

refer to Guidance for Major Capacity Investments for a more detailed explanation of these distinctions). The SR 167, Puyallup to SR 509 project is included in *Destination 2030* as a Conditionally Approved project, to allow land acquisition expenditures qualifying for "early acquisition," as identified by Federal Highway Administration regulations in 23 CFR 710.501. Conditionally Approved projects must still satisfactorily address Approved project criteria before being designated as Approved in *Destination 2030*.

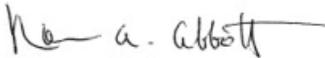
Process. *Destination 2030* includes a policy that enables the Executive Board to authorize a change in status of regionally significant projects from Candidate to Approved. Listed below is a summary of the requirements identified in the "Guidance for Major Capacity Investments" for moving a project from Candidate to Approved status.

1. Regional Council staff review and determine consistency of the project's final preferred alternative with *Destination 2030* policies.
2. Sponsor provides documentation for completed benefit cost analysis.
3. Environmental documentation is completed and submitted with sufficient detail as to the final nature, character, components or design of the given project or program to determine regional policy consistency.
4. Sponsor satisfactorily addresses any other planning requirements, which might have been specified by the Regional Council's Executive Board for a given project.
5. Sponsor submits financial plan demonstrating project feasibility by showing how the entire corridor project or its individual project components are to be funded.
6. The project's final preferred alternative is reviewed for consistency with the current Plan air quality conformity analysis, a new air quality Plan conformity may be required.

When a Candidate project meets the above requirements, the project sponsor(s) may request the Regional Council to change the project and associated supporting projects to Approved status.

In conclusion, the Regional Council would like to again thank the study team for their commitment to this project. If you have questions about our comments, please call me at (206) 464-7134 or Eli Cooper, Director of Transportation Planning at (206) 464-7122 or Kevin Murphy, Program Manager at (206) 464-6411.

Sincerely,



Norman Abbott
Environmental Officer

RESPONSE L07-015

Thank you for the updated information. We will include these steps in our process as the project moves forward.

L07-015



April 14, 2003

Jeff Sawyer
Olympic Region Environmental Manager
Washington State Department of Transportation
5720 Capitol Blvd.
Tumwater, WA 98501
Fax: 360.357.2739

RE: FHWA-WA-EIS-2002-02-D
SR 167, Puyallup to SR 509
Draft EIS/Tier II

Dear Mr. Sawyer,

Thank you for the opportunity to review the above-noted EIS. Pierce Transit's comments are included in the following paragraphs. These comments range from suggestions for simple grammatical changes to serious discussion of the scope of this EIS as it relates to transit facilities.

Page 1-17, in the first paragraph under the Stakeholder Interviews section, Pierce Transit is listed as "Pierce County Transit" It should say simply Pierce Transit, as Pierce Transit (the PTBA) is not tied to Pierce County (the governmental organization).

Transit is specifically addressed beginning on page 3-279. Within this section, a number of Pierce Transit routes are listed as traversing this corridor. With the most recent service change, this list has become outdated. For your information, Routes 400 and 405 are no longer in service.

As regards the discussion of Park and Ride Lots (beginning on page 3-280):

There is a commitment to set aside land for park and ride lots stated in Table 1.3-2, Commitments and Mitigations. The EIS does not, however, include a specific environmental analysis of the proposed park and ride sites.

future. So, in our opinion, the integration of proposed park and ride sites listed in our study fits in well with this project. Omitting the full environmental analysis work for the proposed park and rides makes very little sense.

If full environmental analysis of the park and ride lots is left out of this EIS, a completely separate environmental process will have to be performed. The separate environmental analysis would be done at significant additional public expense.

Both NEPA and SEPA require environmental documents to look at the "big picture" of projects, including all their elements, rather than fragmenting them.

Thank you for allowing us the opportunity to review this document. We hope that the above-noted concerns will be addressed.

