance or destruction of an existing recreational trail of substantial usage for pedestrians, equestrians or bicyclists unless an alternative recreational trail, satisfactory to the authority having jurisdiction over the trail being severed or destroyed, either exists or is reestablished at the time the limited access highway is constructed.

The WSDOT *Design Manual* (WSDOT 2005) incorporates the 2001 U.S. Department of Transportation policy for designing bicycle and pedestrian facilities. The Federal Highway Administration (FHWA) and WSDOT intend to accommodate non-motorized transportation modes in the project area using best practice design. For the proposed SR 167 facility, non-motorized travel is permitted on the mainline except for the segment from the 54th Avenue East interchange to the vicinity of 20th Street East, including the I-5 interchange structure.

3.15.1 Studies Performed and Coordination Conducted

This section incorporates information compiled in the *Pedestrian and Bicycle Facilities Discipline Report* (WSDOT 2004), which

- Reviewed existing transportation facilities that would accommodate non-motorized travel

- Reviewed local agencies’ non-motorized transportation plans for planned improvements
- Interviewed local agency staff and bicycle advocates
- Evaluated land uses for potential generator and destination zones (travelsheds) of non-motorized traffic
- Researched actual non-motorized travel through records of the Pierce County Commute Trip Reduction (CTR) Program (Pierce County 2002)

The DR divided the study area into six travel sheds encompassing a one-mile travel distance from the corridor. Within the travel sheds, the DR identified bicycle and pedestrian trip generators (Figure 3.15-1).

3.15.2 Affected Environment

The DR inventoried each jurisdiction for existing and proposed pedestrian and bicycle facilities. The bike facilities are classified according to Table 3.15-1. The only existing roadway in the study area with bike lanes is SR 509 between I-705 and Taylor Way. Bicycle traffic is prohibited on I-5. The other roads in the study area are “shared roadways” with various levels of bicycle and pedestrian-friendly attributes. Very few of these roads are officially designated for bicycle travel. In many cases, these roads do not presently have adequate shoulders to safely accommodate bikes or pedestrians. A more detailed description of the existing facilities by jurisdiction follows below. Figure 3.15-2 illustrates the existing and potential bike and pedestrian routes a person might travel to get from the north to south limits (SR 509 to SR 161).

