

SR 167 Master Plan
Planning and Environmental Linkages Study

Attachment C, Appendix A. Projects and Strategies Screening Matrices

Final Study

JUNE 2023



Prepared by:
Washington State Department of Transportation



Initial List of Projects and Strategies

Table 1. Initial Projects and Strategies

Project Name	Project Description	Screening Results
P-92 - Multiple Streets	Safety Program	Not carried forward to Level 1 Screening
95-20_Military Rd S: S 320th St - SR 18	Widen to 3 lanes.	Not carried forward to Level 1 Screening
1139146_ RSD RAINIER AVENUE S AND LAKERIDGE DRIVE INTERSECTION IMPROVEMENT	Rainier Ave S & S Lakeridge Drive Intersection Improvements - To improve the intersection of Rainier Avenue S and S Lakeridge Drive, located between the cities of Renton and Seattle, by adding a signal and making other necessary improvements to accommodate a safer pedestrian crossing.	Identified for Baseline Scenario
P-27 - Meeker St at Kent-Des Moines Rd (SR 516)	Optimize signal timing	Carried forward to Level 1 Screening
32_Benson Rd (S 26th St to S 31st St)	Widen existing 2-lane roadway to 3-4 lanes, as needed.	Not carried forward to Level 1 Screening
59_23rd Street E Extension - 51st to 54th	51st Ave E to 54th Ave E. New connection to improve street grid network. Will connect to future I-5 and 54th Avenue E interchange ramps.	Not carried forward to Level 1 Screening
A1_Stewart Rd (8th St) White River Bridge	Replace existing 2-lane bridge with new bridge with two unequal length spans. New structure will accommodate 4 vehicle lanes, a sidewalk, and a trail crossing. (Pacific, Auburn, Pierce County)	Identified for Baseline Scenario
A5_Stewart Road (8th St) Railroad Crossing	Widen Stewart Rd from 2 lanes to 4/5 lanes, widen the Union Pacific Railroad Crossing, Install a new signal at Butte Avenue. (Pacific, Auburn, Pierce County)	Identified for Baseline Scenario
CP-15-6	S 277th Street & 55th Avenue S/S Star Lake Road. Construct congestion relief measures.	Carried forward to Level 1 Screening
M Street NE	E Main Street to 4th Street NE. Widen to 4 lanes.	Carried forward to Level 1 Screening
52_62nd Avenue E Reconstruction - North Segment	Pacific Highway E to 12th Street E. Reconstruct 3-lane roadway with curbs, gutters, sidewalks, and drainage.	Not carried forward to Level 1 Screening
21-35_Houser Way North Shared Use Path	This project will develop a shared use path along the east side of Houser Way from Lake Washington Boulevard N to the existing shared use path on N 8th St.	Not carried forward to Level 1 Screening
26_E Valley Highway - S 196th Street to S 212th Street	The E Valley Highway project includes grinding, replacement of failing pavement sections, and a full-width asphalt concrete pavement overlay of the entire roadway from S 196th Street to S 212th Street. Curb ramps and pedestrian push buttons will be upgraded as required to meet ADA standards.	Not carried forward to Level 1 Screening
443_ Taylor Way Arterial Improvements	Reconstruct roadway to heavy haul standards.	Not carried forward to Level 1 Screening
24_Railroad Safety Project - BNSF Railroad Crossing at E Smith Street	Install pedestrian gates in the northwest and southeast quadrants. Connect pedestrian gates to existing railroad crossing gate system.	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
29_SR 167 Frontage Road: New Road	Pacific Highway E to 8th St E. Construct new street adjacent to the west side of the future SR 167 extension. The street will connect between 8th St E and the future 70th Ave E overcrossing of I-5 at Pacific Highway E.	Identified for Baseline Scenario
R Street Bypass	M Street SE to SR 18. Construct a new bypass road.	Carried forward to Level 1 Screening
C Street SW/15th Street SW Intersection Improvements	Construct a southbound right-turn pocket, rechannelize the intersection to provide two southbound through lanes, and replace the existing span wire traffic signal with a new traffic signal.	Carried forward to Level 1 Screening
A-5_SR 410 at 192nd Ave Phase 1-A	(New signal arm and additional turn lanes on South side of intersection. Walmart entrance off 192nd Ave. will be removed. Regrade 192nd.)	Not carried forward to Level 1 Screening
P-58 - S 212th St	Improve sidewalks and bike facilities from the Green River Trail and the Interurban Trail	Carried forward to Level 1 Screening
P-63 - S 228th St	Improve sidewalks and bike facilities from the Green River Trail and the Interurban Trail	Carried forward to Level 1 Screening
P-64 - S 228th St at 64th Ave S Connector Trail	Realign the 64th Ave S Connector Trail entrances on 64th Ave S and S 228th St to connect directly to the signalized crosswalk and crossing improvements	Carried forward to Level 1 Screening
A-7_SR 410 at 198th Ave	(New signal head and channelization - north leg.)	Not carried forward to Level 1 Screening
21-49_South Grady Way Multi-Modal Improvements	The project will remove the islands at the intersections of S Grady Way with Lake Ave S and Shattuck Ave S, to allow for a continuous eastbound lane from Rainier Ave S to Talbot Rd S. Included are modifications to traffic signals, new pedestrian crossings and channelization. This project will perform a comprehensive analysis of multi-modal transportation improvements, including review of potential transit improvements along Grady Way, such as Business Access and Transit (BAT) lanes and Traffic Signal Priority (TSP).	Carried forward to Level 1 Screening
A-1_SR 410 at 225th Avenue	(New Roundabout with B-1.)	Not carried forward to Level 1 Screening
A-2_SR 410 at 214th Avenue	(New Roundabout with B-2.)	Not carried forward to Level 1 Screening
52_Midway Subarea TOD Street – S 244th Street and 32nd Avenue	Construct two new streets including sidewalks and bike lanes in the Midway area near the future Kent-Des Moines Link Light Rail Station. The project includes the new 32nd Avenue S and a new segment of S 244th Street from S 240th Street to Pacific Highway South (SR 99). These will be complete streets supportive of transit-oriented development envisioned in the Midway Subarea Plan adopted in 2011.	Not carried forward to Level 1 Screening
SE 192nd St Roadway Extension (84th Ave/ E Valley Hwy to 108th Ave SE)	Create new roadway connection with 4-5 lanes and bike lanes	Carried forward to Level 1 Screening
14-01_Weyerhaeuser Wy S: S 336th St - 33rd Pl S	Widen to 5 lanes.	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
SR 164	Hemlock Street SE to Academy Drive SE. Widen road to two lanes each direction plus a center two-way left turn lane. Upgrade the intersection of Auburn Way South and Dogwood Street to accommodate Bypass traffic.	Not carried forward to Level 1 Screening
1b_City Center Access Phase 2 - S 320th St @ I-5 Bridge	Add HOV lanes on S 320th St realign ramps in SE quadrant.	Identified for Baseline Scenario
16-13_S 324th Street Interchange	Extend 5-lane minor arterial to 32nd Avenue S.	Not carried forward to Level 1 Screening
R-16_Regional Growth Center Access Improvements	The project will construct a northbound left-turn lane and a northbound/southbound crosswalk at the 3rd Street NE/Auburn Avenue intersection and realign the 4th Street NE/Auburn Way N intersection to eliminate the split phase signal operation improving circulation and access. The project will improve traffic operations, safety, and circulation for both vehicles and non-motorized users.	Carried forward to Level 1 Screening
P-74 - SE 240th St at 102nd Ave SE	Remove the westbound right turn pocket, and add northbound, southbound, and eastbound flashing yellow arrows at SE 240th St and 102nd Ave SE.	Not carried forward to Level 1 Screening
East Auburn Access Project	Construct a new arterial connection from SR-18 to SR-164 that connects to SR-164 between MIT Plaza and Riverwalk Drive.	Not carried forward to Level 1 Screening
573_CANYON RD E - SOUTHERLY EXT (208 St E to 200 St E)	Construct new roadway from 208 St E to 200 St E.	Identified for Baseline Scenario
35_Petrovitsky Rd (Benson Dr S to 134th Ave SE)	Implement projects along this arterial corridor to improve traffic operations and enhance non-motorized facilities.	Not carried forward to Level 1 Screening
150_Puyallup Bridge F16A & F16B Replacement. F16D Replacement	This project replaces two of the six Puyallup River Bridge segments (westerly two segments) and a portion of the bridge segment just to the west with a new cable stayed bridge. F16D replacement is separate item in TIP of \$10,820 thousand	Not carried forward to Level 1 Screening
49_New Connector Arterial - 40th Street E/78th Avenue E	70th Avenue E to Freeman Road E. Construction of a new 3-lane roadway.	Not carried forward to Level 1 Screening
53_74th Avenue E: New Road - 45th to N Levee Road E	45th Street E to N Levee Road E. Construct a new road with 3-lanes from 45th Street E to N Levee Road E.	Not carried forward to Level 1 Screening
P-34 - Meeker St at Washington Ave N	Construct east and westbound right turn pockets and modify signal phasing; ADA Curb ramps and crossing improvements	Carried forward to Level 1 Screening
46_48th Street E Reconstruction - 70th to Freeman Rd	70th Avenue E to Freeman Road E. Widen roadway to a 3-lane section.	Not carried forward to Level 1 Screening
47_45th Street E Extension and Reconstruction	70th Avenue E to Freeman Road E. Reconstruct to a 3-lane roadway.	Not carried forward to Level 1 Screening
P-72 - Safe Routes to Schools Program	Safe Routes to Schools Program	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
I-6_Lea Hill Road/112th Avenue SE Roundabout	The project will construct a single-lane roundabout at the 112th Avenue SE intersection with Leah Hill Road. The intersection is currently stop-controlled on the 112th Avenue SE approach. The project will also implement turn restrictions at the Lea Hill Road intersection with 105th Place SE and remove the existing span wire traffic signal. The project will improve traffic operations, safety, and non-motorized access.	Not carried forward to Level 1 Screening
I-8_R Street SE/29th Street SE intersection Improvements	The project will construct a second southbound through lane between 22nd Street SE and 33rd Street SE and a new signal at the 29th Street SE intersection. The improvements are needed to address the existing LOS deficiency at the intersection during the weekday PM peak hour. The project will also preserve the pavement and rechannelize R Street between 33rd Street SE and White River Bridge.	Identified for Baseline Scenario
25_Veterans Drive Extension - Military Road to I-5 Southbound Off-ramp	Complete a missing link by constructing a new roadway from Military Road to the I-5 Southbound off-ramp, including an intersection with the northbound on-ramp to I-5 and an undercrossing of I-5. The project will include the construction of full width paving, concrete curbs, gutters, sidewalks, pedestrian pathway, street lighting, storm drainage, landscaping, utilities, and appurtenances.	Identified for Baseline Scenario
I-10_R Street SE/21st Street SE Roundabout	The project will construct a single lane roundabout in place of the existing east/west stop-control on 21st Street SE. The project is needed to address an existing LOS deficiency and will improve safety at the intersection.	Not carried forward to Level 1 Screening
I-13_SE 304th Street/132nd Avenue SE Roundabout	The project will construct a single lane roundabout at the SE 304th Street intersection with 132nd Avenue SE on Lea Hill. The roundabout will replace the existing stop-control on the SE 304th Street approach. The project is needed to address a level of service deficiency at the intersection.	Not carried forward to Level 1 Screening
I-15_10th Street NW/A Street NW Intersection Improvements	The Project will construct a new traffic signal in place of the existing stop-control on the 10th Street NW approach. The project is needed to address a level of service deficiency at the intersection. The project will also evaluate intersection control, channelization, and pedestrian crossing improvements along 10th Street NW to the east of the intersection.	Identified for Baseline Scenario
I-11_Auburn Way S/6th Street SE Intersection Improvements	The project will construct a dedicated southbound right-turn pocket on Auburn Way S at 6th Street and other improvements to support the new right-turn pocket. The project will address an existing level of service deficiency at the intersection, improving access from SR-18 to A Street SE	Carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
R-6_Auburn Way S Widening (Hemlock St SE to Poplar St SE)	The project will widen Auburn Way S between Hemlock St SE and Poplar St SE to accommodate two lanes in each direction, center turn lane and/or medians to provide access management where feasible, sidewalks, bus pull-outs, street lighting and storm improvements. The project will also add an eastbound turnaround and enhanced pedestrian crossing near Redwood Court. The project length is approximately 0.5 miles. The project is needed to provide additional vehicular capacity, transit, and non-motorized facilities on the corridor.	Identified for Baseline Scenario
R-7_M Street NE Widening (E Main St to 4th St NE)	This project will construct a complete four/five-lane street section on M St NE from south of E Main St to 4th St NE, and reconstruct the signal at E Main St. The project is needed to improve traffic operations along M Street NE corridor and replace the existing pavement which is in poor condition.	Identified for Baseline Scenario
R-8_49th Street NE (Auburn Way N to D St NE)	This project will construct the build-out of 49th Street NE between Auburn Way N and D Street NE. The improvements are funded by private development.	Identified for Baseline Scenario
R-9_46th Place S Improvements	The project will improve the 46th Place S intersection with S 321st Street. One of the options being considered is the realignment of 46th Place S approximately 350 feet to the east the existing alignment. This will create two T-intersections (44th Avenue S and 46th Place S) in place of the existing four-leg intersection. Other improvements are also being evaluated. The project will improve safety and traffic operations at the intersections.	Not carried forward to Level 1 Screening
White River Trail	The White River Trail runs along the south side of the White River from Roegner Park to the eastern edge of Game Farm Wilderness Park. Future extensions of the trail are planned from A Street SE to Roegner Park, across the White River via the future BNSF Railroad underpass, on the south side of the river within the City of Pacific, and from Game Farm Wilderness Park to southeast Auburn along the White River.	Carried forward to Level 1 Screening
R-11_124th Ave SE Widening (SE 312th St to SE 318th St)	This project will widen 124th Avenue SE to create a four-lane section with bicycle and pedestrian facilities between SE 318th St and SE 312th St. The project will also construct improvements at the SE 312th St/124th Ave SE intersection (including adding bike lanes, dual westbound left-turn lanes, dual southbound through-lanes, a northbound right-turn pocket, ITS improvements, and pedestrian safety improvements). The project is needed to improve traffic operations along the corridor and to accommodate all travel modes.	Not carried forward to Level 1 Screening
25_Grady Way (Rainier Ave to West City Limits)	Construct additional turn lanes at Grady Way intersections with Lind Ave and with Oakesdale Ave.	Carried forward to Level 1 Screening
R-27_Garden Avenue Realignment	The project will construct a new east/west connection between Garden Avenue and 10th Avenue SE, and will cul-de-sac Garden Avenue to the north of 8th Street NE. This will improve traffic operations and safety along 8th Street NE.	Identified for Baseline Scenario
8th Street NE	Pike Street NE to R Street NE. Add EB lane to south side of 8th Street NE	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
46th Place S Realignment	S 321st Street to 46th Place S. Realign 46th Place S to the east to create two new T intersections.	Not carried forward to Level 1 Screening
124th Ave SE Corridor	SE 318th Street to SE 312th Street. Widen to 4 lanes and bike lanes.	Not carried forward to Level 1 Screening
SE 320th Street	116th Avenue SE to 122nd Avenue SE. Roundabout, Bike lanes, and safety improvements.	Not carried forward to Level 1 Screening
M Street SE Corridor	8th Street SE to Auburn Way S. Construct multi-lane corridor.	Not carried forward to Level 1 Screening
Lea Hill Road Segment 1	R Street NE to 105th Place SE. Widen to 2 lanes each direction including widening of the Green River Bridge. Includes bike lanes and sidewalks.	Not carried forward to Level 1 Screening
Lea Hill Road Segment 2	105th Place SE to 112th Avenue SE. Widen corridor to include 2 eastbound lanes, bike lanes and sidewalks.	Not carried forward to Level 1 Screening
Lea Hill Road Segment 3	112th Avenue SE to 124th Avenue SE. Widen corridor to include 2 eastbound lanes, bike lanes and sidewalks.	Not carried forward to Level 1 Screening
R Street SE	17th Street SE to M Street SE. Construct a new roadway connection.	Carried forward to Level 1 Screening
M Street SE at 12th Street SE	Install a new traffic signal.	Carried forward to Level 1 Screening
M Street SE at 29th Street SE	Install a new traffic signal.	Carried forward to Level 1 Screening
124th Avenue SE at SE 284th Street	Construct northbound left-turn lane on 124th Avenue SE.	Not carried forward to Level 1 Screening
29th Street SE at R street SE	Increase intersection capacity.	Carried forward to Level 1 Screening
51st Avenue at S 288th Street	Add signal.	Not carried forward to Level 1 Screening
R Street SE Extension New Roadway	Construct a new roadway connection between 17th Street SE and Auburn Black-Diamond Road.	Carried forward to Level 1 Screening
SE 304th Street at 112th Avenue SE	Add signal and NB left turn lane. Include sidewalks and bike lanes both sides.	Not carried forward to Level 1 Screening
124th Avenue SE & SE 320th Street Intersection Improvements	SE 318th Street to SE 320th Street. Construct intersection improvements at the entrance to Green River College.	Not carried forward to Level 1 Screening
SE 284th/SE 288th Street	124th Avenue SE to 132nd Avenue SE. Construct new collector linking 284th Street at 124th Ave. to 288th Street at 132nd Avenue. Road will be one lane each direction with bike lanes and sidewalks.	Not carried forward to Level 1 Screening
124th Avenue SE/SE 320th Street Intersection Improvements	Replace traffic signal with roundabout	Not carried forward to Level 1 Screening
51st Avenue at S 296th S	Provide protected SB left turn phase and signal and SB left turn lane; Include bike lanes and sidewalks on all legs	Not carried forward to Level 1 Screening
D Street NW	37th Street NW to 44th Street NW. Construct 4 lane arterial.	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
N-7_Auburn Way S (SR 164) - Southside Sidewalk Improvements	The project will construct sidewalk along the south side of Auburn Way S. The existing sidewalk along the south side currently ends at the intersection with Howard Road and restarts to the west of the intersection with Muckleshoot Plaza. The sidewalk gap extends for approximately 1,700 feet. The project also includes a Rapid Flashing Rectangular Beacon (RRFB) across Howard Road to provide a connection from the existing non-motorized facilities to the proposed improvements.	Identified for Baseline Scenario
N-8_Evergreen Heights Elementary Sidewalks	The project will construct a new sidewalk along the north side of S 316th Street between the end of the existing sidewalk at 56th Avenue S and 51st Avenue S to the west (approximately 1,250 feet). The project will also construct curb and gutter, storm improvements, and street lighting.	Not carried forward to Level 1 Screening
N-9_Riverwalk Drive SE Non-Motorized Improvements	The project will construct sidewalks, street lighting, and related storm improvements along the east side of Riverwalk Drive SE between Auburn Way S and Howard Road SE. This project will close a gap in the sidewalk system completing a non-motorized connection between the R Street SE and Auburn Way S. The project will also install a RRFB at the intersection with Howard Road. The project is proposed to be in partnership with the Muckleshoot Indian Tribe.	Identified for Baseline Scenario