Sincerely,

Handwritten signature of Kevin Desmond

Kevin Desmond
Vice President of Operations and Development

C: Terrence Plaskon, Sound Transit

L08-001

L08-002

L08-003

L08-004

RESPONSE L08-001

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.

RESPONSE L08-002

The FEIS is revised to include the correct name for Pierce Transit.

RESPONSE L08-003

The FEIS is revised to list the correct transit routes.

RESPONSE L08-004

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.

L08-004



Transportation Services

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Mr. Jeff Sawyer
Washington State Department of Transportation
5720 Capitol Blvd, Tumwater
P.O. Box 47440
Olympia, WA 98504-7440

April 14, 2003

RE: SR-167 DEIS Comments

The following comments result from our review of the SR 167, Puyallup to SR 509, Tier II Draft Environmental Impact Statement, February 2003. We have reviewed the draft for a number of issues and would offer the following comments:

1. The Canyon Road East Northerly Extension project is neither textually nor graphically depicted in the DEIS. It would be appropriate to acknowledge this proposed facility in a number of the latter document including on Page 3-286 in the 'Local Roadway Network' section, Page 3-288 in "Mitigating Measures", and in Figures 3.14-5 and 3.14-6

The SR 167 extension would have significant traffic impacts on Canyon Road East and 70th Avenue East. It may be appropriate to consider the impacts upon passenger and freight traffic between the Port of Tacoma and the Frederickson industrial area to the south.

2. While the EIS offers substantial data and analysis on intersection capacity in the study area, there appears to be less information on the performance of roadway links between the intersections.
3. The EIS does not address circulation issues between the Port of Tacoma and the Frederickson areas.
4. Table 3.14.-4 should show the No Build travel times (column is blank).
5. The title of Figure 3.14-1 should be changed since it displays more than just freeways.



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RESPONSE L09-001

PSRC's traffic forecast was included in the traffic report for this project. PSRC's traffic modeling included traffic impacts from the proposed Canyon road project, as well and Port of Tacoma growth. For more detail please see the 2001, SR 167 Extension Final Traffic Report for Tier II EIS. Design details of the Canyon Road project are not currently available.

RESPONSE L09-002

For these types of roadways, intersections in the project area are the most critical locations to address. The intersections govern the level of service analysis.

RESPONSE L09-003

The FEIS Transportation section 3.14 utilized the 1996, Tacoma Tide Flats Circulation Study, which included circulation information for the Port of Tacoma and Fredrickson areas.

RESPONSE L09-004

Table 3.14-4 has been updated to include No Build travel times.

RESPONSE L09-005

The title of figure 3.14-1 is changed to "Regional Highway System."

L09-001

L09-002

L09-003

L09-004

L09-005

6. On Figure 3.14-6, it would be useful to shown a traffic volume on the SR167 Extension between Valley Ave. and SR161.
7. The title of Figure 3.15-2 should be changed since many of the facilities shown do not exist today.
8. The following comments are related to bicycle and pedestrian travel through the proposed SR 167 Corridor:

A. Page S-21 (Last Paragraph). The EIS explains that *“bike and pedestrian users...would likely experience difficulties”* at the 54th Avenue Interchange and other interchanges. The EIS also states, *“Nonmotorized vehicles would be restricted on SR 167 from the 54th Avenue East interchange to 20th Street East. A separate multi use trail would be provided between 54th Avenue and SR 99.”* It is agreed that the highway and interchanges will provide a nonmotorized facility only for experienced bicyclists confident in their ability to negotiate across high speed motor vehicle merge and exit ramps. A separate multi use trail that travels along a longer segment of the highway would provide a nonmotorized facility available to a much larger segment of the population. At a minimum, the separate multi use trail should be examined along the entire length between 54th Avenue East and 20th Street East where nonmotorized vehicles will be restricted.

B. Figure 3.15-1 is unclear displaying how nonmotorized users get to the East-West Road (SR 509) from the path that ends at 54th Avenue. Also, how nonmotorized users travel from the end of the path at SR 99 back to SR 167 Northbound. One potential means by which to address these concerns is to break Figure 3.15-1 into several diagrams showing the proposed nonmotorized route and facilities in detail.