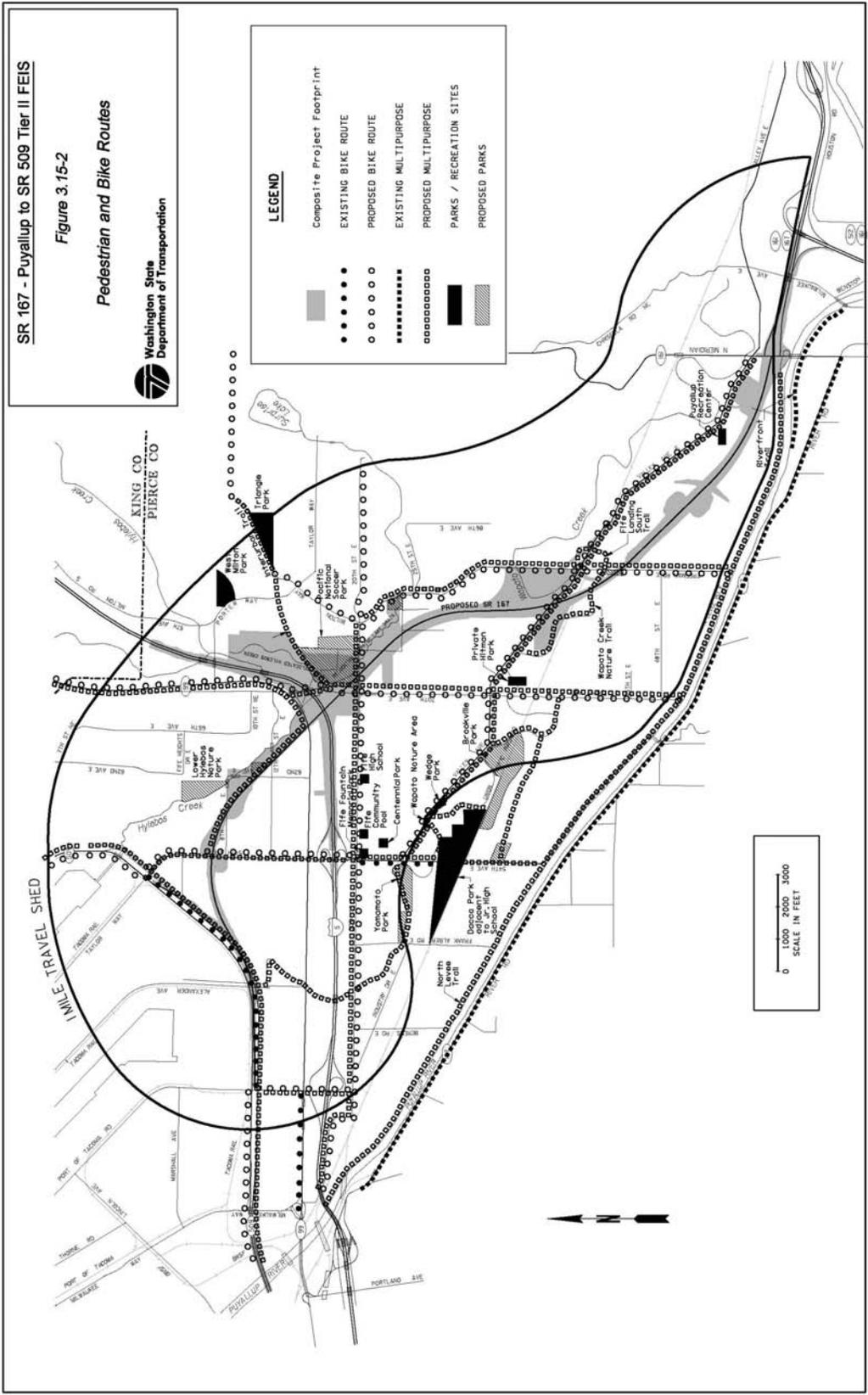
Table 3.15-1: WSDOT Bicycle Facility Classification Descriptions

Bike Route	A system of bikeways designated by the local jurisdiction(s) having authority, featuring appropriate direction and information route markers. A series of bikeways may be combined to establish a continuous route and may consist of any and all types of bic
Bike Lane	A portion of a highway or street identified by signs and or pavement markings reserved for bicycle facilities.
Bikeway	Any trail, path, part of a highway or shoulder, or any other traveled way specifically signed and/or marked for bicycle travel.
Shared Roadway	A roadway that is open to both bicycles and motor vehicle travel. Shared roadways do not have dedicated facilities for bicycle travel.
Signed Shared Roadway (designated as a bike route)	A shared roadway that has been designated by signing as a preferred route for bicycle use. Appropriate bike route signs as installed to assure bicyclists that improvements such as widening shoulders have been made to improved safety.
Shared Use Path	A facility on exclusive right of way with minimal cross flow by motor vehicles. It is designed and built primarily for use by bicycles but is also used by pedestrians, joggers, skaters, wheelchair users (both motorized and non-motorized), and others.

Reference: WSDOT Design Manual Chapter 1020 (2005)

Figure 3.15-2

Pedestrian and Bike Routes



Port of Tacoma

The area along the Port of Tacoma Road near Pacific Highway (SR 99) is developed primarily as commercial, with limited retail and office use. The land adjacent to SR 509 in proximity to the proposed SR 167 corridor includes log storage, auto import storage, warehouse/packaging and vacant land. The area has four CTR worksites. Beyond common shared roadway facilities, the existing roadway network is virtually devoid of adequate accommodations for bicycle riders. SR 509 and 54th Avenue East are the only roadways with striped bike lanes and limited pedestrian amenities at some intersections. SR 509 is known as a main bicycle recreational route with destinations from Tacoma north to King County. With existing accommodations, the roadway system in this area is likely to be traveled by only the more experienced bicycle riders.

City of Fife

The city of Fife is a mixture of residential, commercial, industrial manufacturing, and agricultural uses. The main residential areas are located in the center of the city, north of the Union Pacific Railroad (UPRR) line, east of 54th Avenue East, and west of 70th Avenue East. These areas would be expected to generate a higher level of non-motorized demand as development continues to replace unimproved property sites.