N-11_Lea Hill Safe Routes to Schools	The project will construct non-motorized improvements along SE 304th St from Hazelwood Elementary School extending east to 124th Ave SE, and along the west side of 124th Ave SE to the south of SE 304th St. The project will complete multiple gaps in the existing non-motorized network. The project will also construct curb and gutter, ADA compliant curb ramps, driveways aprons and retaining walls associated with the new sidewalks. Utility poles will need to be relocated to accommodate the proposed sidewalk alignment on some locations. Additional lighting is proposed for pedestrian safety and will be incorporated onto existing/relocated utility poles, and an RRFB will be installed at the SE 304th St intersection with 116th Ave SE. Ancillary work, including but not limited to, property restoration, grading, storm upgrades, school zone beacon relocation, channelization, fencing, landscaping, and mailbox relocation will be addressed with the project.	Identified for Baseline Scenario
Auburn Environmental Park Loop	This looped recreational path spurs off the Interurban Trail and will go through the Auburn Environmental Park.	Carried forward to Level 1 Screening
Williams Trail	These recreational trails are intended to use public or quasi-public lands, including utility corridors. A variety of loop trails may be possible within this large area.	Not carried forward to Level 1 Screening
Bonneville Power Trail	This east-west trail will extend from Lea Hill to Dykstra Park Street, where it will connect to downtown Auburn and West Hill via an existing and planned series of bike lanes. There are topographical and environmental challenges that will need to be addressed during the design phase.	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
Academy Trail	The portion of Academy Drive from SR 164 to Green Valley Road is currently closed due to slope failures. However, it has the potential to be re-opened as a multi-use recreational trail.	Not carried forward to Level 1 Screening
Lakeland Hills Trail	This trail serves the Lakeland community and links Sunset Park and Dorothy Bothell Park via a meandering sidewalk path along Lakeland Hills Way SE.	Not carried forward to Level 1 Screening
A Street SE Trail	This mixed use trail would be along the BNSF tracks to the west of A Street SE, from 6th Street SE to 41st Street SE/Ellingson Road.	Not carried forward to Level 1 Screening
A-3_Veterans Memorial Drive at Angeline Rd E	(New signal, additional turn lanes, sidewalk connection to Locust Avenue with project B-4.)	Not carried forward to Level 1 Screening
A-4_Church Lake Rd at West Tapps HWY E	(New signal and additional turn lanes.)	Not carried forward to Level 1 Screening
A-6_214th Ave and 106th Street E	(New signal and turn lanes.)	Not carried forward to Level 1 Screening
B-3_Veterans Memorial Drive at Angeline RD E	(Additional turn lanes, sidewalk connection to Locust Ave., retaining walls, guardrails - with project A-3)	Not carried forward to Level 1 Screening
B-5_200th Ave E from So. Prairie to 104th St E	(Widen to 5 lanes with bike lanes, sidewalk, and Stormwater elements.)	Not carried forward to Level 1 Screening
B-7_216th Avenue - North Side - Eastown	New road no project description	Not carried forward to Level 1 Screening
B-8_216th Avenue - South Side - Eastown	New road no project description	Not carried forward to Level 1 Screening
B-10_221st Avenue - North Side - Eastown	New road no project description	Not carried forward to Level 1 Screening
B-11_221st Avenue - South Side - Eastown	New road no project description	Not carried forward to Level 1 Screening
B-12_2125th Avenue - North Side - Eastown	New road no project description	Not carried forward to Level 1 Screening
B-13_225th Avenue - South Side - Eastown	New road no project description	Not carried forward to Level 1 Screening
B-14_225th Ave. Ct. - South Side - Eastown	New road no project description	Not carried forward to Level 1 Screening
B-15_226th Avenue - North Side - Eastown	New road no project description	Not carried forward to Level 1 Screening
B-16_229th/230th Ave. - North Side - Eastown	New road no project description	Not carried forward to Level 1 Screening
B-17_Entwhistle Rd - South Side - Eastown	New road no project description	Not carried forward to Level 1 Screening
P-3 - 108th Ave SE (SR 515) at SE 192nd St	Change channelization to provide WB/EB left turn pockets and optimize signal timing.	Carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
P-4 - 108th Ave SE (SR 515) at SE 208th St	For the EB approach, add a new signal head for right turns, and add an overlap phase to the EB right turn movements and optimize signal timing.	Carried forward to Level 1 Screening
B-18_Northern Frontage Rd (97th St.) - Eastown	New road no project description	Not carried forward to Level 1 Screening
B-19_Southern Frontage Rd (101st St.) - Eastown	New road no project description	Not carried forward to Level 1 Screening
1056/1149_SE 256th Street and 180th Avenue SE	Portions of these two larger CIP projects are being combined to provide improvements adjacent to the new fire station at SE 256th Street and 180th Avenue SE. The improvements will include widening the north side of SE 256th Street from 180th Avenue SE to 176th Avenue SE to match the section at 168th Avenue SE. The frontage along 180th Avenue SE will be widened from the intersection to Crestwood Elementary School.	Not carried forward to Level 1 Screening
1063_SE 272nd Street (State Route 516)	This project provides for design and future construction of additional turn lanes, channelization, and signal modifications. Widening SE 272nd Street will require modifications to the existing stream crossing at the intersection. Project length is 800 feet. Construct street section consistent with the existing SR 516 section including illumination, landscaping, 10' wide sidewalks with street trees in planting wells.	Not carried forward to Level 1 Screening
A_ DEA Rate Study	SE 256th Street, from 148th Avenue SE 160th Avenue SE Create cross section that allows intersection improvements to function. Add 2 Through Lanes, LTL Median, and Bike Lanes.	Not carried forward to Level 1 Screening
G_2035 Concurrency	SE Wax Road/180th Avenue SE Add northbound right-turn lane or signalize.	Not carried forward to Level 1 Screening
P-5 - 104th Ave SE (SR515) at SE 240th St	For the EB and WB approaches, add a new signal head for right turns, and add an overlap phase to the EB and WB right turn movements and optimize signal timing.	Carried forward to Level 1 Screening
D_ Hawk Property Planned Action	SE 256th Street/State Route 18 Westbound Ramps Signal or Roundabout. (Lakepointe Development)	Not carried forward to Level 1 Screening
E_ Hawk Property Planned Action	SE 256th Street/State Route 18 Eastbound Ramps Signal or Roundabout. (Lakepointe Development)	Not carried forward to Level 1 Screening
F_2035 Concurrency	SE 240th Street/196th Avenue SE Add eastbound left-turn lane.	Not carried forward to Level 1 Screening
1_Port of Tacoma Road Interchange Improvements - Phase 2	I-5 Ramps to POT Rd and 34th Ave E. This multi-stage project will reconfigure the I-5/Port of Tacoma Rd interchange into a one-way diamond couplet. Phase 1 reconstructed the I-5 SB ramps and constructed 34th Ave E as a one-way NB street from the I-5 SB off ramp to 12th St E. Phase 2 will reconstruct the I-NB ramps, reconstruct Port of Tacoma Rd as a one-way SB street from 12th St E to 20th St E, and construct a new 34th Ave E bridge over I-5 with one-way NB traffic. Additional local street improvements will be constructed on Pacific Hwy E and traffic signals will be installed at all ramp intersections. A future phase, Phase 2B will construct local street improvements on 20th St E.	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
1_Stewart Road Improvements - Valentine to White River Bridge	Valentine Ave to Butte Ave. The project proposes to widen Stewart Road (2 lanes to 5 lanes) and install sidewalks (south side of Stewart) and a pervious asphalt trail (north side of Stewart) from Valentine Ave SE to White River Bridge. Environmental documentation will be completed for future construction of the pervious asphalt trail from Valentine Avenue SE to Butte Ave SE. Installation of a new signal at Butte. Project activities to complete the work include clearing, grading, paving, striping, signage, illumination, utility relocation, stormwater upgrades, and installation of new water main. (Sumner, Auburn, Pierce County, WSDOT)	Identified for Baseline Scenario
2_North Levee Road E and Frank Albert Road E Intersection	Intersection of Frank Albert Rd E and N Levee Road E. Construct safety improvements at the intersection. Widen the travel lanes to better accommodate simultaneous vehicle turning movements, install one light standard in the northwest quadrant of the intersection and install approximately 150 LF of guardrail.	Identified for Baseline Scenario
7_54th Avenue E and I-5 Interchange Improvement Project	Pacific Highway E to 20th St E. Maintain the existing bridge over I-5 and eastern half of the interchange. Rebuild the western half of the interchange to add new southbound on and off ramps connecting to Pacific Hwy E at approximately 51st Ave E, and new northbound on and off ramps connecting to 20th St E at approximately 51st Ave E. Construct uninterrupted sidewalk along the west side of 54th Ave E.	Identified for Baseline Scenario
8_54th Avenue E and UPRR Grade Separation	Union Pacific Railroad to Union Pacific Railroad. Construct a grade separation structure that will reconnect 54th Avenue E.	Not carried forward to Level 1 Screening
9_Port of Tacoma Road Interchange Improvements - Phase 2B	West of Port of Tacoma Road to Industry Dr E. Reconstruct 20th St E from west of Port of Tacoma Rd to Industry Dr E as part of the Port of Tacoma Road Interchange Project. Project includes a new signal at the 20th St E and Industry Dr E intersection.	Not carried forward to Level 1 Screening
11_20th Street E Reconstruction - 56th to 64th	56th Avenue E to 64th Avenue E. Reconstruct and widen to a 3-lane roadway with curbs, gutters, sidewalks, bike lanes, drainage improvements and underground aerial utilities. Construct new signal at 62nd Ave E.	Not carried forward to Level 1 Screening
12_20th Street E Reconstruction - 50th to 56th	50th Avenue E to 56th Avenue E. Reconstruct and widen to a 5-lane roadway with curbs, gutters, sidewalks, bike lanes, drainage improvements and underground aerial utilities.	Not carried forward to Level 1 Screening
15_Valley Avenue E Reconstruction - 54th Ave E to Brookville Gardens	54th Ave E to Brookville Gardens. Reconstruct and widen to a 3-lane roadway and construct two roundabout intersections at 58th Avenue E and 62nd Avenue E.	Not carried forward to Level 1 Screening
16_20th Street E and Frank Albert Road E Signalization	Signalization of intersection.	Not carried forward to Level 1 Screening
17_51st Avenue E - New Road	Pacific Highway E to 12th St E. Construct new street from Pacific Highway E to 12th Street E.	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
18_52nd Avenue E - New Road	Pacific Hwy E to 12th St E. Construct a new street from Pacific Highway E to 12th Street E.	Not carried forward to Level 1 Screening
25_70th Avenue E Bridge - New Puyallup River Bridge	River Road E (SR 167) to North Levee Road E. Construct new bridge over the Puyallup River from River Rd E to North Levee Rd E. Bridge will align with 70th Ave E. (WSDOT, Pierce County)	Not carried forward to Level 1 Screening
26_70th Avenue E Reconstruction - South Segment	North Levee Rd E to 43rd St E. Reconstruct and widen the east half of the street to a 5-lane roadway with curb, gutters, sidewalks, and drainage improvements.	Not carried forward to Level 1 Screening
27_12th Street E Extension - 34th to Alexander	34th Avenue E to Alexander Avenue E. Construct new 3-lane roadway extension of 12th Street E from 34th Avenue E to Alexander Avenue E.	Not carried forward to Level 1 Screening
35_Radiance Boulevard E and 54th Avenue E Roundabout	Construct roundabout at the Radiance Blvd E and 54th Avenue E intersection.	Not carried forward to Level 1 Screening
39_70th Avenue E Overpass of UPRR	South of UPRR to North of UPRR. Construct an overpass structure above UPRR.	Not carried forward to Level 1 Screening
40_Freeman Road E Reconstruction - South Segment	North Levee Rd E to Valley Ave E. Reconstruct to a 3-lane roadway with curbs, gutters, sidewalks, bike lanes and drainage improvements. Replace twin 48-inch corrugated metal Wapato Creek crossing with fish-friendly structure.	Not carried forward to Level 1 Screening
41_David Court E and 54th Avenue E Roundabout	Construct roundabout at the David Court E and 54th Avenue E Intersection.	Not carried forward to Level 1 Screening
42_North Levee Road E Reconstruction - West Segment	Frank Albert Rd E to 54th Ave E. Reconstruct to a 3-lane roadway from Frank Albert Rd E to 54th Avenue E.	Not carried forward to Level 1 Screening
44_North Levee Road E Reconstruction - Central Segment	54th Avenue E to 70th Avenue E. Reconstruction of N Levee Road E from 54th Avenue E to 70th Avenue E to a 3-lane roadway section.	Not carried forward to Level 1 Screening
48_12th Street E Reconstruction	62nd Street E to Alexander Avenue E. Reconstruct to a 3-lane roadway with curbs, gutters, sidewalks, and drainage from 62nd Street E to Alexander Avenue E.	Not carried forward to Level 1 Screening
54_Frank Albert Road E Overcrossing I-5	20th Street E to Pacific Highway E. Extend Frank Albert Road E from 20th Street E to Pacific Highway E including new bridge over I-5.	Not carried forward to Level 1 Screening
55_New Connector Arterial - 54th Avenue E to Frank Albert Road E	54th Avenue E to Frank Albert Road E. Construction of a new 3-lane roadway with curbs, gutters, sidewalks, and utilities.	Not carried forward to Level 1 Screening
56_20th Street E and 58th Street E Signalization	Signalization of intersection.	Not carried forward to Level 1 Screening
R-4_Edgewood Dr Safety Improvements	48th Street E to Sumner Heights Drive. Roadway widening, curb, gutter, storm water system. and pedestrian walkway	Not carried forward to Level 1 Screening
R-5_Railroad Frontage Road	86th Avenue E to Chrisella Road. Construct new roadway parallel to railroad tracks to eliminate need for several at-grade crossings.	Not carried forward to Level 1 Screening
R-9_Meridian Ave E/36th St E	Construct roundabout	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
E-2_105th Ave E	8th Street E to 11th Street E. Build or improve corridor to collector arterial standard	Not carried forward to Level 1 Screening
E-5_104th Ave E/13th St E/103rd Ave E	12th Street E to 16th Street E. Build or improve corridor to collector arterial standard	Not carried forward to Level 1 Screening
E-7_104th Ave E	16th Street E to 20th Street E. Build or improve corridor to collector arterial standard	Not carried forward to Level 1 Screening
E-9_104th Ave E	20th Street E to 24th Street E. Build or improve corridor to collector arterial standard	Not carried forward to Level 1 Screening
W Valley Highway	SR 18 to 15th Street SW. Re-channelization, non-motorized improvements, ITS upgrades.	Carried forward to Level 1 Screening
A Street NW Phase 2	W. Main Street to 3rd Street NW. Construct multi-lane arterial.	Carried forward to Level 1 Screening
E-12_104th Ave E	24th Street E to 103rd Ct Avenue E. Build or improve corridor to collector arterial standard	Not carried forward to Level 1 Screening
R-5_A Street NW, Phase 2 (W Main St to 3rd St NW)	The project will widen A Street NW to create a three-lane roadway section between W Main St and 3rd St NW. This project will improve the connection between the A St NE Extension, (Phase 1) and Auburn Station and Central Business District. This project could be partially or fully funded by development and or Sound Transit's parking garage/access improvements. This project is approximately 0.2 miles long.	Carried forward to Level 1 Screening
51_20th Street E Reconstruction - 68th Avenue E to Freeman Road E	68th Avenue E to Freeman Road E. Reconstruct a 3-lane section with curbs, gutters, sidewalks, bike lanes and drainage improvements. Replace Surprise Creek crossing with fish-friendly structure.	Not carried forward to Level 1 Screening
363_ Overpass for SR-509 and E Alexander Ave Intersection	Intersection modification	Carried forward to Level 1 Screening
E-14_103rd Ave E	29th Street E to 32nd Street E. Build or improve corridor to collector arterial standard	Not carried forward to Level 1 Screening
E-16_103rd Ave E	32nd Street E to 36th Street E. Build or improve corridor to collector arterial standard	Not carried forward to Level 1 Screening
W-2_101st Ave E	16th Street E to 20th Street E. Build or improve corridor to collector arterial standard	Not carried forward to Level 1 Screening
W-3_20th St E	101st Avenue E to Meridian. Build or improve corridor to collector arterial standard	Not carried forward to Level 1 Screening
W-4_20th St E/100th Ave E/24th St E	20th Street E to 24th Street E. Build or improve corridor to collector arterial standard	Not carried forward to Level 1 Screening
INT-TSO20-9	SE Auburn Black Diamond Road & Green Valley Road. Intersection improvement.	Carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
13_Meeker Street and 64th Avenue S - Intersection Improvements (P-30 in Comp Plan)	Intersection reconstruction, curb bulb-outs and bus bulb-outs to decrease the pedestrian crossing distance and decrease transit board time. The project includes bus stop improvements on the north and south side of W Meeker Street east of 64th Avenue S, and signal improvements including transit signal priority.	Carried forward to Level 1 Screening
W-6 101st Ave E	24th Street E to 29th Street E. Build or improve corridor to collector arterial standard	Not carried forward to Level 1 Screening
P-39 - Military Rd	Widen to provide a center turn lane, a vertical protected bike lane, and sidewalks on both sides of the street from S 240th St and S 246th St	Carried forward to Level 1 Screening
W-7_29th St E	101st Avenue E to Meridian. Build or improve corridor to collector arterial standard	Not carried forward to Level 1 Screening
W-8_101st Ave E	29th Street E to 32nd Street E. Build or improve corridor to collector arterial standard	Not carried forward to Level 1 Screening
1_Meridian Ave E/ 32nd St E Intersection Improvements	Coordinate intersection design with WSDOT (signal?), make pedestrian ADA upgrades	Not carried forward to Level 1 Screening
16_S 344th Wy & Weyerhaeuser Way S	Roundabout.	Not carried forward to Level 1 Screening
P-40 - Military Rd	Widen to provide a center turn lane, a vertical protected bike lane, and sidewalks on both sides of the street from S 246th St and S 253rd St	Carried forward to Level 1 Screening
P-41 - Military Rd	Widen to provide a center turn lane, a vertical protected bike lane, and sidewalks on both sides of the street from S 253rd St and Reith Rd	Carried forward to Level 1 Screening
P-43 - Military Rd	Widen to provide a center turn lane, a vertical protected bike lane, and sidewalks on both sides of the street from Reith Rd to S 264th St	Carried forward to Level 1 Screening
P-44 - Military Rd	Widen to provide a center turn lane, a vertical protected bike lane, and sidewalks on both sides of the street from S 264th St to S 272nd St	Carried forward to Level 1 Screening
17_New Traffic Signal on Washington Avenue S (SR 181) between W Meeker Street and Kent-Des Moines Road (SR 516) (P-94 in Comp Plan)	Install new traffic signal on Washington Avenue S between Willis Street and Meeker Street to serve the existing commercial area on the east side and the redevelopment of the commercial site on the west side of Washington Avenue S. The signal will be coordinated with the existing signals on Washington Avenue.	Carried forward to Level 1 Screening
R18_Fryar Ave and Zehnder St	Construct new Signal.	Carried forward to Level 1 Screening
07-18_Military Rd S @ S 328th St	Install signal or roundabout	Not carried forward to Level 1 Screening
07-16_Military Rd S @ S 320th St	Add 2nd NB left-turn lane	Not carried forward to Level 1 Screening
20_Naden Avenue and Willis Street Intersection Improvements	Build a right-in/right-out intersection on Willis Street (SR 516) at Naden Avenue consistent with Washington State Department of Transportation approval. Reconfigure the northbound 74th Avenue S to right-turn only at Willis Street. Reconstruct the traffic control signal.	Identified for Baseline Scenario