C. Page 3-305 (Sixth Paragraph). The EIS describes a *“new and improved 70th Avenue East overpass would allow users of the Interurban Trailhead to cross I-5 as before.”* Will the “new and improved” overpass be improved with nonmotorized facilities? Providing a separate trail facility on the new 70th Avenue overpass would be the ideal method to connect the Interurban Trail to Tacoma. From figure 2.5-3 it is not clear how a nonmotorized user connects from the Interurban Trail to the road system or how an Interurban Trail user crosses I-5 to get to the north and the path at SR 99? Based on the EIS, it seems that a southbound user of the Interurban Trail will have to go onto 20th Street East, travel through two, two-lane round-a-bouts, and cross I-5 on 70th Avenue to SR-99, and then travel on the shoulder of SR-99 for a short distance to reach the new Separate Trail. Perhaps an easier nonmotorized connection should be provided that avoids this new barrier to the Interurban Trail.

L09-006

RESPONSE L09-006

Figure 3.14-6 is updated to include the traffic volume between Valley Avenue and SR 161.

L09-007

RESPONSE L09-007

Figure 3.15-2 is updated to show the most current information.

L09-008

RESPONSE L09-008

Section 3.15.6 Mitigating Measures (Pedestrian and Bike Facilities) of the FEIS describes the various measures that would be added to the project that would improve “Connectivity” for non-motorized travel. Impacts to existing bike connections are described in the FEIS. Mitigation will be determined prior to construction of the project.

L09-009

RESPONSE L09-009

The locations of existing and proposed bike/pedestrian trails are shown on figure 3.15-2 in the FEIS.

L09-010

RESPONSE L09-010

The new roadway cross section on the 70th Avenue Overpass includes sidewalks and a bike lane.

D. Figure 3.15-2 “Existing Pedestrian and Bike Facilities” is incorrect. The Puyallup River Levee Trail, Wapato Pointe PUD Trail, Dirt Trail, and CMC Heartland PRD Trail do not exist. A portion of the Fife Landing Trail does exist.

E. Figure 3.15-3 “Proposed Pedestrian and Bike Facilities by Local Jurisdictions” is also incorrect. Pierce County is unable to find a local proposed plan recommendation for the Hylebos Creek Trail or the Wapato Creek Trail. The Puyallup River Trail (North Levee Trail) is proposed to run on the north side of the Puyallup River west of 66th Ave E. The trail is proposed to run on the south side of the Puyallup River east of 66th Ave. E. A portion of the Puyallup River Trail exists within the City Limits of Puyallup and should be shown on Figure 3.15-2.

F. The Interurban Trail shown on Figure 3.15-3 is a major regional facility owned by the City of Milton and is currently used by the public. More improvements are planned for the future including paving and connection to the existed paved Interurban Trail that travels to Renton from Pacific. This Interurban Trail at 70th Avenue should be shown as an existing trail in Figure 3.15-2.

G. Page 3-302 (Second Paragraph). The EIS discusses potential connections to the Puyallup Recreation Center. One sentence reads, “Historically, the Center has experienced very minimal levels of seasonal pedestrian and bicycle related traffic.” It should be noted that to reach the Puyallup Recreation Center from the City of Puyallup one must walk or ride a bike through the SR 161/SR 167 Interchange. There is currently no attractive route to get to the recreation center by bicycle or foot. The SR 167 corridor project could facilitate travel for providing good nonmotorized access to the recreation center from the City of Puyallup.

H. Page 3-305 (Third Paragraph). The EIS describes a developer planned overcrossing of the mainline between the Valley Ave Interchange and the Puyallup Recreation Center. It would be helpful to see this proposal on Figure 3.15-1 and more information provided on the possibilities for nonmotorized mainline access from this proposed overcrossing or access from North Levee Road.