Recently, an increase of industrial and commercial development has occurred within the city of Fife. This type of development has created shoulders and sidewalks but lacks the population density necessary to generate substantial volumes of bicycle and pedestrian demand.

The majority of the roadways and roadway corridors within the city have been designated as primary bikeways, sidewalk and trail links in the City of Fife transportation plans. All the roads are currently shared facilities and most are without sidewalks. All but the major intersections are without pedestrian signals.

There are multiple proposed trails within the City of Fife. Additional information for those trails requiring a recreation 4(f) analysis is contained in Chapter 5 of this FEIS. The North Levee Trail is a proposed shared use path (Figure 3.15-2). The overall trail will stretch from Puyallup to Tacoma essentially following the Puyallup River and involve multiple jurisdictions and the Puyallup Tribe of Indians. The trail project is contained in the City of Fife non-motorized plans, however no completion date has been identified. The area of trail access improvement is located beneath the SR 161 bridge and borders the Puyallup River. Vehicle access from North Levee to SR 161 northbound may be redesigned and will remain available for non-motorized use. This will eliminate the need of an at-grade crossing of SR 161 at this location, thus affording the non-motorized user safe unimpeded travel underneath the roadway. The area beneath the roadway would serve well as a public trailhead location and be redesigned accordingly with input and coordination of the City of Puyallup.

The proposed Wapato Creek Nature Trail extension (Figure 3.15-2) is a non-motorized facility or shared use path that extends through the SR 167 right of way. The trail, as proposed by the City of Fife, would extend along the creek southeast through the city of Fife to the UPRR in the city of Fife southern limits

to Freeman Road. Part of the proposed trail would be located on tribal property. At present the Puyallup Tribe of Indians is not supportive of the City of Fife Wapato Creek Trail proposal. Additional coordination, consultation, and agreements will be required before this facility can be legitimately recognized and moved forward.

Between 8th Street East and 4th Street East, adjacent to the existing Milgard Restoration Site, the City of Fife has proposed to construct the Lower Hylebos Conservancy Trail (Figure 3.15-2). It is proposed to parallel the west side of the creek, extending northwesterly from SR 99 towards SR 509. Long range conceptual plans have suggested the trail continue into King County under the electric power transmission corridor. No impacts are anticipated with the project. The 54th Avenue East to SR 99 shared use path contained in the project may perhaps be considered by others for inclusion into the Hylebos Trail plan.

The existing Interurban Trail extends from King County into Pierce County and currently ends northeast of Triangle Park, outside of 1-mile travel shed studied in the DR. A southwestward extension (Figure 3.15-2) of this multipurpose trail has been proposed. Pierce County has partnered with the cities of Fife and Milton to provide proposed parking for both the Interurban Trail extension and the Pacific National Soccer Park that is planned on the east side of I-5, just north of 20th Street East and east of 70th Avenue East. As a planned facility there is no current usage for the soccer park, but the City of Fife estimates as many as 50,000 families per month during peak season will access the site once it is operational. Chapter 5 provides additional description of this planned recreational facility.

City of Puyallup

The study area includes only the northern section of the city of Puyallup. Zoning is limited to manufacturing in the section adjacent to the Puyallup River. The rest of the North Puyallup area is zoned for general commercial and multi-family housing developments.

The Puyallup Recreation Center sits adjacent to the proposed SR 167 and consists of ball fields, and 25,000 square feet of indoor space with no existing plans for expansion (Figure 3.15-2). The automobile remains the overwhelming travel mode choice for users of the Recreation Center. Existing information suggests that pedestrian and bicycle mode traffic is nearly non-existent. Roads serving this site are designated as shared roadways with sidewalks. The lack of measurable non-motorized mode use to the Center could be contributed to the lengthy distance from the Center to the majority of residential population areas.

The City of Puyallup's non-motorized circulation plan and the SR 167 Tier I FEIS suggest the possibility of a southern access to the Recreation Center that would connect it to the North Levee Road. An overcrossing at the Recreation Center was subsequently determined to be unreasonable. The low recorded non-motorized demand and the uncertainty of the completion of necessary local connectivity were factors in rejecting the option. An overcrossing due east of the Recreation Center is included in the Urban Option at the SR 161/167 interchange.