Project Name	Project Description	Screening Results
33_S 216th Street - 98th Avenue S to 108th Avenue SE (SR 515/Benson Highway) (P-67 in Comp Plan)	Construct a three-lane roadway from 98th Avenue S to 108th Avenue SE (SR 515/Benson Highway). This project widens S 216th Street to three lanes and includes full-width paving; concrete curbs, gutters, and sidewalks; five-foot paved shoulders; street lighting; storm drainage; landscaping; utilities and channelization.	Not carried forward to Level 1 Screening
27_SW 43rd St/Carr Rd (Lind Ave to Talbot Rd S)	Widen SW 43rd St and East Valley Hwy to add travel lanes approaching their intersection. Also see SR 167/SW 43rd St interchange project.	Carried forward to Level 1 Screening
34_Military Road at Reith Road/S 260th Street Intersection Improvements (P-42 in Comp Plan)	Realign the intersection and widen the approaches to provide eastbound and westbound left turn pockets and a westbound right turn pocket.	Not carried forward to Level 1 Screening
35_Reith Road – Compact Roundabouts and Road Diet (P-54 & P-55 in Comp Plan)	Convert the intersections of Reith Road/S 253rd Street and Reith Road/Lake Fenwick Road from two-way stop control to compact roundabouts. Convert Reith Road from S 253rd Street and Kent Des Moines Road from 4 lanes to 2 lanes plus bike lanes.	Identified for Baseline Scenario
28_SW 43rd St/Carr Rd/SE 176th St/SE Petrovitsky Rd (Oakesdale Ave to 134th Ave SE)	Implement adaptive signal control system (ASCS) along corridor and construct westbound right-turn lane from Carr Rd to Benson Dr SE.	Carried forward to Level 1 Screening
R20_Main St E and Parker Rd E	Construct new Signal.	Carried forward to Level 1 Screening
36_83rd Avenue S Sidewalks from S 228th Street to S 224th Street (P-65 in Comp Plan)	Complete the sidewalks gap on the west side of 83rd Avenue S by constructing about 750 feet of sidewalk in existing right-of-way. The project will also include a concrete apron across S 224th Street and ADA curb ramps.	Carried forward to Level 1 Screening
2016-065_Valley Ave NE; 4th St NE to City Limits	5 lanes with curb, gutter, sidewalk, sewer, and street lighting.	Identified for Baseline Scenario
26_Lind Ave SW (SW 16th St to SW 43rd St)	Widen arterial to provide a center two-way left turn lane and upgrade sidewalks, as needed. Modify traffic signals.	Carried forward to Level 1 Screening
29_Talbot Rd (SW 43rd St to South City Limits)	Widen existing 2-lane roadway to provide a center two-way left turn lane, where needed, and bike lanes.	Carried forward to Level 1 Screening
A2_166th Ave E Widening	Widen 166th Ave E to 4-5 lanes through the identified corridor and improve lane configuration and intersection control at the two existing intersections.	Not carried forward to Level 1 Screening
38_Safe Routes to School – East Hill Elementary and Mill Creek Middle Schools	Widen 94th Avenue S within 150' of the intersection with S 240th Street to provide left-turn pockets. Add protected left turn signal phasing with flashing yellow arrows. Complete sidewalk connections within the intersection to 94th Avenue and S 240th Street without increasing crossing distances. Provide for the safe movement of bikes through the intersection on this planned north-south bike corridor.	Not carried forward to Level 1 Screening
40_S 218th Street/98th Avenue S – 94th Place S to S 216th Street (P-66 in Comp Plan)	Construct a three-lane roadway from 94th Place S to S 216th Street. This project widens S 216th Street/98th Avenue S to three lanes and includes full-width paving; concrete curbs, gutters, and sidewalks; five-foot paved shoulders; street lighting; storm drainage; landscaping; utilities and channelization. This project must be assessed with respect to the “complete streets” requirements.	Identified for Baseline Scenario

Project Name	Project Description	Screening Results
47_SE 248th Street Improvements - 109th Avenue SE to 116th Avenue SE	Improvements on SE 248th Street between 109th Avenue SE and 116th Avenue SE. The TMP calls for separate bicycle lanes, where feasible, on this segment of SE 248th Street. This segment will include 3 lanes with one being a center turn lane, bike lanes, and a five-foot landscape buffer between each sidewalk and bicycle lane.	Not carried forward to Level 1 Screening
53_SE 248th Street at 116th Avenue SE Roundabout (P-78 in Comp Plan)	Construct a roundabout at SE 248th Street and 116th Avenue SE for capacity and traffic safety improvements. This project must be assessed with respect to the "complete streets" requirements. The 2020 TMP calls for bicycle lanes east and west of this intersection on SE 248th Street.	Not carried forward to Level 1 Screening
6_Four Rectangular Rapid Flashing Beacons (RRFBs) at 104th Avenue SE south of SE 256th Street, SE 240th Street east of 104th Avenue SE, Central Avenue N between Novak Lane and Woodford Avenue N, and Central Avenue N between Woodford Avenue N and E George Street (P-94, P-96, P-97, and P-98 in Comp Plan)	Construct four Rectangular Rapid Flashing Beacons (RRFBs) at 104th Avenue SE south of SE 256th Street, SE 240th Street east of 104th Avenue SE, Central Avenue N between Novak Lane and Woodford Avenue N, and Central Avenue N between Woodford Avenue N and E George Street.	Identified for Baseline Scenario
7_108th Avenue SE (SR 515/Benson Highway) at Panther Lake Library - Pedestrian Hybrid Beacon (PHB) pedestrian crossing (P-99 in Comp Plan)	Construct Pedestrian Hybrid Beacon pedestrian crossing with median pedestrian refuge island, curb ramp improvements.	Not carried forward to Level 1 Screening
22_132nd Avenue SE Pedestrian Improvements (Phase 3) - SE Kent-Kangley Road to SE 278th Place (P-13 in Comp Plan)	Construct a sidewalk along the west side of 132nd Avenue SE where sidewalk does not currently exist. This project will include ADA-compliant curb ramps throughout the segment and pavement improvements at the intersection of 278th Place and 132nd Avenue SE.	Not carried forward to Level 1 Screening
A7_Puyallup Street and Tacoma Avenue Intersection Improvements	Evaluate intersection for an upgrade to a signal and provide sidewalks/ADA improvements.	Carried forward to Level 1 Screening
P-15 - 4th Ave N	Convert from 4 lanes to 3 lanes (Road Diet) from James St to Willis St. Construct a separated bike lane. Construct a bicycle intersection treatment at 4th Ave/Meeker St to transition bicyclists to the separated bikeway. Crossing improvements at 4th Ave N and W Harrison St by installing RRFBs. Construct bicycle intersection improvements at 4th Ave N/James St.	Carried forward to Level 1 Screening
P-38 - Military Rd	Construct vertically protected bike lanes and sidewalks from SR 516 and S 240th St	Carried forward to Level 1 Screening
1131235_RSD S 360ST&MILITARY RD RNDABT	Design and construct a single lane elliptical roundabout.	Identified for Baseline Scenario
CP-5	Military Road S: From S 272nd Street to S Star Lake Road. Construct congestion relief measures.	Carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
P-86 - West Valley Hwy (SR 181) at S 196th St	Optimize signal timing and reconfigure lanes to add a westbound right turn lane and remove one westbound thru lane.	Carried forward to Level 1 Screening
P-87 - West Valley Hwy (SR 181) at S 212th St	For the WB approach, add a new signal head for right turns, and add an overlap phase to the WB right turn movement. Optimize signal timing.	Carried forward to Level 1 Screening
45_North Levee Road E Reconstruction - East Segment	70th Avenue E to Freeman Rd E. Reconstruct roadway to a 3-lane roadway section.	Not carried forward to Level 1 Screening
NA_West Valley Highway Reconstruction (County Line Rd. to Jovita Blvd)	County Line Road to Jovita Blvd. The project will widen an existing 2-lane undivided, narrow minor arterial road. The final roadway section will include a through lane in each direction, a two-way left turn lane, sidewalks or a shared use path, landscape areas, illumination, and associated utility extensions. (WSDOT)	Identified for Baseline Scenario
R-24_Stewart Road - City of Pacific (Lake Tapps Parkway Corridor	This is a City of Pacific project to widen the Stewart Road (Lake Tapps Parkway) Corridor. This is the final segment of widening in the City of Pacific which will tie in with the City of Sumner's planned final widening segment and new bridge over the White River. Completion of this corridor widening is expected to significantly relieve traffic congestion in Auburn along the A St SE and C St SW corridors. (Pacific, Sumner, Pierce County)	Identified for Baseline Scenario
21-34_Houser Way Non Project -Motorized Improvements	This project would install a separated bike facility on the north side of Houser Way S/N, between Mill Ave S. and Bronson Way N. Intersection crossings would be improved at Cedar River Park Drive and Mill Ave S. The project will include planning and pavement overlay, channelization, and intersection crossing improvements. For feasibility and constructability issues, the roadway and pedestrian bridge sections would not be part of this project. The feedback during the public engagement process for the Trails and Bicycle Master Plan update identified Houser Way as the route for the Eastside Rail Corridor alignment. With the development of the Civic Core Plan, development of this section of the bicycle network creates an important connection point for bicycle traffic between the north and south portions of the City's urban growth center.	Carried forward to Level 1 Screening
P-35 - Meeker St	Pedestrian facilities on the south side from Washington Ave N to Lincoln Ave.	Carried forward to Level 1 Screening
21_Naden Avenue Improvements - Willis Street to Meeker Street	Build the new Naden Avenue connecting Willis Street and Meeker Street to prepare the site for development.	Carried forward to Level 1 Screening
2016-058_Intersection Signal Control: 5th Ave NE/E. Main	New signal.	Identified for Baseline Scenario
2016-059_Intersection Signal Control: W. Stewart/7th St SW	New signal.	Identified for Baseline Scenario
2014-040_9th Ave SW; 5th St to Meridian - Boulevard Reconstruction (Phase 2)	Design includes on lane each direction, curbless design with bollards and planters, porous asphalt roadway, street lighting, and signal improvements at Meridian.	Identified for Baseline Scenario