I. Page 3-306. It is difficult to tell which Valley Avenue Interchange might be the best configuration for bicyclists. However, it seems that the Valley Avenue Realignment Option (Figure 2.5-13) may have an advantage over the other two options by not including a two-way exit and merge intersection on a local road. This may make negotiating the local road easier for the recreational or commuting bicyclist as well as pedestrians.

RESPONSE L09-011

L09-011

Figure 3.15-2 in the FEIS has been revised.

RESPONSE L09-012

L09-012

Figure 3.15-2 in the FEIS has been revised.

RESPONSE L09-013

Figure 3.15-2 in the FEIS has been revised. The Interurban Trail has been addressed in the Section 4(f) analysis, included as chapter 4 of the FEIS.

RESPONSE L09-014

L09-013

Bicycle lanes will be provided through the SR 161 interchange area.

RESPONSE L09-015

The FEIS provides the level of detail based on available information.

RESPONSE L09-016

L09-014

The Valley Avenue Interchange Option is the environmentally preferred option with the least amount of impact to adjacent properties. Bicycle access will be developed during the final design phase of the project. The bicycle community will be invited to provide input.

L09-015**L09-016**

J. Figures 2.5-14, 2.5-15, and 2.5-16. A current popular bicycling route often used by experienced bicyclists in Pierce County involves going from Valley Avenue to N. Levee Road (and vice-versa) at the SR 161/SR 167 intersection. Under the three proposed options for this interchange the route for bicyclists is going to become much more difficult and complex. Special accommodation may be necessary at this interchange to preserve a method for bicyclists to negotiate their way through this interchange. The three proposals all seem to require multi-lane crossings on a high-speed facility with complex turning movements. The possible overcrossing mentioned in comment H above may serve as accommodation around this interchange.

L09-017

RESPONSE L09-017

The Urban Option at the SR 161 interchange is the environmentally preferred option with the least amount of impact to adjacent properties. This option includes a crossing between Valley Avenue and North Levee Road. This crossing may provide a better route for bicyclists to travel to the Puyallup Recreation Center.

We appreciate the opportunity to comment on the Draft EIS for the SR 167 Extension Project. We hope the comments are of some value to the continuing review process for this important highway project. If you have any questions regarding these comments, please feel to contact Jesse Hamashima, Transportation Planning Supervisor, at (253) 798-2760. Thank you.

Sincerely,



GARY N. PREDOEHL, P.E.
Program Development Manager

GNP:JTH

Cc: Thomas G. Ballard, P.E., County Engineer
Patrick D. Baughman, P.E., Consultant Eng./Environmental Supervisor
Shawn Phelps, Transportation Planner
Robert H. Vogel, Transportation Planner
Mike Mariano, P.E.
Jesse Hamashima, Transportation Planning Supervisor

4

Environmental Services
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March 18, 2003
U-67129

Jeff Sawyer, Region Environmental Manager
Olympic Region, Wash. State Dept. of Transportation
5720 Capitol Boulevard
Tumwater, WA 98501

**Subject: SR 167, Puyallup to SR 509 -
Tier II Draft Environmental Impact Statement**

Dear Mr. Sawyer:

The Pierce County Public Works and Utilities Sewer Utility have a number of comments regarding the subject document. We appreciate the opportunity to provide comments and will participate with the Department of Transportation (WSDOT) to minimize the construction impacts to the County's sanitary sewer system along the route of the proposed highway extension.

We have a number of comments with regard to the subject document and, in addition, we will be providing several maps within the proposed alignment near Interstate Highway No. 5. We have drafted your approximate alignment on existing assessor's maps where the appropriate sizes and locations of our existing sanitary sewer system identified.

Our specific comments to the subject document are as follows:

Page i-iii. Pierce County permits will be required to relocate, abandon or protect existing sanitary sewer facilities

Page S-27. A block should be added to include approval and permits to relocate, abandon or protect existing sanitary sewer facilities.

Page 2-28 & 2-29. Pierce County has a 15-inch and 18-inch interceptor that will have to be relocated as a result of the proposed project.