A proposed development, including a local access overcrossing connection located directly west of the Recreation Center, remains a viable option to a separate facility as indicated in the Tier I FEIS. This ideal north-south connection for local pedestrians and bicyclists could easily accommodate access to the Recreation Center. FHWA and WSDOT shall remain cognizant and committed to assisting the local jurisdiction with the facilitation of this proposed connection.

Proposed project improvements of the SR 161 Interchange from Puyallup north to Valley Avenue may encourage non-motorized usage and improve eastern route connectivity on Valley Avenue to the Recreation Center as well.

City of Milton

The study area that is west and south of Porter Way extending along I-5 includes a portion of the city of Milton. Existing land use in this area is primarily low-density single-family residential, commercial, and vacant land. The area is zoned business and light manufacturing. The City of Milton has designated several roads in the study area as Bicycle/Pedestrian Routes including Porter Way and Freeman Road East. Neither road has paved shoulders or sidewalks, with moderate to extreme grades.

Two city parks, West Milton and Triangle (labeled 10 and 11 on Figure 3.15-1), are considered significant local non-motorized site destinations. Roads serving these sites are regarded as a shared roadway.

The proposed extension of the Interurban Trail will terminate at 70th Avenue East adjacent to I-5 (Figure 3.15-2). The existing unimproved trail corridor is active with non-motorized and equestrian use. The City of Milton has plans to pave the trail.

Pierce County

Adjacent to the cities of Fife and Tacoma, east of 54th Avenue East, is a small portion of unincorporated Pierce County that lies within the study area. This area consists mainly of single-family residential and vacant land with commercial land use along both sides of Pacific Highway. Zoning is designated as Moderate Density, Single Family and Mixed Use by Pierce County. Minimal bicycle travel usage exists in this area with the exception of the SR 509 corridor.

Located directly north of the bluffs above Hylebos Creek is Fife Heights. Fife Heights is a largely residential community with a rural character and borders the Pierce/King county line.

3.15.3 Impacts of Construction

No Build Alternative

Construction impacts under the No Build Alternative would result from transportation improvements on local roads by local jurisdictions. The improvements are likely to require temporary closures and re-routing of traffic. Most jurisdictions will attempt to minimize traffic disruptions during

construction, including those to non-motorized travel. However, most of the local roads are not considered major non-motorized facilities and bicyclists and pedestrians are likely to be inconvenienced by these improvements. The construction impacts would include increased dust, additional heavy truck traffic, fractured and broken pavement, detours around construction zones, and traffic delays.

Programmed improvements will continue to the transportation system in the study area including I-5, SR 99, SR 509, SR 161, and SR 167. Any improvements to SR 509 would include accommodation of its designation as a bikeway by FHWA and WSDOT. None of the other WSDOT facilities carry this designation and improvements to them would likely result in the same types of disruptions to non-motorized travel as occurs with local improvements.

Build Alternative (Preferred)

The analysis of construction impacts does not distinguish between the mainline and intersection improvements. The construction impacts are temporary and will be localized.

During construction, it is anticipated that all existing local and state roadways will remain open to non-motorized users, unless otherwise noted. Standard WSDOT construction practices accommodates non-motorized users as best possible during construction and provides public notifications of disruptions. This will include maintaining the roadway and route continuity. However, non-motorized users could experience some impacts, including temporary closures of some or all of the existing roadway to pedestrians and/or bicyclists, during certain phases of construction. The construction impacts will include increased dust, additional heavy truck traffic, fractured and broken pavement, detours around construction zones, and traffic delays.

The construction of the SR 509/SR 167 connection will likely result in temporary closures to the bike lanes on SR 509. Detours will be available on the surrounding local streets.

The reconstruction of 70th Avenue East will likely include a closure that will temporarily impact users of the Interurban Trail. The trail will use 70th Avenue East to cross over I-5 and continue on SR 99.

The relocation of Hylebos Creek may result in temporary closure of the Interurban Trail during construction depending on the final design of both the trail and the relocated creek.