Project Name	Project Description	Screening Results
2016-013_WSU Ph 4; Frontage Improvements W. Pioneer	Phases 4A & 4B of a 5 lane re-build with added sidewalks and planter strip.	Identified for Baseline Scenario
30_76th Avenue S (South Phase) – 2,600 feet south of S 212th Street to 3,660 feet south of S 212th Street (P-17 in Comp Plan)	Construct drainage and road improvements on 76th Avenue S from S 220th Street to S 223rd Street. The project will raise the existing road above the FEMA base flood elevation with a full width concrete roadway, remove deficient culverts, construct 3 bridges, widen the Mill Creek channel, construct new storm and water systems, gutters, curbs, planter strips, sidewalks, street lighting, and channelization.	Not carried forward to Level 1 Screening
37_SE 272nd Street at 148th Ave SE (Lake Meridian) – Pedestrian Hybrid Beacon (PHB) pedestrian crossing (P-80 in Comp Plan)	Construct Pedestrian Hybrid Beacon pedestrian crossing with median pedestrian refuge island, curb ramp improvements, signal intertie with 152nd Avenue SE signal, utilities relocation, rechannelization of SE 272nd Street including removal of two bus turnouts, and transit access improvements.	Not carried forward to Level 1 Screening
45_SE 248th Street Improvements - 104th Avenue SE to 109th Avenue SE	Improvements on SE 248th Street between 104th Avenue SE and 109th Avenue SE. The TMP calls for separate bicycle lanes, where feasible, on this segment of SE 248th Street. This segment will include 3 lanes with one being a center turn lane, bike lanes, and a five-foot landscape buffer between each sidewalk and bicycle lane.	Not carried forward to Level 1 Screening
P-6 - 116th Ave SE at SE 223rd St	Evaluate and construct a RRFB in the vicinity of SE 223rd St	Not carried forward to Level 1 Screening
P-7 - 132nd Ave SE	Widen to 3 lanes with a buffered or separated bike lane from SE 208th St to SE 228th St. Fill sidewalk gaps. Evaluate a full signalized intersection at 132nd Ave SE/SE 224th St.	Not carried forward to Level 1 Screening
21-22_Rainier Ave S/N Corridor Improvements Phase 4	Phase 4 of the Rainier Ave Corridor Improvements will extend previous corridor improvements from S 3rd St to 1,000 feet north of Airport Way (NW 3rd Pl). Project elements include extending southbound BAT lane from S 2nd St to S 3rd St, pedestrian improvements with street scaping, ped actuated traffic signal (HAWK), transit facility upgrades, access management, and a segment of a regional ped/bike path trail (Lake Washington Loop Trail) from Airport Way to 1,000 feet north of Airport Way. Construction will be implemented in phases. Phase 4A is S 3rd St to S Tobin St. Phase 4B is from S Tobin St to NW 3rd Pl.	Not carried forward to Level 1 Screening
21-23 Renton Connector	The Renton Connector project will install a continuous non-motorized facility along Burnett Ave S between S 2nd St and S 5th St via separated walkways, protected bicycle lanes (cycle track), and a multi-use path. This project will also include landscaped medians, reconfigured public parking areas, curb ramp upgrades to ADA standards, and traffic signalization improvements.	Carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
21-26 South 2nd Street Conversion Project	The South 2nd Street Conversion Project will convert the existing 4-lane one-way roadway to a roadway with one through-lane in each direction between Main Ave South and Rainier Ave South. This project also includes pedestrian and bicycle facilities, traffic operations improvements, and transit upgrades that will provide better traffic operation and circulation for all modes of transportation. Transit facility upgrades include new RapidRide stops and a transit queue jump at the new traffic signal at the Shattuck intersection.	Not carried forward to Level 1 Screening
P-8 - 132nd Ave SE (Sidewalks from SE 228th to SE 240th are Project 46 in the TIP)	Widen to 3 lanes with a buffered or separated bike lane from SE 228th St to SE 240th St. Fill sidewalk gaps. Evaluate a pedestrian crossing at 132nd Ave SE and the vicinity of SE 234th St.	Not carried forward to Level 1 Screening
21-27 South 7th Street Corridor Improvements	This project develops S/SW 7th St as a key east-west bicycle route into the downtown: between Oakesdale Ave S and Burnett Ave S. This project will install a multi-use path on S 7th St, between Shattuck and Burnett Ave S, and install intersection improvements at multiple intersections along the corridor from Shattuck Ave S to Oakesdale Ave SW. The intersection improvements from Shattuck Ave S westward along this corridor will improve bicycle facilities and intersection operations to provide upgraded signage to bicyclists and will help simplify bicycle movements through complex intersections. Bicycle improvements include push-button activation, green bike lanes through conflict/crossing zones, and pavement markings. This project will also upgrade an existing marked crosswalk with flashing beacons with higher visibility technology.	Identified for Baseline Scenario
21-29_Williams Ave S and Wells Ave S Conversion Project	The project provides pedestrian and bicyclist facilities and enhancements, traffic operation and circulation improvements in Downtown. The improvements include adding signalized raised intersections with bulb outs, lighting, street furniture, streetscape, bike racks, signage and converting Williams Ave S and Wells Ave S to two-way traffic operations.	Identified for Baseline Scenario
P-9 - 132nd Ave SE at SE 240th St	Optimize signal timing.	Not carried forward to Level 1 Screening
P-10 - 132nd Ave SE	Widen to 3 lanes with a buffered or separated bike lane and with pedestrian facilities from SE 240th St to SE 248th St. Construct enhanced crossings at 132nd Ave SE and SE 245th St.	Not carried forward to Level 1 Screening
P-11 - 132nd Ave SE	Widen to 3 lanes with a buffered or separated bike lane and with pedestrian facilities from SE 248th St to SE 256th St.	Not carried forward to Level 1 Screening
P-12 - 132nd Ave SE	Widen to 3 lanes with a buffered or separated bike lane and with pedestrian facilities from SE 256th St to SE 272nd St. Construct enhanced crossings at 132nd Ave SE and the Park and Ride and at 132nd Ave SE and 263rd St. Intersection improvements at 132nd Ave SE and SE Kent-Kangley Rd.	Not carried forward to Level 1 Screening
P-45 - Military Rd	Construct 3 enhanced pedestrian crossings (RRFBs) at S 268th St, S 248th St, S 254th St	Not carried forward to Level 1 Screening
P-47 - Multiple Streets	New speed reader signs (Including 94th north of 240th)	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
P-48 - Multiple Streets	Cameras on Arterial Streets	Not carried forward to Level 1 Screening
P-51 - Pacific Highway S (SR 99) at S 240th St	Optimize signal timing.	Not carried forward to Level 1 Screening
P-57 - S 212th St	Construct sidewalks and bike facilities from Frager Rd to the Green River Trail and Bridge Replacement	Not carried forward to Level 1 Screening
P-62 - S 228th St	Noise Mitigation Study between the Green River Trail to 64th Ave S	Not carried forward to Level 1 Screening
P-69 - S 272nd St at Star Lake Rd	Construct left turn pockets	Identified for Baseline Scenario
21-46_Rainier Ave N Corridor Project Improvements Phase 5	The project will separate pedestrians and bicyclists from the vehicular traffic, enhancing safety and encouraging residents to use active transportation modes.	Identified for Baseline Scenario
21-48 South 3rd Street Conversion Project	The project provides pedestrian and bicyclist facilities and enhancements, traffic operation and circulation improvements in Downtown. The improvements include adding raised intersections with bulb outs, parklets, pedestrian plaza, lighting, street furniture, streetscape, bicycle boulevard, bike racks, signage, wayfinding and converting S 3rd St to two-way operations.	Not carried forward to Level 1 Screening
21-19_Lake Washington Loop Trail Phase 3	The Lake Washington Loop Trail project consists of phases 3-5 of pedestrian and bicycle facility improvements that complete a gap in the Lake Washington trail system. Phase 3 improvements include a cycle track and separated sidewalk, upgrading existing curb ramps to ADA standards, signage and pavement markings, and upgrades to existing traffic signals. This project also includes 30% design of Phase 4 and 5 (approximately 0.9 mi). Phase 4 includes improvements from the Airport Way/Rainier Ave N intersection to 1000 ft north along Rainier Ave S. Phase 5 will connect phase 4 to the northern city limit.	Identified for Baseline Scenario
21-19.1_Lake Washington Loop Trail Phase 5	This is the last phase of the Lake Washington Loop Trail project that completes a gap in the Lake Washington trail system within Renton city limits.	Identified for Baseline Scenario
R-4_A Street Loop	The project will construct a new one-way (eastbound) roadway connection between A Street SW/S Division Street and A Street SE. The new intersection with A Street SE will allow an unsignalized right-turn movement onto southbound A Street SE, providing an alternative to the intersection of 3rd Street SE and A Street SE, which does not meet adopted LOS standards. The roadway will be constructed as a complete street to accommodate non-motorized road users.	Identified for Baseline Scenario
BNSF Yard Grade Separation	This project will construct a road across the BNSF yard	Carried forward to Level 1 Screening
P-70 - I-5 SB Off-ramp at S 272nd St	Add a second right turn lane	Not carried forward to Level 1 Screening
P-71 - S 272nd St	Add 12 ft shared use path on the northside and a 5ft sidewalk to southside from the I-5 SB Off-ramp to Military Rd	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
P-73 - SE 192nd St at 124th Ave SE	Evaluate a traffic signal	Not carried forward to Level 1 Screening
R-2_ Stewart Road - City of Sumner (Lake Tapps Parkway Corridor)	This is a City of Sumner project to widen the Stewart Road (Lake Tapps Parkway) Corridor. The project will replace the existing bridge over the White River with a new wider one. Completion of this corridor widening is expected to significantly relieve traffic congestion in Auburn along the A St SE and C ST SW corridors. (Pacific, Sumner, Pierce County)	Identified for Baseline Scenario
P-75 - SE 240th St	Convert from 5 to 3 lanes with bike lanes from 116th Ave SE and 132nd Ave SE. Add left and right turn lanes on the west leg of SE 240th St and 116th Ave SE and 132nd Ave SE	Not carried forward to Level 1 Screening
P-76 - SE 240th St at Clark Lake Park	New pedestrian crossing	Not carried forward to Level 1 Screening
P-77 - SE 248th St at 104th Ave SE	Signal timing improvements (ITS upgrades, additional time to north-south movements, lead pedestrian intervals, etc.).	Not carried forward to Level 1 Screening
R-26_E Valley Highway Widening	This project will widen E Valley Highway between Lakeland Hills Way and Terrace View Drive SE, approximately 0.6 miles. The roadway will have a four/five lane cross section with a trail connection along the east side. Other project elements include storm improvement, illumination and ITS. The project will provide congestion relief along the corridor and provide access for non-motorized users.	Carried forward to Level 1 Screening
15_Meeker Frontage Improvement at Kent Elementary School (P-31 in Comp Plan)	Construct new two-way separated bike lane on the south side of the street with on-street parking and roadway median improvements from 64th Avenue South to 750 feet east of 64th Avenue S. The project will narrow the roadway to 3 lanes with parking on both sides and include construction of raised median islands, raised buffer islands between the bike lanes and travel lanes, street lighting, landscaping, and pedestrian amenities.	Carried forward to Level 1 Screening
P-79 - SE 256th St	Shared use path on one side from 132nd Ave SE and 148th Ave SE	Not carried forward to Level 1 Screening
P-81 - SE Kent-Kangley Rd at 124th Ave SE	Intersection improvements	Not carried forward to Level 1 Screening
P-100 - Pacific Highway S (SR 99)/S 272nd St	Add new right turn signal head for NB approach, add overlap to NB right turn and optimize signal timing.	Not carried forward to Level 1 Screening
1129001_108th Ave SE & SE 264th St Roundabout	Construct a compact roundabout at the intersection of 108th Ave SE and SE 264th St.	Not carried forward to Level 1 Screening
19_Meeker Frontage Improvement from Kent Elementary School to Washington Avenue N and New Traffic Signal (P-32 & P-33 in Comp Plan)	Construct new two-way separated bike lane on the south side of the street with on-street parking and roadway median improvements from 750 feet east of 64th Avenue S to Washington Ave N. The project will narrow the roadway to 3 lanes with parking on both sides and include construction of raised median islands, raised buffer islands between the bike lanes and travel lanes, street lighting, landscaping, and pedestrian amenities.	Carried forward to Level 1 Screening
I Street NE Corridor	45th Street NE to S 277th St. Construct 5 lane arterial.	Identified for Baseline Scenario

Project Name	Project Description	Screening Results
49th Street NE	Auburn Way N to I Street NE. Construct multi-lane arterial connection	Carried forward to Level 1 Screening
46_Russell Road Pedestrian Improvements Phase 2 - 700 feet north of Meeker Street to existing sidewalk 500 feet south of 240th Street/James Street (North portion of P-56 in Comp Plan)	A continuous pedestrian facility will be constructed along Russell Road from 700 feet north of Meeker Street to the existing sidewalk 500 feet south of 240th Street/James Street, a total of 900 feet of new sidewalk. Sidewalk treatments will include a combination of asphalt path, concrete sidewalk, and curb separated sidewalk within the existing right-of-way.	Carried forward to Level 1 Screening
1131236_RSD S LANGSTON RD&59 AV RNDABT	Design and construct a mini roundabout at this intersection.	Not carried forward to Level 1 Screening
INT-TSO-20-12	64th Avenue S & S 129th Street. Intersection Improvement	Not carried forward to Level 1 Screening
INT-TSO20-3	48th Avenue S & S 288th Street. Intersection improvement.	Not carried forward to Level 1 Screening
INT-TSO20-7	148th Avenue SE & SE 208th Street. Intersection improvement.	Not carried forward to Level 1 Screening
OP-INT-120	40th Avenue S & S 272nd Steet. Add turn lanes on272nd, rebuild traffic signal.	Not carried forward to Level 1 Screening
INT-TSO20-1	28th Avenue S & S 360th Street. Intersection improvement.	Not carried forward to Level 1 Screening
OP-INT-100	S 321st Street: From S Peasley Canyon Road to 46th Place S. Reconstruct 321st Street approach; expand turn lanes.	Not carried forward to Level 1 Screening
OP-RD-48	S 360th Street: From State Route 161 to 28th Avenue S. Construct turn lanes.	Not carried forward to Level 1 Screening
SW-21	51st Avenue S & S 316th Street. Intersection improvement.	Not carried forward to Level 1 Screening
SW-81	SE 140th Avenue SE & SE 200th Street. Construct turn lanes.	Not carried forward to Level 1 Screening
P-1 - 100th Ave SE	Construct greenway/bikeway treatments (signage/paint) from SE 208th St and SE 216th St	Carried forward to Level 1 Screening
P-2 - 100th Ave SE	Construct greenway/bikeway treatments (signage/paint) from SE 218th St and SE 240th St	Carried forward to Level 1 Screening
21-05.1_Oakesdale Ave SW & SW 41st St Intersection Improvements	This project would install a new traffic signal with marked crosswalks at the intersection of Oakesdale Ave SW and SW 41st St.	Identified for Baseline Scenario
21-31_Carr Road Project improvements	This project would design needed infrastructure improvements on Carr Road, from Valley Medical Center past the SR 515/108th Ave SE intersection. Potential improvements vary from roadway realignment/widening at several locations to address geometric deficiencies, widening to 5-lane roadway (2 lanes westbound, 3 lanes eastbound), pavement restoration/reconstruction including bicycle lanes on new alignment.	Carried forward to Level 1 Screening
1.7_23rd Avenue Improvements - Emerald to Alder	Widening, Stormwater and Pedestrian improvements.	Identified for Baseline Scenario
1.10_Milton Way/Porter Way Intersection	Intersection widening and signal improvements.	Identified for Baseline Scenario

Project Name	Project Description	Screening Results
1.11_SR-99 at Porter Way Intersection Improvements	Intersection widening and signal improvements.	Identified for Baseline Scenario
1.12_5th Avenue Improvements - 376th Street to Porter Way	Road rebuild, realignment, widening, signalization, raise road bed and bridge/culvert over Hylebos.	Identified for Baseline Scenario
1.13_28th Avenue - Birch Street to Alder Road Extension	Extend roadway to provide curb, gutter, sidewalk, streetlight, and storm drainage improvements.	Identified for Baseline Scenario
1.15_Porter Way and 5th Avenue Intersection	Build a new roundabout with sidewalks, landscape, and street lightings. This project is off site mitigation.	Identified for Baseline Scenario
516_SUMNER TAPPS HY E/S TAPPS DR E (Intersection)	Install traffic signal and provide turn lane(s).	Not carried forward to Level 1 Screening
483_112 ST E/214 AV E (Intersection)	Install traffic signal and provide turn lane(s).	Not carried forward to Level 1 Screening
318_198 AV E/199 AV CT E (Rhodes Lk Rd E to 104 St E)	County portion of partnering project with the Tehaleh Development. Construct new roadway on new alignment.	Not carried forward to Level 1 Screening
396_112 ST E (198 Av E/199 Av Ct E to 300 ft W/O 203 Av E)	Construct new roadway. Tied in with developer improvements in Tehaleh.	Not carried forward to Level 1 Screening
317_198 AV E (120 St E to Rhodes Lake Rd E)	County portion of partnering project with the Tehaleh Development. Widen and reconstruct roadway to provide additional lane(s).	Not carried forward to Level 1 Screening
316_198 AV E (144 St E to 120 St E)	County portion of partnering project with the Tehaleh Development. Widen and reconstruct roadway to provide additional lane(s).	Identified for Baseline Scenario
672_FALLING WATER BV E (Tehaleh Bv E to 181 Av E)	Potential public/private partnership to construct a new arterial roadway.	Not carried forward to Level 1 Screening
538_TEHALEH BV E (McCutcheon Rd E to Falling Water Bv E)	Potential public/private partnership to construct a new arterial roadway.	Not carried forward to Level 1 Screening
670_128 ST E (SR-162 to BR #7195-A)	Potential public/private partnership to widen and connect to a new arterial roadway.	Not carried forward to Level 1 Screening
671_BR #7195-A/128 ST E (At Puyallup River/McCutcheon Rd E)	Potential public/private partnership to widen and connect to a new arterial roadway.	Not carried forward to Level 1 Screening
736_MILITARY RD E/122 ST E (Shaw Rd E to SR-162)	Widen and reconstruct roadway to provide additional lane(s). Alternative alignments will be evaluated.	Not carried forward to Level 1 Screening
731_122 ST E (250 ft. W/O 111 Av E to 111 Av E)	Install eastbound right turn lane and convert to all-way stop.	Not carried forward to Level 1 Screening
482_111 AV E/128 ST E (Intersection)	Install traffic signal and provide turn lane(s).	Not carried forward to Level 1 Screening
481_111 AV E/122 ST E (Intersection)	Install traffic signal and provide turn lane(s).	Not carried forward to Level 1 Screening
436_ORTING-KAPOWSIN HY E/200 ST E (Intersection)	Install traffic signal and provide turn lane(s).	Not carried forward to Level 1 Screening
639_92 AV E/224 ST E (Intersection)	Install traffic signal and provide turn lane(s).	Identified for Baseline Scenario