Page 2-39, Figure 2.5 - 20, Stormwater Treatment Proposal Plan. Pierce County operates several sanitary sewer interceptors within the preliminary stormwater treatment areas and we are concerned with regard to the location of those future stormwater systems and their potential inflow impacts to the sanitary sewer system. It appears that the proposed relocation of Hylebos Creek will have a direct impact on Pierce County's existing 30-inch sanitary sewer interceptor. The

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Water Programs
(253) 798-2725
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pcwater@co.pierce.wa.us

L10-001

L10-002

L10-003

L10-004

RESPONSE L10-001

We will coordinate with the County regarding impacts to County owned utilities during final design.

RESPONSE L10-002

Table 1-4 in the FEIS is a list of environmental permits and approvals. Construction permits have not been listed in this table. WSDOT will work with the County during design and construction of the project on the relocation of County utilities.

RESPONSE L10-003

WSDOT will work with the County during final design on coordination of relocating the interceptors in question.

RESPONSE L10-004

WSDOT will coordinate with the County on this issue during design and construction of the project.

interceptor in this area is approximately 5 to 7 feet deep and carries approximately one million gallons per day of raw sewage. The line currently is a gravity line and, depending on the depth of the creek, gravity service may be impacted. In addition, Pierce County Public Works and Utilities, Environmental Services Division, has requested that the WSDOT remove the excess fill material placed over the interceptor last year. That excess fill material could severely impact the interceptor as it was not designed to handle the additional dead load and the Sewer Utility would like the material moved as soon as possible. Page 3-218. There are some discrepancies in the mapping at and north of the Interstate Highway No. 5 intersection. We are providing assessors maps identifying the size and approximate locations of Pierce County's sanitary sewer system within the limits of the subject project.

This concludes our specific comments on the subject document. Pierce County Public Works and Utilities, Sewer Utility, is supportive of the proposed project and is more than willing to work with the WSDOT to minimize impacts to the operation and maintenance of our existing sanitary sewer facilities.

Should you have any questions or require further information, you may contact me at your earliest convenience. My direct telephone number is 253-798-4144.

Sincerely,

ROBIN R. ORDONEZ, P.E.
Supervisor of Engineering

RRO:dr
Cers/U67129-RRO

Enclosures

- cc: Dan Mathis, Division Administrator
711 South Capitol Way, Suite 501
Olympia, WA 98501
- Neal J. Campbell, Project Engineer
Washington State Department of Transportation
P.O. Box 47447, Olympia, WA 98504-78446
- Steve Saxton, Area Engineer
Federal Highway Administration
711 South Capitol Way, Suite 501
Olympia, WA 98501
- Brian Stacy, P.E., Wastewater Utility Manager
- Pete Phillely, Pierce County Deputy Prosecuting Attorney
- Bill Murphy, Wastewater Utility Collections System Manager

L10-004

L10-005

RESPONSE L10-005

Figure 3.10-8 is updated to show locations of Pierce County's sanitary sewer system in the project area.

From: Harold Smelt [mailto:HSMELT@co.pierce.wa.us]
Sent: Monday, March 10, 2003 9:14 AM
To: campben@wsdot.wa.gov
Subject: SR 167 Extension

Thanks for the updated mailing on the SR 167 extension. I'll be sure to review the documents available at our Planning and Land Services Division.

Just a reminder that Pierce County Water Programs owns significant tracts of land along the Hylebos in the vicinity of the proposed interchange with I-5 and I would appreciate being kept current on any plans that may impact this property. I'm assuming that there will be wetland and habitat mitigation needs for a project of this size and I realize our sites may be the best location to do that mitigation work. Let me know if you are thinking along those lines.

L11-001

Thanks.

Harold P. Smelt, P.E., Capital Improvement Program Manager
Pierce County Water Programs
9850 - 64th Street West
University Place, WA 98467

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http://www.piercecountywa.org

03/13/03

RESPONSE L11-001

WSDOT will continue to work collaboratively with Pierce County Water Programs.