3.15.4 Impacts of Operation

No Build Alternative

Under the No Build Alternative, the degradation of non-motorized travel options and mobility opportunities would continue. The increased traffic volumes on local streets would further lessen safety standards for non-motorized users. In particular, the large volume of truck traffic makes existing shared roadways hazardous for bicyclists. Most of these roadways do not have paved shoulders.

While local design standards often require paved shoulders and sidewalks when improvements are made, the schedule for making these improvements is uncertain given funding limitations.

Build Alternative (Preferred)

SR 167 will be open to non-motorized travel except for the section from the 54th Avenue East interchange to the vicinity of 20th Street East. Increased traffic volumes on the proposed SR 167 roadway will, over time, lessen the comfort level of many bicycle riders and likely force them onto the local roadway system. The SR 167 facility has projected year 2030 traffic volumes at 42,000 Average Daily Traffic (ADT) for the SR 509 to I-5 segment. The volumes are estimated at 100,000 ADT for the I-5 to SR 161 segment. As vehicle volumes increase, FHWA and WSDOT will periodically evaluate the safety of bicyclists using the SR 167 facility. SR 167, being a limited access facility by its nature, is self-restricting to local pedestrian travel. Local roadway connectivity will remain the prominent avenue for local pedestrian travel.

Mainline

The connection of SR 509 and SR 167 will provide for continued bike and pedestrian travel on the existing facilities of SR 509. The 54th Avenue East interchange will provide mainline east-westbound access for bicyclist traveling to and from SR 509. The impact of SR 167 on 54th Avenue East will not disrupt existing bike and pedestrian activities on that route.

The SR 167 mainline roadway from the 54th Avenue East interchange south to the vicinity of 20th Street East will be closed to non-motorized travel. With high speed, high traffic volumes and single travel lane configurations it was deemed a less than optimal facility for bicycle travel. Access and travel will be eliminated on portions of 8th Street East and 62nd Avenue East. No impacts are associated with this action, as all residential and regional demand will have also been eliminated with complete real estate acquisitions and establishment of the riparian vegetation in the stormwater treatment area. Conditions created by the mainline roadway embankment fill and restrictions from 54th Avenue East to SR 99 will be resolved by the construction of the 54th Avenue East to SR 99 shared use path. The path is designed within the north side of the project right-of-way. An at-grade crossing of the path will exist at 12th Street East and will require a mid-block design crossing. The southern path terminus beneath the SR 167 overhead structure at SR 99 shall also require a crossing treatment design.

SR 167 mainline access from 20th Street East will be available to bicyclists traveling to and from destinations 20th Street East to SR 161.

Between the Valley Avenue interchange and the Puyallup Recreation Center, a developer has planned an overcrossing that when constructed will serve the proposed residential housing development. With construction of SR 167, this connection road will be elevated. This north-south roadway will connect Valley Avenue to the North Levee Road. The local roadway will provide non-motorized users an additional safe north-south travel option not currently available in this area.

With the construction of the above-mentioned local roadway, opportunities will exist to provide mainline access for bicycle travel. Access consideration should be at the request of the local jurisdiction.

Bicyclists desiring to continue to travel on the proposed SR 167 facility beyond the SR 161/SR 167 intersection will have to contend with high vehicle speeds and volumes, double ramp lane configurations, and a traffic weave of vehicles.

I-5 Interchange

No operational impacts to non-motorized travel are expected at the I-5 interchange as the facility prohibits bicycle travel. Bicycle travel will be prohibited to non-motorized travel on SR 167 from 54th Avenue East Interchange to 20th Street East. Non-motorized travel in these areas will be dependant on existing local options and the newly constructed shared use path adjacent to the Hylebos Creek between 54th Avenue East and SR 99. When completed, the new and improved 70th Avenue East overpass will allow users of the Interurban Trailhead to cross I-5 as before.

Lower Hylebos Nature Park

The City of Fife, together with the Commencement Bay Natural Resources Trustees, Pierce County, and the NOAA National Marine Fisheries Service (NOAA Fisheries), have a proposal to design and construct a restoration project adjacent to a tidally influenced reach of Hylebos Creek. This restoration project is the nature trail, including viewing platforms and interpretive signs, that will be added to provide public access and educational opportunities, and, when completed, will be part of the City of Fife park system, called the Lower Hylebos Nature Park.