Project Name	Project Description	Screening Results
683_208 ST E - EXTENSION (Eustis Hunt Rd E to 78 Av E)	Acquire right-of-way for future roadway.	Not carried forward to Level 1 Screening
727_EUSTIS HUNT RD E/204 ST E (Intersection)	Install traffic signal.	Not carried forward to Level 1 Screening
361_78 AV E/192 ST E (Intersection)	Install traffic signal and provide turn lane(s).	Not carried forward to Level 1 Screening
724_KNOBLE RD E/204 ST E (Intersection, 350 ft. W/O 66 Av E to 350 ft. E/O 66 Av E)	Install a left turn lane.	Not carried forward to Level 1 Screening
732_46 AV E/208 ST E (Intersection)	Install traffic signal.	Not carried forward to Level 1 Screening
419_22 AV E (208 St E to 192 St E)	Reconstruct roadway, provide turn lane(s), and improve horizontal alignment.	Not carried forward to Level 1 Screening
429_22 AV E (192 St E to 176 St E)	Reconstruct roadway and provide turn lane(s).	Not carried forward to Level 1 Screening
430_22 AV E (176 St E to Military Rd E)	Reconstruct roadway and provide turn lane(s).	Not carried forward to Level 1 Screening
431_22 AV E (Military Rd E to 152 St E)	Reconstruct roadway and provide turn lane(s).	Not carried forward to Level 1 Screening
432_22 AV E/152 ST E (Intersection)	Install traffic signal and provide turn lane(s).	Identified for Baseline Scenario
728_WALLER RD E/152 ST E (Intersection)	Install left turn lanes.	Not carried forward to Level 1 Screening
656_38 AV E/152 ST E (Intersection)	Install traffic signal	Identified for Baseline Scenario
406_BROOKDALE RD E/WALLER RD E (Intersection)	Improve alignment, widen, and reconstruct roadway to provide additional lane(s). Install traffic signal.	Not carried forward to Level 1 Screening
438_78 AV E (176 St E to 100 ft S/O 165 St Ct E)	Acquire right-of-way for future roadway.	Not carried forward to Level 1 Screening
722_160 ST E/74 AV E (Intersection)	Install a left turn lane.	Not carried forward to Level 1 Screening
339_94 AV E/152 ST E (Intersection)	Install traffic signal and provide turn lane(s).	Not carried forward to Level 1 Screening
723_WOODLAND AV E/112 ST E (Intersection)	Install left turn lanes.	Not carried forward to Level 1 Screening
472_CANYON RD E (106 St E to 96 St E)	Widen and reconstruct roadway to provide additional lane(s).	Identified for Baseline Scenario
471_CANYON RD E (99 St Ct E to 900 ft N/O 84 St E)	Widen and reconstruct roadway to provide additional lane(s).	Identified for Baseline Scenario
21-36_Lind Ave SW Roadway Widening	Widen existing roadway to five lanes where required. Includes new roadway, curbs, sidewalks, drainage, signals, lighting, signing and channelization. Additionally, these improvements address demands resulting from an interchange at Lind Ave SW which is included in the WSDOT I-405 Master Plan (currently unfunded). A potential project could be a signal at the intersection at Lind Ave SW and SW 34th St which is currently unsignalized.	Carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
P-60 - S 212th St	Bicycle intersection treatments at Riverview Blvd S, 72nd Ave S, 84th Avenue S	Carried forward to Level 1 Screening
544_CANYON RD E (400 ft N/O 84 St E to 72 St E)	Widen and reconstruct roadway to provide additional lane(s).	Identified for Baseline Scenario
470_CANYON RD E (72 St E to Pioneer Wy E)	Widen and reconstruct roadway to provide additional lane(s).	Not carried forward to Level 1 Screening
446_CANYON RD E - NORTHERLY EXT (1,500 ft S/O Pioneer Wy E to 52 St E/62 Av E)	Construct new roadway and overcrossing at the BNSF tracks as part of the Canyon Rd E Northerly Extension corridor improvements.	Not carried forward to Level 1 Screening
694_STEWART AV E/66 AV E (Intersection)	Install traffic signal.	Not carried forward to Level 1 Screening
321_CANYON RD E - N EXT/BR #19204-H/52 ST E/70 AV E (52 St E/62 Av E to Puyallup River SR-167 to N Levee Rd E/70 Av E)	Construct new roadway and reconstruct existing roadway as part of the Canyon Rd E Northerly Extension corridor improvements. (Fife)	Not carried forward to Level 1 Screening
C29*_SR 410 HOV	SR 167 to Church Lake Road Sumner-Buckley Hwy. Construct high occupancy vehicle lanes. WSDOT project.	Not carried forward to Level 1 Screening
C24 (E18)*_SR 162	Orting City Limits to SR 410. Widen from 2 to 4 lanes from 128th Street E to SR 410; Add additional lanes, geometric and shoulder improvements. WSDOT project.	Not carried forward to Level 1 Screening
C13_176th Street E Extension	SR 161/176th Street E to City of Orting; New major arterial with nonmotorized facilities	Not carried forward to Level 1 Screening
AMCP1_Expanded capacity over the Puyallup River	Vicinity of the Calistoga Bridge Work with the City of Orting to either widen the Calistoga Bridge or develop a new crossing	Not carried forward to Level 1 Screening
F5_38th Ave E – 176th St E to 200th St E	Add turn lane, improve intersections, add paved shoulders, and add sidewalk on west side of road.	Not carried forward to Level 1 Screening
F6_38th Ave E – 200th St E to Wright Rd E	New road with sidewalks and paved shoulders.	Not carried forward to Level 1 Screening
F7_70th Ave E – 160th St E to 204th St E	New road with sidewalks and paved shoulders.	Not carried forward to Level 1 Screening
F8_74th Ave E – 182nd St E to 204th St E	New road with sidewalks and paved shoulders.	Not carried forward to Level 1 Screening
F10_78th Ave E – 176th St E to 204th St E	Add turn lane, improve intersections, add sidewalks and paved shoulders.	Not carried forward to Level 1 Screening
F11_86th Ave E – 152nd St E to 176th St E	New road with sidewalks and paved shoulders.	Not carried forward to Level 1 Screening
F13_160th St E – Canyon Rd E to 86th Ave E	Add lanes, sidewalks, and paved shoulders.	Not carried forward to Level 1 Screening
F20_200th St E/Knoble Rd E – 38thAve E to Canyon Rd E	Add turn lane, sidewalks, and paved shoulders (possible bike route).	Not carried forward to Level 1 Screening
F22_204th St E – Knoble Rd E to 78th Ave E	Add turn lane, sidewalks, and paved shoulders.	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
F23_208th St E – 22nd Ave E to 66th Ave E	Add turn lane and paved shoulders.	Not carried forward to Level 1 Screening
F25_Brookdale Rd E – Waller Rd E to 152nd St E	Add turn lane, sidewalks, and paved shoulders.	Not carried forward to Level 1 Screening
F26_Brookdale Rd E – 152nd St E to Canyon Rd E	Add turn lane, sidewalks, and paved shoulders.	Not carried forward to Level 1 Screening
F30_Eustis Hunt Rd E – 204th St E to 208th St E	Add turn lane, sidewalks, and paved shoulders.	Not carried forward to Level 1 Screening
F31_Military Rd E – 27th Ave E to Canyon Rd E	Add turn lane and paved shoulders or wide curb lanes (possible bike route).	Not carried forward to Level 1 Screening
F34_Waller Rd E – Brookdale Rd E to 176th St E	Add turn lane, sidewalks, and paved shoulders.	Not carried forward to Level 1 Screening
G3_70 Av E 204 St E to 224 St E	New 2-lane roadway	Not carried forward to Level 1 Screening
G5_122 Ave E/Orting Kapowsin Hwy Extension 185 St E to Orting Kapowsin	New arterial with curb, gutter, paved shoulders, sidewalks, bicycle facilities, & intersection improvements.	Not carried forward to Level 1 Screening
G7_224 St E SR 7 to SR 161	Widen to 4 or 5 lanes; geometric & intersection improvements, add pathway or sidewalks.	Not carried forward to Level 1 Screening
G10_Canyon Rd E South Extension 192 St E to 224 St E	New 5-lane arterial with paved shoulders & sidewalks or trail	Not carried forward to Level 1 Screening
G18_92 Ave E/192 St E 86 Ave E to 204 St E	New 3-lane connection, partially on existing roadways, convert entire route to a public road	Not carried forward to Level 1 Screening
G19_92 Ave E/204 St E 208 St E to SR 161	Add sidewalks and turn lanes. Install traffic control device at intersection of 92 Av E and 204 St E	Not carried forward to Level 1 Screening
G23_192 St E/194 St E 92 Ave E to 95 Ave E	New/Reconstructed 3-lane roadway	Not carried forward to Level 1 Screening
G24_200 St E SR 161 to Orting Kapowsin Hwy E	Add paved shoulders and turn lanes, widen lanes.	Not carried forward to Level 1 Screening
G34_G34 218 St E/98 Ave E/100 Ave E SR 161 at 218 St E to 224 St E at 98 Ave E and 100 Ave E	Construct new 3-lane roadways in commercial area with shared commercial access facilities	Not carried forward to Level 1 Screening
G40_30 Ave E 208 St E to 224 St E	New 2-lane roadway	Not carried forward to Level 1 Screening
G41_117 Ave E/118 Ave E 208 St E to 224 St E	New/Reconstructed 3-lane roadway with paved shoulders	Not carried forward to Level 1 Screening
G44_200 St E/146 Ave E Extension Orting-Kapowsin Hwy E to 204 St E/146 Ave E	New 2-lane roadway with paved shoulders	Not carried forward to Level 1 Screening
MC14_72nd St E Tacoma city limits to Woodland Avenue E	Upgrade design to current standards, add turn lanes at intersections, add center lanes where appropriate, and add paved shoulders	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
MC30_128th St E Canyon Rd E to Woodland Ave E	Upgrade design to current standards, add turn lanes at intersections if signalized, and add paved shoulders or sidewalks	Not carried forward to Level 1 Screening
MC52_Pioneer Way E Tacoma city limits to Woodland Ave E	Add through lanes, add center turn lanes where appropriate, and add paved shoulders where needed.	Not carried forward to Level 1 Screening
MC56_Portland Ave E 112th St E to SR-512	Add sidewalks, through lanes, and turn lanes at intersections.	Not carried forward to Level 1 Screening
MC57_SR-167 (River Road) (WSDOT) Tacoma city limits to Puyallup city limits	Safety improvements for head-on collisions and access control.	Not carried forward to Level 1 Screening
M34B_128th St E Woodland Ave E to SR-161	Reconstruct to road and drainage design standards, add turn lanes, and pedestrian and bicycle facilities.	Not carried forward to Level 1 Screening
C11B/M6_Shaw Rd E/Military Rd E/122nd Ave E 39th Ave E to Sunrise Parkway	Roadway widening, curb, gutter, sidewalks, bicycle facilities, intersection improvements. Note: Corridor strategy now in progress.	Not carried forward to Level 1 Screening
C14_94th Ave E 136th to 152nd St E	Turn lanes, shoulders, pedestrian, bicycle facilities, and additional lanes.	Not carried forward to Level 1 Screening
M39_136th St E 94th Ave E to 122nd Ave E	Roadway channelization, curb, gutter, sidewalk, and bicycle facilities.	Not carried forward to Level 1 Screening
M40_144th St E 86th Ave E to 122nd Ave E	Two lane roadway with sidewalks, bicycle facilities, and possible center turn lane.	Not carried forward to Level 1 Screening
M41_152nd St E 160th Ave E/74th Ave E to 156th St E/78th Ave E to 122nd Ave E	Widen from 2 to 4 lanes, channelization, curb, gutter, bicycle facilities, and sidewalks.	Not carried forward to Level 1 Screening
M42_160th St E Woodland Ave E to Meridian Ave E	Add additional lanes, pedestrian, and bicycle facilities.	Not carried forward to Level 1 Screening
M43_Woodland Ave ESR-512 to 160th St E	Provide center turn lane where appropriate, bicycle and pedestrian facilities, and access management strategies.	Not carried forward to Level 1 Screening
M46_47th Ave E(City of Puyallup project)Meridian Ave E to 110th Ave E	Construct new roadway, curb, gutter, and sidewalks.	Not carried forward to Level 1 Screening
M47_164th St E 110th Ave E to Sunrise Blvd/134th Ave E	Convert to public thoroughfare, widen from 2 to 4 lanes, and provide bicycle and pedestrian facilities.	Not carried forward to Level 1 Screening
M58_110th Ave E 152nd St E to Sunrise Blvd E	Roadway widening, from 2 to 4 lanes, and provide bicycle and pedestrian facilities.	Not carried forward to Level 1 Screening
32_ Meeker Street at Lincoln Avenue Compact Roundabout and Two-way Bike Facility on Meeker Street from Washington Avenue N to N Lincoln Avenue (Roundabout included in P-36 of the Comp Plan)	Construct a compact roundabout at the intersection of Lincoln Avenue N and W Meeker Street and separated two-way bike lanes on the south side of W Meeker St from Washington Avenue N to Lincoln Ave N. Provide separated one-way bike lane connections to the bike lanes on Lincoln Avenue N and W Smith Street.	Carried forward to Level 1 Screening
2016-067_Fruitland Ave; 31st Ave SW to 9th Ave SW	3 lanes with curb, gutter, sidewalk, bike lanes, and street lighting on both sides and a signal at Fruitland Ave/31st Ave SW intersection. (Begin with corridor planning).	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
43_W Meeker Street Road Diet from the Interurban Trail to S 6th Avenue and Intersection Improvements at S 6th Avenue	Reduce the number of travel lanes on W Meeker St from 4 lanes to 2 lanes plus Bicycle Level of Service Street (LTS) 1 bike lanes and construct pedestrian and bicycle improvements at the intersection with 6th Avenue.	Carried forward to Level 1 Screening
2016-062_9th St SW; 15th Ave SW to 31st Ave SW	3 lanes with curb, gutter, sidewalk, bike lanes, and street lighting on both sides and additional lane capacity at 31st Ave SW/9th St SW intersection. Scoping report recommended to more fully flush out design including RW needs.	Identified for Baseline Scenario
44_Kent Transit Center – Access, Mobility and Safety Improvements	This project will create an eastbound right-turn lane on E James Street to Railroad Avenue North extending from 1st Avenue North to Railroad Avenue N. This project will also extend the eastbound bicycle facility on James Street that currently terminates approaching the 1st Avenue N intersection. In addition, improved pedestrian facilities are planned along the north and south sides of E James Street, improving mobility and safety for these users.	Carried forward to Level 1 Screening
2015-002_31st Ave SW; Fruitland to 9th St SW	3 lanes with curb, gutter, sidewalk, bike lanes, and street lighting on both sides and additional lane capacity at 31st Ave SW/9th St SW intersection (Begin with corridor planning).	Not carried forward to Level 1 Screening
2016-068_Fruitland Ave; 31st Ave SW to S. City Limits	3 lanes with curb, gutter, sidewalk, bike lanes, and street lighting on both sides.	Not carried forward to Level 1 Screening
50_E Willis Street and Central Avenue S Intersection Improvements	Improve the intersection of E Willis Street and Central Avenue S to provide a right turn lane from southbound on Central Avenue South to westbound E Willis Street. Project includes sidewalk, curb and gutter replacement and improvements to traffic signal system. Although there are no bicycle facilities planned at the E Willis Street and Central Avenue S intersection, this project must be assessed with respect to the “complete streets” requirements.	Carried forward to Level 1 Screening
2014-070_Shaw Road Widening- Phase 4; (12th to 23rd)	5 lanes with curb, gutter, sidewalk, bike lane, and street lighting on both sides.	Not carried forward to Level 1 Screening
2016-061_43rd Ave SE; Meridian to 10th St SE	Roundabout or signal at 10th St SE and curb, gutter, sidewalk, and street lighting on north half of 43rd Ave SE + complete roadway to city standard from Meridian to 5th St w/meridian intersection improvements adding right turn lane.	Identified for Baseline Scenario
2016-060_Intersection Signal Control: Fruitland/31st Ave SW	New signal.	Identified for Baseline Scenario

Project Name	Project Description	Screening Results
16_New and Enhanced Pedestrian Crossings in the Downtown Regional Growth Center, in the Kent Manufacturing/Industrial Center (MIC), and along the Interurban Trail (P-15 (RRFB Only), P-24, P-37, P-59, P-68, P-82, P-83 in Comp Plan)	Seven new or improved crossing improvements at the following locations: 1) Install a rectangular rapid flashing beacon (RRFB) enhance crossing with median island at 4th Avenue N and W Harrison Street, 2) Rebuild the traffic signal and provide crossing improvements at James Street at the Interurban Trail, 3) Install a new raised midblock crossing and RRFB on Meeker Street between 6th Avenue and 4th Avenue, 4) Install crossing improvements on S 212th Street at Interurban Trail, 5) Install an RRFB on S 259th Street at the Interurban Trail, 6) Install crossing improvements and convert the pedestrian traffic signal to an RRFB on Smith Street at the Interurban Trail, and 7) Install pedestrian crossing signal and crossing improvements on Smith Street at Railroad Avenue N.	Carried forward to Level 1 Screening
2014-014_23rd Ave SE; Meridian to 9th St SE	3 lanes with curb, gutter, sidewalk, and street lighting and a signal at 7th St SE/23rd Ave SE intersection, + Bike lanes per Comp Plan.	Identified for Baseline Scenario
18_W Meeker Street Frontage from N Lincoln Avenue to the Interurban Trail	Construct Meet Me on Meeker Promenade frontage improvements with new sidewalk, amenity zone, pathway for 2-way bike traffic, buffer zone, and on-street parking on the south side of the street. The northside will be upgraded to the Meet Me on Meeker Design Standards. Also construct a raised intersection at 7th Avenue N and realign the Interurban Trail to cross at the intersection with an RRFB	Carried forward to Level 1 Screening
2016-034_Shaw Road Widening - Phase 2 (Manorwood Drive to 39th Ave SE)	3 lanes with curb, gutter, sidewalk, bike lane, and street lighting on both sides. Includes 39th Intersection Improvements and Signal Upgrades.	Identified for Baseline Scenario
49_W James Street/W Smith Street Pedestrian Improvements	The proposed project will improve the pedestrian and bicycling experience between the underutilized Kent/James Street Park & Ride and Kent Sounder Station. Improvements include pedestrian wayfinding, pedestrian lighting, and related safety improvements.	Carried forward to Level 1 Screening
P-22 - James St	Road Diet (4 to 3 lanes) with striped bike lanes from Washington Ave and the Interurban Trail including a traffic analysis prior to design	Carried forward to Level 1 Screening
P-23 - James St	Pedestrian improvements (pedestrian wayfinding, pedestrian lighting, and related safety improvements) from Lincoln Ave Park and Ride and Railroad Ave N	Carried forward to Level 1 Screening
P-25 - James St	Sidewalks (Both sides) from 1st Ave N and Railroad Ave N	Carried forward to Level 1 Screening
P-28 - Meeker St/Frager Rd	Sidewalks on north side of Meeker from SR 515 to Frager Rd and on Frager Rd from Meeker Street to the golf course crossing	Carried forward to Level 1 Screening
2016-056_7th St SE; 23rd Ave SE to 15th Ave SE	3 lanes with curb, gutter, sidewalk, and street lighting on both sides+ Bike lanes per Comp Plan.	Identified for Baseline Scenario
P-88 - Willis St	Sidewalk gaps across Union Pacific Railroad	Carried forward to Level 1 Screening
P-89 - Willis St	Construct pedestrian facility on north side from SR 181 and new Naden Avenue. Crossing improvements at the SR 167 SB off ramp and at the SR 167 NB on ramp	Carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
2014-022_WSU PH 2; Frontage Improvements Fruitland to West City Limits	4-5 lane re-build and a new signal at 7th Ave SW/Fruitland Ave intersection.	Identified for Baseline Scenario
11_Local Road Safety Plan – 2020 Highway Safety Improvement Program (HSIP) Award	Road diet on Meeker Street, Lincoln Avenue N, and W Smith Street from Washington Avenue to 4th Avenue N; and on 4th Avenue N from S 228th Street to W James Street. All three road diet projects will have a single travel lane in each direction, a two-way left-turn lane, and a bike lane in each direction.	Identified for Baseline Scenario
P-85 - Multiple Streets	Construct bicycle facilities to connect Earth Works Parks and Downtown (Titus across Senior Center to Kennebeck, Kennebeck from Senior Center to Meeker, Meeker from Kennebeck to Interurban)	Carried forward to Level 1 Screening
2016-055_7th St SE; 15th Ave SE to 12th Ave SE	3 lanes with curb, gutter, sidewalk, and street lighting on both sides + Bike lanes per Comp Plan.	Identified for Baseline Scenario
17_31st Ave SW WSDOT Bridge widening	Improve regional traffic flow [the expected City contribution covers street improvements associated with WSDOT's bridge widening project]	Not carried forward to Level 1 Screening
I-16_15th Street NW/SR 167 NB Ramps	The project will construct a new westbound right-turn pocket on 15th Street NW at the intersection with SR 167 northbound ramps. The widening is needed to improve the level of service and manage vehicle queues at the intersection.	Identified for Baseline Scenario
SR-18 at SR-167	Complete ramp from EB SR-18 to SB SR-167 and eliminate SR-18 access from West Valley Highway near Peasley Canyon.	Carried forward to Level 1 Screening
Green River Trail	This paved trail will be part of a regional recreational corridor. King County is the lead administrator of the project but will work in collaboration with the City for the portion of the trail in Auburn. The trail alignment will extend along the west bank of the Green River from S. 277th St., south to Brannan Park. From Brannan Park, the trail will then run south along M Street SE to 22nd Street NE, where it will turn east towards Dykstra Park. It will then cross the river at the Dykstra foot bridge to the east bank of the river. It will then parallel Green River Road and 104th Ave SE. Once across Lea Hill Road SE the trail will follow 104th PL. SE to the dead end. From the dead end the trail will follow the wooded bluff until it reaches a point opposite of Fenster Nature Park. At the alignment of 2nd St. SE the trail will cross at a future bridge location to the west side of the river and into Fenster Nature Park. The trail will continue south through the park and into the King County owned Auburn Narrows area where it will end near the intersection of Auburn Black Diamond Rd. and Green Valley Road.	Carried forward to Level 1 Screening
19_35th Ave SE widening and intersection improvements	Improve regional traffic flow	Not carried forward to Level 1 Screening
2016-066_Wildwood Park Drive	Shared use path on the west side.	Identified for Baseline Scenario

Project Name	Project Description	Screening Results
2016-032_Safe Routes to School-Wildwood Sidewalk Links- Phase 3 - 26th to 31st	Pervious concrete sidewalk and associated drainage and blending into adjacent grades TIB \$550,000 grant has been applied for in 2019.	Identified for Baseline Scenario
33_SR 167 and Valley Avenue E Interchange	SR 167 Extension to Valley Avenue E. New SR 167 Extension interchange at Valley Avenue E. Project is a stage of the SR 167/Puget Sound Gateway Corridor. City of Fife contribution = \$400,000. (WSDOT)	Carried forward to Level 1 Screening
8_Russell Road Pedestrian Improvements Phase 1 - Meeker Street to Hogan Park (South portion of P-56 in Comp Plan)	A continuous pedestrian facility will be constructed along Russell Road from Meeker Street to 700 feet north of Meeker Street. Sidewalk treatments will include a combination of asphalt path, concrete sidewalk, and curb separated sidewalk within the existing right-of-way.	Carried forward to Level 1 Screening
P-19 - E Canyon Dr	Construct protected bicycle facilities from Titus St and 97th Pl S	Carried forward to Level 1 Screening
P-20 - E Canyon Dr/SE 256th St	Construct bicycle facilities and fill sidewalk gaps from 97th Pl S and SE Kent-Kangley Rd	Carried forward to Level 1 Screening
P-26 - James St	HAWK/PHB pedestrian crossing signal between Jason Ave N and Prospect Ave	Carried forward to Level 1 Screening
21-21_Park Ave North Extension	The project will extend Park Ave N to the north of Logan Ave N, to provide access to Southport, PSE property and The Boeing Company. Improvements include the construction of a railroad crossing, signal improvements, utility improvements, illumination installation, underground utility relocation and landscaping. The project is funded by Local Revitalization Financing (LRF) and Developer contributions	Identified for Baseline Scenario
P-61 - SR 167 NB at S 212th St	Add overlap to NB right turn and optimize signal timing.	Carried forward to Level 1 Screening
P-84 - Multiple Streets	Plan pathway and construct bicycle facilities to connect the Interurban and Kent Station.	Carried forward to Level 1 Screening
INT-TSO20	Military Road S & S 342nd Street. Intersection improvement.	Carried forward to Level 1 Screening
INT-TSO20-4	Military Road S & 42nd Avenue S. Construct turn lanes.	Carried forward to Level 1 Screening
21-30_116th Ave SE Project Improvements	Widen roadway to provide a 3-lane roadway with bike lanes along 116th Ave SE and Edmonds Way SE, including new pavement, curb, gutter, sidewalk, street lights, traffic signals, storm drainage, channelization, and landscaping from Puget Drive SE to the southern City limits. Benson Hill Community Plan recommended improvements for a first phase, based on the neighborhood needs. The priority, cost and schedule for the phased improvements will be determined based on available funding.	Identified for Baseline Scenario
IPA-25	Military Road S & Street. 360th St. Intersection improvement.	Carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
PAC-6A_Milwaukee Boulevard Minor Widening - Phase III	The Phase III element of the Milwaukee Boulevard Minor Widening project will reconstruct 1,275 LF of existing pavement and construct minor widening between 3rd Avenue S to 5th Avenue S; construct 1,200 feet of new and replaced curb, gutter and sidewalks between 3rd Avenue SW and 5th Avenue SW; replace or construct 6 access ramps to meet current requirements; and replace or reconstruct approximately 12 driveway approaches to meet current standards for accessibility. Also included is stormwater improvements, using low impact development methods between 3rd Avenue S and 5th Avenue S.	Not carried forward to Level 1 Screening
5_BR #SUM1204-A/STEWART RD	Partnership project to construct a new City of Sumner bridge. (Pacific, Auburn, Sumner)	Identified for Baseline Scenario
759_MILWAUKEE AV E/VALLEY AV E (175' N/O, 300' S/O, 300' E/O and 300' W/O intersection)	Preserve the right-of-way for needed improvements to extend the turn lanes on all approaches and add two-way left turn lane on the west leg.	Not carried forward to Level 1 Screening
720_MILWAUKEE AV E/VALLEY AV E (Intersection)	Widen and reconstruct roadway to provide turn lane(s). Rebuild traffic signal.	Not carried forward to Level 1 Screening
21-38_Logan Ave North Project Improvements	Phase 1 (Cedar River Bridge to N 6th St) is complete. Phase 2 (N 6th St to Park Ave N) will add a NB lane, new curb, gutter, sidewalks (on the east side), landscaped buffer, and a pedestrian/bicycle trail (west side), streetlights, pedestrian scale illumination, crosswalks, channelization.	Not carried forward to Level 1 Screening
21-40_Monster Road SW/68th Ave S Roadway Improvements	Widen existing roadway to four lanes plus two-way-left-turn-lane where needed and bike lanes. Realign Beacon Coal Mine Road approach to intersection with the Monster Road SW roadway. Includes new roadway, curbs, sidewalk, drainage, street lighting, traffic signals, channelization, retaining walls and widening the existing bridge.	Not carried forward to Level 1 Screening
21-41_N 8th St Direct Access Ramps	This project would be part of the I405 Implementation Plan to achieve a successful Regional Bus Rapid Transit (BRT) network and improve transit service utilization.	Not carried forward to Level 1 Screening
21-25_SE 168th St Protected Bike Lanes	This project will construct protected bike lanes on SE 168th St between 108th Ave SE and 128th Ave SE.	Not carried forward to Level 1 Screening
21-54_Southport Pedestrian Connection	A pedestrian path underneath the BNSF trestle that connects into Southport. The repair/rebuild of the trestle, and other associated work, is funded by LRF which is programmed within the Park Ave N Extension project (TIP #21-21).	Identified for Baseline Scenario
18_North Meridian and 2nd Ave NE/River Road intersection improvements	Improve regional traffic flow	Carried forward to Level 1 Screening
2017-011_5th Ave SW and 4th Ave SE	Convert 5th Ave SW and 4th Ave SE into a bike boulevard using signage, pavement markings, and traffic calming measures.	Identified for Baseline Scenario
2017-012_7th Ave SW/SE	Add parking protected bike lane and buffered bike lane west of Meridian; add two 5' bike lanes east of Meridian.	Identified for Baseline Scenario
2017-014_7th St NW	Add sharrows between 5th Ave NW and Main St.	Identified for Baseline Scenario