NOAA Fisheries is the lead agency for construction at this site, projected to begin in the summer of 2005. The City of Fife will operate and maintain the site after completion of construction. The 2005 construction program will include parking at the south entrance, near the intersection of 62nd Avenue and 8th Street East. Access to the site, including parking, will be coordinated with the City of Fife.

Hylebos Creek and Surprise Lake Drain Relocation

The relocation of Hylebos Creek and Surprise Lake Drain will require coordination with the City of Fife and Milton to minimize construction impacts to the Interurban Trail and planned Pacific National Soccer Park. Temporary construction related impacts and closures will be minimized with coordination and adherence to approved construction practices. No permanent operational impacts are expected after the creek is relocated.

Interurban Trail Connection

Design modifications to the trailhead connection and parking area will be provided with the realignment of 70th Avenue East. Coordination with the cities of Milton and Fife will be required. As already stated, the relocation of Hylebos Creek will result in temporary closure of the Interurban Trail during construction and will not have any permanent impact on this trail. 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 pedestrian and bicycle facilities. A Section 4(f) evaluation is provided in Chapter 5.

54th Avenue East Partial Interchange

There are two options for the partial interchange at this location. Ramps for both the options are single-lane ramps. The impacts of the two options are essentially alike as they relate to non-motorized travelers. The interchange configurations as proposed provides access to from SR 167 to SR 509 and excludes access northbound as the section will remain closed to bicycle travel to 20th Street East.

Valley Avenue Interchange

Three design options were developed for this interchange location. For each, the SR 167 mainline will be elevated over Valley Avenue, the UPRR line, Wapato Creek and Freeman Road. The operational impacts are described below.

Freeman Road Option

This option would have an impact to some bicycle users relating to the location of the access point to SR 167 facility. Bicyclists with origin and destinations east of the interchange would have to travel to and from Valley Avenue to access the on ramp. However, Freeman Road is a local designated bike route. With the addition of the freeway access point, the traffic volumes on Freeman Road north of Valley Avenue would substantially increase. These volumes would likely impact the non-motorized users' ability to cross the Valley Avenue/Freeman Road intersection and the freeway access intersection on Freeman Avenue. However, Freeman Road and Valley Avenue would be widened in the vicinity of the ramps and would meet design standards with 8-foot shoulders or match existing roadway design cross-section. Population density projections suggest continued low non-motorized mode usage rates.

The designed roadway configuration of Valley Avenue and Freeman Road would include 8-foot shoulders and/or sidewalks throughout the project area. Intersections may be signalized to include crosswalk and pedestrian crossing signals as warranted.

Preferred Valley Avenue Option

With the addition of freeway ramp access points at Valley Avenue, traffic volumes and turning conflicts will increase from present day volumes. These volumes will likely impact the non-motorized users ability to cross the Valley Avenue on and off-ramp intersections. Adherence to design standards, the inclusion of shoulders, sidewalks, crosswalks and pedestrian signs as warranted will effectively address non-motorized movements in the area. Population density projections suggest continued low non-motorized mode usage rates.

Valley Avenue Realignment Option

With the addition of freeway ramp access points at Valley Avenue, traffic volumes and turning conflicts would increase. These volumes would likely affect the non-motorized users ability to cross the Valley Avenue on and off-

ramp intersections. Population density projections suggest continued low non-motorized mode usage rates.

SR 161/SR 167 Interchange

Three design options for a full interchange have been developed for this connection. In each design option, the SR 167 mainline will be elevated over SR 161 (North Meridian). In addition to designed at-grade crossings of SR 161, the North Levee road connection beneath the SR 161 roadway will remain open to non-motorized travel, effectively providing an alternative route to SR 161.

Preferred Urban Interchange Option

This interchange design presents difficult non-motorized travel conditions for all but advanced riders and pedestrians with high walking rates. The increase ramp volumes and constant vehicle movements will challenge even the most experienced bicycle users during peak travel times. Pedestrians, even with signalized crosswalks, may be less than comfortable with limited cycle times, constant vehicle movements, and high traffic volumes. Impacts to non-motorized users will occur with the construction of the Urban Option Connection road (see Figure 2.5-7) and the North Levee Road east to SR 161 connection. Given the increased traffic volumes at the North Levee Road intersection, non-motorized users will need to use the utmost care when navigating during peak travel periods and adhere to crosswalks and pedestrian signals.