Project Name	Project Description	Screening Results
2017-010_5th St SW/NW	Add protected bike lane on west side and buffered bike lane on east side.	Identified for Baseline Scenario
2017-015_5th St SE/7th St SE	Add shared use path on one side.	Identified for Baseline Scenario
2017-016_5th St NE/SE	Add sharrows through downtown corridor.	Identified for Baseline Scenario
1_Lake Washington Blvd/NE 44th St (May Creek Bridge to NE 48th St)	Widen arterial including upgraded pedestrian and bicycle facilities and new traffic signal.	Not carried forward to Level 1 Screening
3_Lake Washington Blvd (Park Ave N to Coulon Park Entrance)	Widen existing roadway to provide additional left turn lanes.	Not carried forward to Level 1 Screening
5_Houser Way N (from N 8th St to Lk Washington Blvd)	Convert Houser Way N to two-way operation including pedestrian and bicycle facilities.	Not carried forward to Level 1 Screening
9_Main Ave S/Bronson Way S Circulation (S 3rd St to Mill Ave S/ Bronson Way S)	Construct new northbound lane on Main Ave S and Bronson Way S and intersection modifications.	Not carried forward to Level 1 Screening
31_Puget Dr SE (Jones Pl SE to Edmonds Ave SE)	Widen existing 2-lane roadway to provide center two-way turn lane, as needed.	Not carried forward to Level 1 Screening
34_116th Ave SE/Edmonds Ave SE (Puget Dr SE to S 192nd St)	Widen arterial to provide a center two-way left turn lane and upgrade sidewalks, as needed. Modify traffic signals.	Not carried forward to Level 1 Screening
2017-013_Bike Lanes - West Stewart/23rd Ave NW to 7th Ave. NW & 4th St. NW/ West Stewart to River Road	Add protected bike lanes west of 7th St NW; add sharrows east of 7th St NW; add sharrows between River Road and the Riverwalk Trail.	Identified for Baseline Scenario
36_Monster Rd (Monster Rd SW/Oakesdale Ave SW to MLK Way/Sunset Blvd)	Widen to 4/5 lane arterial with pedestrian and bicycle facilities. Realign intersection of Beacon Coal Mine Rd. Joint project with King County.	Not carried forward to Level 1 Screening
2014-079_River Walk Trail Phase V; 1000 E. Main to Milwaukee Bridge	Fill in the trail gap between 5th Street NE and 9th Street NE along the river.	Identified for Baseline Scenario
21-32_Grady Way Overpass at Rainier Ave S	The project will be a coordinated effort between the City of Renton and WSDOT and will make the following improvements; provide grade separation of one eastbound and one westbound lane of Grady Way South over SR167, construct an additional right turn lane from eastbound Grady Way South to southbound SR 167, construct new curbs, gutters, storm drainage and sidewalk improvements and; install Transit Signal Priority through the intersection of SR 167 & Grady Way South. (WSDOT)	Carried forward to Level 1 Screening
I-405 Widening and High Occupancy Toll (HOT) Lanes (I-5 to Bellevue)	Add lanes to I-405 and convert existing HOV Lane to HOT lane. Modify Interchanges in Renton per I-405 Master Plan.	Not carried forward to Level 1 Screening
140th/132nd Ave SE (From SE Petrovitsky Rd to SE 240th St)	Provide continuity in the north/south corridor by capacity, operational, and safety improvements. Will add additional lanes in the south portion of the corridor.	Not carried forward to Level 1 Screening
MP-013_South Access Expressway	Airport Drive to SR 509 Extension. Construct limited access roadway to connect the south end of Sea-Tac Airport to the new SR 509 extension. (POS)	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
21-55_SW 27th Street/Strander Boulevard Connection	The project will provide a grade-separated crossing at the Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe (BNSF) railroad tracks. Bicycle and pedestrian connections will be provided to the Tukwila Station and the Interurban Trail. Phase 1 - Seg 2a - 2 lane roadway from Naches Ave SW to the Sounder Station, including a BNSF bridge has been completed. (Tukwila, Boeing, WSDOT, FMSIB, Sound Transit, Metro, Amtrak, BNSF, UPRR)	Carried forward to Level 1 Screening
MP-043.1_SR 509 Extension Phase 1	Des Moines Memorial Dr S to I-5. Construct new, full access control freeway, with tolls, to connect the existing SR 509 freeway terminus with 28th/24th Ave S and I-5. Phase 1 includes one lane each way, with truck climbing lanes, between S 188th St and 28th/24th Ave S. Two lanes each way are planned between 28th/24th Ave S and I-5. (WSDOT)	Identified for Baseline Scenario
MP-043.2_SR 509 Extension Phase 2	Des Moines Memorial Dr S to I-5. "Widen Phase 1 freeway to four lanes between S 188th St and 28th/24th Ave S. Complete interchange at S 200th St. Provide direct access connection to Sea-Tac Airport." (WSDOT)	Identified for Baseline Scenario
MP-067_SR 518/Des Moines Memorial Dr S Interchange Eastbound Off Ramp	SR 518 & Des Moines Memorial Dr S Burien is currently designing this first phase of improvements to the SR 518/Des Moines Memorial Dr Interchange. This phase includes construction of an off ramp from eastbound SR 518 to Des Moines Memorial Dr. Upgrade of multi-jurisdictional Lake To Sound separated trail should be included.	Not carried forward to Level 1 Screening
MP_068_SR 518/ Des Moines Memorial Dr Interchange Westbound On Ramp	SR 518 & Des Moines Memorial Dr S This project is the second phase of improvements to the SR 518/Des Moines Memorial Dr Interchange. This phase includes construction of an on ramp from Des Moines Memorial Dr to westbound SR 518. Upgrade of multi-jurisdictional Lake To Sound separated trail should be included. (WSDOT, Burien)	Not carried forward to Level 1 Screening
MP-70_ S 170th St Roundabout	The Port of Seattle is planning to construct a roundabout at the intersection of S 170th St and the driveways to the New Cell Phone Waiting Lot and the Doug Fox Rental Car Facility. (POS)	Not carried forward to Level 1 Screening
MP-071_South Link/ 28th Ave S	Terminal Dr/ Parking Garage to S 188th St. Construct new arterial connecting Sea-Tac Airport to S 188th St. Restrict southbound left turns at 28th Ave S/S 188th St to minimize eastbound queues; put signage up directing traffic to S 192nd St. Construct sidewalks on both sides of the roadways. May also include pedestrian improvements at S 188th St (extended pedestrian crossing time or no eastbound right turn on red). Includes shared bicycle facilities.	Not carried forward to Level 1 Screening
ST-033.1_SR 518 Off Ramp Adjustment	S 154th St & 32nd Ave S. Relocate the existing SR 518 westbound off ramp to align with 32nd Ave S (as part of 154th Station Area Plan). (WSDOT)	Not carried forward to Level 1 Screening
ST-033.2_S 154th St & International Blvd	S 154th St & International Blvd. Construct new SR 518 westbound off ramp to connect with south leg of S 154th St/International Blvd intersection for northbound and eastbound movements. (WSDOT)	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
21-17_Houser Way Intersection and Pedestrian Improvements	This project will fund construction of new curb, gutter and sidewalk (including curb extensions), driveway and ADA improvements along Houser Way between Williams Ave S and Wells Ave S.	Identified for Baseline Scenario
ST-133_ 34th Ave S	S 204th St to S 211th St In conjunction with the SR 509 extension, construct new 28 foot wide roadway with sidewalk on one side and sharrows. (WSDOT)	Not carried forward to Level 1 Screening
21-52_Lake to Sound (L2S) Trail	The Lake to Sound (L2S) Trail is a joint partnership between the cities of Renton, SeaTac, Tukwila, Burien, and Des Moines, in coordination with King County. The 17-mile L2S Trail will provide an east-west connection between the shoreline of Lake Washington (Renton) and the shoreline of Puget Sound (Des Moines). Phase A goes from Naches Ave SW (Renton) to Fort Dent Park (Tukwila). The length between Naches Ave SW and Mill Ave S are future phases	Carried forward to Level 1 Screening
13_Grady Way (Main Ave to Rainier Ave)	Reconfigure existing travel lanes to improve traffic operations and transit reliability.	Carried forward to Level 1 Screening
14_S 7th St (Rainier Ave S to Talbot Rd S)	Widen existing arterial and install traffic signal and additional lanes at intersection of S 7th St/Shattuck Ave.	Identified for Baseline Scenario
ST-044_ S 198th St	International Blvd to 28th/24th Ave S. Construct a new three lane roadway with sidewalks to provide an additional access point to the Aviation Business Center. Includes a roundabout at the intersection with 28th Ave S.	Identified for Baseline Scenario
ST-29_Des Moines Memorial Dr S	SR 518 to S 156th St. Reconstruct and widen road to include storm drainage, bicycle lanes, landscaping, street lighting, channelization, signal modification, paving, and modify the overhead utility lines. Install curb, gutter, and sidewalks (one side). This project is part of the Lake To Sound Trail.	Not carried forward to Level 1 Screening
ST-116_Military Rd S & S 160th St	International Blvd to S 166th St Reconstruct and widen to provide for drainage, bicycle lanes and pedestrian facilities, upgrade existing signals, channelization, street lighting, continuous left turn lane, and underground overhead utilities. Reconfigure the section between 24th Ave S and Military Rd S from four lanes to three lanes with a two way left turn lane, bicycle lanes, and a sidewalk on the north side.	Identified for Baseline Scenario
ST-160_S 200th St	28th/24th Ave S to Des Moines Creek Park Trail. Widen roadway to three lanes, including drainage, curb, gutter, sidewalks, and bicycle lanes.	Not carried forward to Level 1 Screening
ST-163_International Blvd	S 188th St to approximately 700 feet south of S 188th St. Extend northbound right turn lane when southwest corner properties redevelop.	Not carried forward to Level 1 Screening
ST-166_24th Ave S & S 208th St	Install traffic signal at new 24th Ave S intersection. This project is in conjunction with the 28th/24th Ave S extension project and would be done in partnership with Des Moines.	Not carried forward to Level 1 Screening
ST-132_ S 208th St	International Blvd east to SR 509 & SR 509 to 34th Ave S. In conjunction with the extension of SR 509, terminate roadway either side of SR 509. Widen roadway to principal arterial standards including construction of sidewalks on both sides on eastern portion and west cul-de-sac. Includes sharrows on eastern portion only. (WSDOT)	Not carried forward to Level 1 Screening
ST-134_ S 204th St	32nd Ave S to 34th Ave S. In conjunction with the SR 509 extension, widen roadway to 28 feet. Construct sidewalks on both sides. Shared roadway for bicycles. (WSDOT)	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
ST-029_ Des Moines Memorial Dr S	SR 518 to S 156th St. Reconstruct and widen road to include storm drainage, bicycle lanes, landscaping, street lighting, channelization, signal modification, paving, and modify the overhead utility lines. Install curb, gutter, and sidewalks (one side). This project is part of the Lake To Sound Trail.	Not carried forward to Level 1 Screening
ST-049_ Des Moines Memorial Dr S	S 156th St to SeaTac City Limits/SR 509. Reconstruct and widen road to include storm drainage, bicycle lanes, landscaping, street lighting, channelization, signal modification, paving, and modify the overhead utility lines. Install curb, gutter, and sidewalks (one side). This project connects to the Lake To Sound Trail.	Not carried forward to Level 1 Screening
ST-140_S 216th St	I-5 to 35th Ave S Reconstruct roadway, install drainage, curb, gutter, sharrows, and sidewalks, and underground utility lines.	Identified for Baseline Scenario
ST-161_S 200th St	International Blvd to Military Rd S. Reconfigure existing roadway to include one lane each direction, a two way left turn lane, and bicycle lanes.	Identified for Baseline Scenario
ST-015_34th Ave S	S 160th St to S 176th St. Reconstruct roadway to collector arterial standards. Construct drainage, curb, gutter, shared bicycle facilities, and sidewalks. Install traffic calming measures. Consider underground utility lines.	Identified for Baseline Scenario
ST-041_S 170th St	Military Rd S to 51st Ave S. Reconstruct roadway to collector arterial standards. Improvements include curb, gutter, sidewalk, shared bicycle facilities, storm drainage, landscaping, street lighting, channelization, paving, and undergrounding of utility lines.	Not carried forward to Level 1 Screening
ST-139_16th Ave S	S 188th St to S 192nd St. Reconstruct roadway, install drainage, curb, gutter, and sidewalks and underground utility lines.	Not carried forward to Level 1 Screening
ST-136_32nd Ave S	S 200th St to S 204th St. This is a City project in conjunction with the extension of SR 509. Install sidewalks, a shared bicycle facility, and neighborhood traffic calming measures.	Not carried forward to Level 1 Screening
ST-831_37th Ave S	S 166th St to S 172nd St. Construct new sidewalk on both sides of the street, with curb, gutter, storm drainage, retaining walls, and fencing.	Not carried forward to Level 1 Screening
ST-831_40th Ave S	S 166th St to S 170th St. Construct new sidewalk on both sides of the street, with curb, gutter, storm drainage, retaining walls, and fencing.	Not carried forward to Level 1 Screening
ST-832_32nd Ave S	S 188th St to S 192nd St. Construct new pedestrian facility.	Not carried forward to Level 1 Screening
ST-N10_ S 188th St	Military Rd S to 46th Ave S. Improve existing pedestrian facility.	Identified for Baseline Scenario
ST-N14_46th Ave S	S 188th St to Military Rd S. Construct new pedestrian facility and new shared bikeway.	Not carried forward to Level 1 Screening
ST-N3_38th Ave S/S 179th St	S 176th St to 42nd Ave S. Construct new shared bikeway.	Not carried forward to Level 1 Screening
ST-N4_42nd Ave S	S 176th St to S 188th St. Construct new shared bikeway.	Not carried forward to Level 1 Screening
ST-N8_S 188th St	28th Ave S to International Blvd. Construct new shared bikeway.	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
ST-N9_S 188th St	Existing SR 509 Ramps to Des Moines Memorial Dr S. Construct new shared bikeway.	Not carried forward to Level 1 Screening
ST-084_40th Ave S	S 170th St to S 176th St. Reconstruct roadway to provide for drainage and pedestrian facilities. Improvements could include curb, gutter, sidewalk, shared bicycle facilities, storm drainage, landscaping, street lighting, channelization, paving, signalizations, and undergrounding of utility lines.	Not carried forward to Level 1 Screening
ST-N11_32nd Ave S	S 166th St to S 170th St. Construct new pedestrian facility and undefined separated bicycle facility until dead end of 32nd Ave S. Construct new shared-use path from dead end to S 170th St.	Not carried forward to Level 1 Screening
ST-N12_35th Ave S	S 166th St to S 168th St. Improve existing pedestrian facility	Not carried forward to Level 1 Screening
ST-N13_37th Ave S	S 188th St to S 192nd St. Construct new shared bikeway.	Not carried forward to Level 1 Screening
ST-N5_46th Ave S	S 176th St to S 182nd St. Construct new shared bikeway.	Not carried forward to Level 1 Screening
ST-141_32nd Ave S	S 170th St to S 176th St. Reconstruct roadway, construct drainage, curb, gutter, sharrows, and sidewalks.	Identified for Baseline Scenario
ST-N16_S 188th St	International Blvd to Military Rd S. Construct new separated bikeway.	Not carried forward to Level 1 Screening
ST-N25_S 179th St	Military Rd S to 51st Ave S. Improve existing pedestrian facility.	Not carried forward to Level 1 Screening
ST-N35_32nd Ave S/S 198th St	S 200th St to Military Rd S. Construct new pedestrian facility and shared bikeway.	Not carried forward to Level 1 Screening
ST-N72_S 194th St	Angle Lake Park to 33rd Ave S. Construct new pedestrian facility and new shared bikeway.	Not carried forward to Level 1 Screening
ST-N74_Angle Lake Park	Southeast corner of park to International Blvd. Construct new shared use path.	Not carried forward to Level 1 Screening
ST-N75_S 202nd St /35th Ave S	32nd Ave S to S 198th St. Construct new pedestrian facility and new shared bikeway.	Not carried forward to Level 1 Screening
ST-N76_33rd Ave S	S 192nd St to S 194th St/Angle Lake Park. Construct new pedestrian facility and new shared bikeway.	Not carried forward to Level 1 Screening
ST-N77_S 202nd St	30th Ave S to 32nd Ave S. Construct new pedestrian facility.	Not carried forward to Level 1 Screening
ST-N18_28th Ave S	S 188th St to S 200th St. Construct new shared bikeway.	Not carried forward to Level 1 Screening
ST-N19_30th Ave S	S 200th St to S 204th St. Improve existing pedestrian facility and construct new separated bikeway on north half and new shared bikeway on southern half.	Not carried forward to Level 1 Screening
ST-N20_32nd Ave S	S 161st St/ International Blvd to S 166th St. Construct new shared bikeway.	Not carried forward to Level 1 Screening
ST-N21_51st Ave S	S 166th St to S 172nd St. Construct new shared bikeway from S 160th St to S 170th St and new pedestrian facility.	Not carried forward to Level 1 Screening
ST-N23_S 168th St	34th Ave S to Military Rd S. Improve existing pedestrian facility.	Not carried forward to Level 1 Screening
ST-N24_S 172nd St	32nd Ave S to 51st Ave S. Construct new pedestrian facility.	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
ST-N26_S 192nd St	International Blvd to 37th Ave S Improve existing pedestrian facility from International Blvd to 32nd Ave S and construct new shared bikeway.	Not carried forward to Level 1 Screening
ST-N27_S 204th St	28th Ave S to 32nd Ave S Construct new shared bikeway and improved pedestrian facility from 30th Ave S to 32nd Ave S.	Not carried forward to Level 1 Screening
ST-N31_28th Ave S	S 200th St to S 204th St. Construct new shared bikeway.	Not carried forward to Level 1 Screening
ST-N32_28th Ave S	S 205th St to S 208th St. Construct new separated bikeway.	Not carried forward to Level 1 Screening
ST-N34_32nd Ave S	S 176th St to S 180th Pl. Construct new separated bikeway and improved intermittent pedestrian facility.	Identified for Baseline Scenario
ST-N36_35th Ave S	S 192nd St to S 194th St. Construct new pedestrian facility.	Not carried forward to Level 1 Screening
ST-N37_36th Ave S	38th Ave S to S 188th St. Construct new separated bikeway.	Not carried forward to Level 1 Screening
ST-N38_39th Ave S	S 192nd St to S 194th St. Construct new pedestrian facility.	Not carried forward to Level 1 Screening
ST-N39_42nd Ave S	S 160th St to Military Rd. Construct new separated bikeway and improved pedestrian facility.	Identified for Baseline Scenario
ST-N41_Bow Lake Mobile Home Trail	32nd Ave S to 36th Ave S. Construct new shared use path.	Not carried forward to Level 1 Screening
ST-N42_Des Moines Memorial Dr S	S 188th St to 12th Ave S. Improve existing pedestrian facility.	Not carried forward to Level 1 Screening
ST-N43_Des Moines Memorial Dr S	West City Limits to 16th Ave S. Construct new separated bikeway and new pedestrian facility (NB 509 on ramp to 16th Ave S).	Not carried forward to Level 1 Screening
ST-N44_Military Rd S/S 187th Pl	Military Rd. S/ S 186th St to 46th Ave S/ S 188th St. Construct bicycle facility along Military Rd S south of S 186th St and construct new separated multi-use trail from Military Rd S to S 187th Pl to connect to 46th Ave S/S 188th St.	Not carried forward to Level 1 Screening
ST-N45_Military Rd S	South City Limits to Veterans Dr/ S 228th St. Improve existing pedestrian facility.	Not carried forward to Level 1 Screening
ST-N54_S 160th St	Air Cargo Rd to 42nd Ave S. Construct new separated bikeway and new pedestrian facility from Airport Expressway to International Blvd.	Not carried forward to Level 1 Screening
ST-N55_S 160th St	Military Rd S to 42nd Ave S. Construct new separated bikeway.	Not carried forward to Level 1 Screening
ST-N56_S 162nd St	34th Ave S to Military Rd S. Construct new pedestrian facility.	Not carried forward to Level 1 Screening
ST-N57_S 164th St	34th Ave S to Military Rd S. Construct new pedestrian facility.	Not carried forward to Level 1 Screening
ST-N58_S 166th St	International Blvd to 51st Ave S. New sidewalk construction, sidewalk reconstruction between 32nd and 37th. Undefined separated bikeway from International Blvd to 32nd Ave S and undefined shared bikeway from 32nd Ave S to 51st Ave S.	Not carried forward to Level 1 Screening
ST-N59_S 168th St	Military Rd S to 51st Ave S. Construct new pedestrian facility.	Not carried forward to Level 1 Screening
ST-N60_S 170th St	Airport Expressway Southbound Off Ramp to International Blvd. Construct new separated bikeway.	Not carried forward to Level 1 Screening
ST-N61_S 170th St	51st Ave S to 53rd Ave S. Improve existing pedestrian facility.	Not carried forward to Level 1 Screening
ST-N62_S 173rd St	32nd Ave S to Military Rd S. Construct new pedestrian facility.	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
ST-N63_S 175th St	32nd Ave S to 42nd Ln S. Improve existing pedestrian facility.	Not carried forward to Level 1 Screening
ST-N64_S 176th St	International Blvd to East City Limits Construct new separated bikeway.	Identified for Baseline Scenario
ST-N65_S 182nd St	36th Pl S to Military Rd S. Construct new separated bicycle facility 42nd Ave S to Military Rd S and improved pedestrian facility.	Not carried forward to Level 1 Screening
ST-N66_S 186th St	48th Ave S to Military Rd S. Improve existing pedestrian facility. Alternative would be S 184th St to connect to north end of Valley Ridge Park.	Not carried forward to Level 1 Screening
ST-N67_S 188th St	16th Ave S to West End of Tunnel. Construct new separated bikeway and new pedestrian facility.	Not carried forward to Level 1 Screening
ST-N68_S 192nd St	24th Ave S to 28th Ave S. Improve existing pedestrian facility.	Not carried forward to Level 1 Screening
ST-N69_S 192nd St	37th Ave S to 39th Ave S. Construct new pedestrian facility.	Not carried forward to Level 1 Screening
ST-N70_S 192nd St	28th Ave S to International Blvd. Construct new separated bikeway.	Not carried forward to Level 1 Screening
SR 167/SW 43rd St Interchange	Work with WSDOT to modify and increase capacity of SR 167/SW 43rd Street interchange including widening SW 43rd St/Carr Rd and interchange overcrossing.	Carried forward to Level 1 Screening
Tukwila Station Access with 156th St to 16th Ave S Link (156th St to 16th Ave S)	Construct new roadway with pedestrian facilities to pass under the BNSF and UP railroad tracks; connecting S 156th St in Tukwila to 16th Ave S in Renton.	Carried forward to Level 1 Screening
MP-064_I-5 Express Toll Lanes	Pierce County Line to I-405. Convert the existing High Occupancy Volume (HOV) lanes to High Occupancy Toll (HOT) lanes and develop second HOT lane using roadway shoulders. (WSDOT)	Not carried forward to Level 1 Screening
ST-018_ Military Rd S	S 188th St to I-5 south of S 200th St. Reconstruct and widen to provide for drainage, bicycle lanes and pedestrian facilities, upgrade existing signals, channelization, street lighting, continuous left turn lane, and underground overhead utilities.	Carried forward to Level 1 Screening
ST-N71_S 192nd St	8th Ave S to Des Moines Memorial Dr S. Improve existing pedestrian facility.	Not carried forward to Level 1 Screening
ST-N73_SR 509	Des Moines Memorial Dr S to Des Moines Memorial Dr S/ S 188th St. Construct new shared use path.	Not carried forward to Level 1 Screening
C7_162nd Ave. E Segment Extension	Construct new 2-lane roadway section with sidewalks 64th St. E to 60th St. E.	Not carried forward to Level 1 Screening
ST-031_ Military Road S	South City Limits to S 216th St. Reconstruct and widen to provide for drainage, bicycle lanes and pedestrian facilities, upgrade existing signals, channelization, street lighting, and underground overhead utilities. Construct left turn lanes, as necessary.	Carried forward to Level 1 Screening
ST-047_ Military Road S	S 208th St to S 216th St. Reconstruct and widen to provide for drainage, bicycle lanes and pedestrian facilities, upgrade existing signals, channelization, street lighting, and underground overhead utilities. Construct left turn lanes, as necessary.	Carried forward to Level 1 Screening
ST-112_ Military Road S	S 200th St to S 208th St. Reconstruct and widen to provide for drainage, bicycle lanes and pedestrian facilities, upgrade existing signals, channelization, street lighting, and underground overhead utilities. Construct left turn lanes, as necessary.	Carried forward to Level 1 Screening
R5.3_White River crossing	E Valley Hwy E to 142nd Ave E. Construct new road and bridge across White River.	Identified for Baseline Scenario