Diamond Low Option

The interchange design presents difficult non-motorized travel conditions for all but advanced riders and pedestrians with high walking rates. The non-motorized user would face the addition of the SR 167 westbound (to Tacoma) on-ramp, the removal of the North Levee Road to SR 161 northbound ramp, and the addition of the SR 167 eastbound off-ramp to the North Levee Road. This design would increase traffic volumes and turning conflicts for non-motorized users at the interchange and the Valley Avenue intersection.

Medium Diamond Option

The impacts of this option are essentially identical to the Diamond Low Option.

Riverfront Trail

This existing City of Puyallup multi-use trail extends along the south levee of the Puyallup River from the Milwaukee Avenue Bridge westward to the vicinity of 4th Street NW. It is 10 to 12 feet wide, paved, and passes beneath the two SR 167 Puyallup River bridges on its own structure. FHWA, WSDOT, and the City of Puyallup are committed to work cooperatively in identifying an acceptable interim route for the trail during the course of construction.

3.15.5 Cumulative Impacts

Cumulative impacts to non-motorized travel are not discussed because the proposed transportation project is not likely to contribute, either positively, negatively, nor is it likely to alter the magnitude of other foreseeable impacts.

3.15.6 Mitigating Measures

FHWA and WSDOT policies accommodate non-motorized transportation modes in the study area using best practice design. Towards this goal, a number of general project mitigation measures are followed regarding bicycles and pedestrians. These include:

- Local access roadways within the right-of-way of the SR 167 interchanges will be designed to the local jurisdiction's design standards and often will include paved shoulders and sidewalks for bicyclists and pedestrians.
- All bicycle and pedestrian paths modified by the project would include ADA design standards.
- SR 167 mainline shoulders will be designed to a maximum of 10 feet.
- Local roadways and ramp intersections will, as traffic volumes warrant, be signalized to include pedestrian crosswalks and activated signal systems.
- Work zone traffic control plans will take into account non-motorized route continuity needs including public notification and provisions for safe detour routes wherever reasonable. Any detour route for non-motorized traffic indicated on the Traffic Control Plans will be physically reviewed. The existing surfaces within the project limits will be repaired, if necessary, to accommodate the special needs of non-motorists.
- Local comprehensive plans will again be reviewed prior to completion of contract plans for construction. This effort will address non-motorized route continuity both at the local level and within the project, consistency, and local jurisdiction coordination. Any such local plans affected by the project and determined to have been completed, progressed to design or construction phase will be evaluated and appropriate measures taken to address impacts.

At each segment or intersection, specific mitigations are recommended to accommodate non-motorized travel.

Roadway shoulder improvements will be made to SR 99 at the shared use path terminus north to 70th Avenue East. Shoulder width will be widened to not less than 5 feet and sidewalks, curb and gutters will be considered to control motorized access and provide for safe pedestrian travel on this regionally recognized bike route. The south path terminus beneath the SR 167 overhead structures at SR 99 will also require a crossing treatment.

With the temporary closure of 70th Avenue East and the remaining routes being 54th Avenue East and Porter Way, physical reviews of the facilities and minor improvements may be necessary to accommodate non-motorized travel during the 70th Avenue East detour phase.

The SR 167 project includes riparian restoration that will impact the westerly segment of the Interurban Trail. The trail alignment will be re-established outside of the Hylebos Creek and riparian restoration zone, as discussed in Chapter 5 as part of efforts to avoid and minimize impacts to recreation resources.

Elements of the I-5 Interchange design, including relocation of Surprise Lake Drain and Hylebos Creek, associated riparian areas, and the relocation of 20th Street East will impact the Pacific National Soccer Park. As discussed in Chapter 5, FHWA and WSDOT will work closely with the cities of Fife and Milton, and with Pierce County to address impacts to this proposed facility.

FHWA and WSDOT will also work closely with the City of Fife to address impacts to the Lower Hylebos Nature Park, potentially including access and parking.