Project Name	Project Description	Screening Results
R6_E Valley Hwy E	Forest Canyon Rs E to northern city limits. Add turn lanes where needed.	Carried forward to Level 1 Screening
R7_E Valley Hwy E	Salmon Creek to Forest Canyon Rd E. Add turn lanes where needed.	Carried forward to Level 1 Screening
R44_Elm St E and Valley Ave/ E Valley Hwy E	Construct two new coordinated intersections.	Carried forward to Level 1 Screening
C8_162nd Ave. E Segment Extension	Construct new 2-lane roadway section with sidewalks. Parker Rd. E to 160th Ave. E	Not carried forward to Level 1 Screening
C9_164th Ave. Ct. E Segment Extension	Construct new 2-lane roadway section with sidewalks 160th Ave. E to Existing 164th Ave. Ct. E.	Not carried forward to Level 1 Screening
PWK-G0020_Puyallup Avenue Transit/ Complete Street Improvements Portland Ave to S C Street	This project utilizes complete street concepts, designs and constructs streetscape improvements, upgrades utilities, improves ADA access, reduces pavement width, and adds an HOV/Transit lane and bicycle facilities along the corridor.	Not carried forward to Level 1 Screening
\$PWE1-10003_East 64 th Street : Portland Ave to City limits (Phase 3)	This project will rehabilitate the roadway, add bike lanes, install and/or replace and widen sidewalks, and upgrade the stormwater system.	Not carried forward to Level 1 Screening
PWK-G0035_Portland Avenue Freight Access Improvements	Replacement of asphalt with concrete, rechannelization, new signal at SR509 off ramp, signal improvements & ITS, ADA improvements. Portland Ave bridge deck repairs as conditions warrant.	Not carried forward to Level 1 Screening
\$PWE3-01048_Tacoma Dome Link Extension Station Access Downtown, Tacoma Dome, East Tacoma	This project improves access to the Tacoma Dome and East Tacoma Link Station, including ADA access, pedestrian enhancements, new/improved bikeways, & connectivity to transit	Not carried forward to Level 1 Screening
\$PWKE-00001_East 31st Street Rehabilitation Project	This project will improve E. 31st St with asphalt paving, adding sidewalks, ADA improvements, landscaping, traffic calming, and stormwater improvements. The project includes Portland Ave & E. R St.	Not carried forward to Level 1 Screening
\$PWKE-00002_East 32nd Street Rehabilitation Project	This project will improve E 32nd St with asphalt paving, adding sidewalks, ADA improvements, landscaping, traffic calming, and stormwater improvements. The project includes Portland Ave and cul de sac.	Not carried forward to Level 1 Screening
11_S 38th St Corridor Improvement Project	A signal integration and coordination project and other ITS applications	Not carried forward to Level 1 Screening
23_E Portland Avenue Corridor Improvement Project	A signal integration and coordination project and other ITS applications	Not carried forward to Level 1 Screening
7_ Amtrak Station Pedestrian Bridge	Construct a grade-separated bridge to connect the new Amtrak station with the Sound Transit garage and the new passenger platform and lot near the Tacoma Dome.	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
24_ MLK Mixed Use Center Complete Sts Improvement Project	This project will implement the "Complete Streets" concept in the area anchored by our two major healthcare facilities. Improvements will include bike lanes, sidewalks, street bulb outs, transit improvements, signalization improvements, channelization, stormwater improvements, utilities and more to transform several arterial streets into a multimodal network that improves efficiency for all modes of transportation. The project will improve connections to the LINK Light Rail transit center and to the Tacoma Dome Station, (Regional Transit Center).	Not carried forward to Level 1 Screening
26_ Portland Ave	Bike Lane between Puyallup Ave - S 72nd St	Not carried forward to Level 1 Screening
29_ Puyallup Avenue Multimodal Corridor Project	Mid-term safety improvements, HCT corridor enhancements, access management strategies	Not carried forward to Level 1 Screening
31_ S 56th St - State to Pipeline Trail	Bike Lane between S State St - Pipeline Trail	Not carried forward to Level 1 Screening
32_ S 74th/72nd St Corridor Improvement Project	A signal integration and coordination project and other ITS applications	Not carried forward to Level 1 Screening
426_ Tideflats Area Fiber Optic Infrastructure	Construct initial ITS Infrastructure needed for basic information sharing among partners.	Not carried forward to Level 1 Screening
49_ E 11th St/Taylor Way	Bike Lane between SR 509 - Marine View Dr	Not carried forward to Level 1 Screening
59_ I-5 Tacoma/Pierce County HOV Program*	HOV lanes from SR-16 to 54th Avenue Interchange	Not carried forward to Level 1 Screening
67_ Puyallup Avenue Multimodal Corridor Project (Portland to Pacific)	The Puyallup Avenue project scope includes Pacific Avenue to Portland Avenue. The new road will be designed to reduce pavement area, add facilities for active lifestyles (such as bike lanes), rain gardens, and other boulevard treatments.	Not carried forward to Level 1 Screening
R46_ W Valley Hwy E	24th St E to Edgewood Dr E. Add tun and merge lanes where needed.	Carried forward to Level 1 Screening
51_ HCT Corridor - 38th St	Possible BRT/Light Rail/Streetcar service to connect Tacoma Mall with the 34th/Pacific neighborhood and the Portland Avenue area	Not carried forward to Level 1 Screening
52_ HCT Corridor - 48th St	Possible BRT or urban transit service improvements to connect Tacoma Mall with Portland Avenue area	Not carried forward to Level 1 Screening
55_ HCT Corridor - Port of Tacoma	Possible BRT/Light Rail/Streetcar service to connect Downtown Tacoma with the Port of Tacoma	Not carried forward to Level 1 Screening
56_ HCT Corridor - Portland Avenue	Possible BRT or urban transit service improvements to connect South Downtown Tacoma, Puyallup Tribal Center, S 72nd Street, Portland Ave. Business District. Includes Salishan neighborhood connection	Not carried forward to Level 1 Screening
79_ 64th St E - Portland Ave to Pacific Ave	As of 2014, this project consists of providing a fully improved 42' wide arterial street with "Complete Street" concepts. This will consist of a 10' common left turn lane, two 11' driving lanes, two 5' bike lanes, and two 7' combination sidewalks. Most, if not all, existing sidewalk will be replaced to ADA Standards. Streetlighting, storm drainage, and utility relocation will be provided, as necessary.	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
88_ E McKinley Ave	Bike Lane between 72nd - E D St	Not carried forward to Level 1 Screening
107_ S 64th St/E 64th St	Protected bicycle facilities between S Alaska St - Waller Rd	Not carried forward to Level 1 Screening
428_ At-Grade Rail Crossing CCTV	Add cameras to key existing at-grade rail crossings.	Not carried forward to Level 1 Screening
430_ Pacific Highway Signal Coordination	Update signal coordination for signals on priority corridors	Not carried forward to Level 1 Screening
429_ Tideflats Area Emergency Signal Preemption	Install signal preemption for existing signals on priority corridors.	Not carried forward to Level 1 Screening
307_ St Paul Avenue/ E 11th St intersection	Construct signal or roundabout	Not carried forward to Level 1 Screening
337_ St Paul Avenue/ Portland Avenue intersection	Construct signal	Not carried forward to Level 1 Screening
338_ Thorne Rd - Heavy Haul Improvements	Improved roadway	Not carried forward to Level 1 Screening
66_ Puyallup Ave	Bike Lane between Pacific Ave - City Line	Not carried forward to Level 1 Screening
90_ HCT Corridor - 56th St	Possible BRT or urban transit service improvements to connect South Tacoma with Portland Avenue area	Not carried forward to Level 1 Screening
83_ D St	Bicycle Boulevard between Tacoma Dome - McKinley Park	Not carried forward to Level 1 Screening
85_ Dome District to Puyallup Connection - Part 1	Bike Lane between River Road/Pioneer - Dome District	Not carried forward to Level 1 Screening
86_ Dome District to Puyallup Connection - Part 2	Bike Lane between River Road/Pioneer - Dome District	Not carried forward to Level 1 Screening
138_ McKinley Ave Stscape	This project will create an accessible and nonmotorized connection between the Dome District and McKinley Avenue Business District on McKinley Avenue. The project will include Complete Street elements such as continuous sidewalks, pedestrian crossings, landscaping, bike lanes, and possibly a retaining wall.	Not carried forward to Level 1 Screening
158_ S 72nd St - Lakewood to Gilreath St	Bike Lane between Lakewood Dr - E Gilreath St	Not carried forward to Level 1 Screening
176_ Portland Avenue/25th and 26th Sts	Add traffic signals	Not carried forward to Level 1 Screening
134_ E 29th St	Bicycle Boulevard between E L St - E T St	Not carried forward to Level 1 Screening
139_ McKinley Hill to Downtown Tacoma	Complete sidewalks	Not carried forward to Level 1 Screening
189_ E 34th St	Bike Lane between I-5 E Roosevelt Ave	Not carried forward to Level 1 Screening
190_ E 72nd St from Portland Ave to East City Limit	This project consists of a grind and overlay of the existing roadway, adding nonmotorized facilities, and streetscape improvements.	Not carried forward to Level 1 Screening
192_ E I St/E Wright Ave/E K St/Pipeline Rd	Bicycle Boulevard between McKinley Park - Pipeline Road Trail	Not carried forward to Level 1 Screening
229_ R St and E 40th St	Bike Lane between E Portland Ave - E 48th St	Not carried forward to Level 1 Screening
237_ S 43rd St/E E St/E 40th St	Bicycle Boulevard between A St - Portland Ave	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
308_ Upper Park St/E 29th St/E L St	Bicycle Boulevard between E 26th St - McKinley Park	Not carried forward to Level 1 Screening
246_ E 38th St	Bike Lane between A St - Portland Ave	Not carried forward to Level 1 Screening
118_ Dome District Multimodal Improvements	Potential projects include conversion of S 25th Street between East D Street and G Street, improved at-grade crossings with active gates and quiet zones and potential grade-separated pedestrian bridge. The bridge is also under project 15 in the Transit Category	Not carried forward to Level 1 Screening
191_ E D St/Puyallup Ave	Change signal phasing and add left turn pocket to SB approach	Not carried forward to Level 1 Screening
226_ Pipeline Road Trail - Phase 1	Shared-Use Path	Not carried forward to Level 1 Screening
248_ Portland Avenue/Puyallup Avenue intersection	Widen intersection with additional left turn/through lanes	Not carried forward to Level 1 Screening
293_ Pipeline Trail Connection	Shared-Use Path	Not carried forward to Level 1 Screening
258_ E 34th St. from E. M St. to McKinley Ave.	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage	Not carried forward to Level 1 Screening
296_ Railroad Crossings at E. 48th and E. 52nd	Improve roadway over railroad tracks	Not carried forward to Level 1 Screening
316_ E T St. from E. 32nd to E. 38th St.	Roadway Rehabilitation	Not carried forward to Level 1 Screening
326_ NE Tacoma Trail Network - SUP	Shared-Use Path	Not carried forward to Level 1 Screening
330_ PresRidge Trail	Shared-Use Path	Not carried forward to Level 1 Screening
42_SR 509 (East West Rd.)*	Overpass or shared-use path project as part of any WSDOT new or reconstruction project	Not carried forward to Level 1 Screening
340_E 31st St Rehab Project	The project will improve East 31st Street with asphalt paving, adding sidewalks, ADA ramp improvements, landscaped beds, bulb-out traffic calming measures, and stormwater improvements. The project area includes Portland Ave to East R Street. Utility adjustment or replacement may be required depending on the scope of road project and age/condition of existing utilities. Utility improvements not included in budget shown below	Not carried forward to Level 1 Screening
344_ E N St. from Morton to E. 35th St.	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage	Not carried forward to Level 1 Screening
345_ Fairbanks St. from E. L St. to Grandview Ave.	Roadway Rehabilitation	Not carried forward to Level 1 Screening
351_ Roosevelt Ave - Wright Ave to E 44th St	Improved roadway to arterial standards	Not carried forward to Level 1 Screening
444_ SR 509 Slip Ramps at D	The project will construct a half diamond interchange at East D Street and SR-509. An interchange justification report (IJR) is required for approval of the added access to SR-509. The project includes public/private partnerships that are developing. Project has been put on hold since majority of funding is based on Puyallup Tribal Terminal project which is on hold.	Not carried forward to Level 1 Screening
346_ Marshall Ave/ Port of Tacoma Rd	Add traffic signal	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
347_ Milwaukee Way/Marshall St	New signal	Not carried forward to Level 1 Screening
350_ Residential areas located just north of the intersections of E. 38th and Howe and E. 38th and K Sts	Install streetlights and pedestrian improvements, such as crosswalks	Not carried forward to Level 1 Screening
360_ E Fairbanks St - E McKinley to Roosevelt Ave	Improved roadway to arterial standards	Not carried forward to Level 1 Screening
336_ SR 509, Taylor Way, & 54th Ave Improvement	This project includes intersection improvements as identified by Blair Hylebos Terminal Redevelopment Plan (BHTRP), SSA/Puyallup Tribal Terminal, and Tideflats Area Transportation Study (TATS). Anticipated developer funding includes \$4.8M.	Not carried forward to Level 1 Screening
373_ E 34th St - E Portland to Roosevelt	Improved roadway to arterial standards	Not carried forward to Level 1 Screening
90310404_ Southcenter Blvd/65th Ave S Signal	Design and construct a traffic signal at the Southcenter Boulevard/65th Avenue S intersection.	Not carried forward to Level 1 Screening
90310405_ Andover Park E/Minkler Blvd Intersection *	Design and construct left turn lanes on Andover Park East and reconstruct traffic signal.	Identified for Baseline Scenario
99110405_ Andover Park East/Industry Dr Intersection *	Design and construct traffic signal with Andover Park East left turn lanes and crosswalks.	Identified for Baseline Scenario
98610403_ Strander Blvd Extension Phase 3	Design and construct arterial improvements for a new roadway extending Strander Blvd/SW 27th St from West Valley Highway to Naches Ave SW in the City of Renton. (Renton, Boeing, WSDOT, FMSIB, Sound Transit, Metro, Amtrak, BNSF, UPRR)	Carried forward to Level 1 Screening
98410407_ Minkler Blvd (Andover Park W - Southcenter Pkwy)	Widen Minkler Blvd from Andover Park West to Southcenter Parkway. Add third lane and curb, gutter, and sidewalk on the south side	Not carried forward to Level 1 Screening
98410408_ S 168 St (Southcenter Pkwy - Andover Park E)	Design and construct street providing additional east/west vehicle and pedestrian capacity.	Not carried forward to Level 1 Screening
90410406_ Southcenter Blvd Widening (I-5 - 61 Ave S Bridge)	Design and construct additional traffic lanes on Southcenter Blvd from I-5 to the 61st Ave S Bridge.	Not carried forward to Level 1 Screening
98410424_ S 180 St/Andover Pk W Intersection	Widen for north/south left turn lanes.	Not carried forward to Level 1 Screening
S 180th and Southcenter Parkway	Intersection Improvements.	Not carried forward to Level 1 Screening
S 180th and Andover Park West	Intersection Improvements.	Not carried forward to Level 1 Screening
Minkler and Andover Park West	Intersection Improvements.	Not carried forward to Level 1 Screening
Strander and West Valley Highway	Intersection Improvements.	Carried forward to Level 1 Screening
Extend Trek Drive westward to Andover Park West.	This will increase network connectivity and improve emergency response times.	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
New South 168th Street	The City will pursue the construction of a new street on the south side of the Tukwila Pond between Southcenter Parkway and Andover Park East. This new street should be designed to accommodate on street parking on the south side of the roadway, as well as bicycle lanes. This roadway should be constructed as the adjacent land areas to the south are redeveloped. This roadway will reduce the projected traffic congestion on Strander Boulevard and provide local access and appropriate streetscapes for the adjacent properties.	Not carried forward to Level 1 Screening
Extend Minkler Boulevard Across the Green River	Extend Minkler Boulevard from Industry Drive to West Valley Highway. The Southcenter area would benefit from additional connections to West Valley Highway over the Green River.	Not carried forward to Level 1 Screening
99310410_West Valley Hwy (I-405 - Strander Blvd)	Design and construct completion of seven lane sections of West Valley Hwy with curbs, gutters, storm drainage, lighting and traffic control, and a pedestrian activated signal near the Southcenter Pedestrian Bridge. Shared use path on west side of West Valley Highway from the pedestrian bridge to Longacres Way S	Identified for Baseline Scenario
90310404_S 144th St Bridge - Sidewalks	Design of pedestrian improvements to the S 144th Street bridge over I-5, to include structural, civil, environmental, and traffic design to obtain PS&E. Project will widen the existing pedestrian pathway on the bridge from three feet to six feet with a barrier to separate automobile and pedestrian traffic.	Identified for Baseline Scenario
90710405_TUC/TOD Pedestrian Improvements	Construct bike/pedestrian connection in phases between the Tukwila Urban Center (TUC) Transit Center and Tukwila Station in the Southcenter area's Transit Oriented Development (TOD) district.	Not carried forward to Level 1 Screening
91810403_Green River Trail Improvements	Construct a widened trail section between the west landing of the Southcenter Pedestrian Bridge and the shared use path on Christensen Road. Includes illumination, CCTV, and provides the fiber connection to the Pedestrian Bridge for operation of CCTV and communication to the light controllers and ped/bike counter.	Identified for Baseline Scenario
91130101_Lake to Sound Trail	Segment A of the regional Lake to Sound Trail that connects Lake Washington to Puget Sound. This project features trail construction and improvements between Fort Dent Park and Monster Rd in Renton. Future trail planned along Southcenter Blvd.	Identified for Baseline Scenario
Tacoma to Puyallup Regional Trail	Develop an off-street trail connecting Tacoma to Puyallup along the SR 167 Extension corridor	Identified for Baseline Scenario
SR 167 Extension	Extend SR 167 between SR 509 and the current terminus in Puyallup	Identified for Baseline Scenario
SR 167 Toll Equipment Upgrade Project	Upgrade the SR 167 toll equipment to be the same as the I-405 toll equipment, resulting in a continuous 50-mile I-405/SR 167 express toll lane system and a consistent customer experience in the express toll lanes	Identified for Baseline Scenario
SR 167: 516 to South 277th Street Southbound Auxiliary Lane Project	Construct an auxiliary lane on southbound SR 167 between SR 516 and South 277th Street in Kent	Identified for Baseline Scenario

Project Name	Project Description	Screening Results
SR 167 SB HOT Lane Extension	Current terminus to SR 410	Identified for Baseline Scenario
AUB-70_A Street Loop	The project will construct a new one-way (eastbound) roadway connection between A Street SW/S Division Street and A Street SE. The new intersection with A Street SE will allow an unsignalized right-turn movement onto southbound A Street SE, providing an alternative to the intersection of 3rd Street SE and A Street SE. The roadway will be constructed as a complete street, including curb, gutter, sidewalk, and street lighting, to accommodate non-motorized road users.	Identified for Baseline Scenario
WDNW-2016_SR 509/28th/24th Ave S to S 188th St - SR 509 Completion Stage 2	This project will widen SR 509 between 24th/28th Ave. S. and S. 188th St. and add toll lanes.	Identified for Baseline Scenario
WDNW-1124_SR 509/I-5 & SR 516 Interchange to 28th/24th Ave S. (SR 509 Completion Stage 1)	This project will construct a new four lane SR 509 from 28th/24th Ave S to its connection with I-5. The project will also construct a two lane southbound collector-distributor along I-5, reconstruct the SR 516 interchange into a diamond interchange, and provide a four-lane arterial roadway connection from Veteran's Drive to the future SR 509/I-5 off-ramp with a sidewalk on its south side. This is a multiyear project and the programming reflects the funds available within the span of the regional TIP.	Identified for Baseline Scenario
WDO-517_SR 162/Orville Rd E Intersection - Compact Roundabout	This intersection has been identified as an Intersection Analysis Location. Constructing a compact roundabout has the potential to reduce the frequency and severity of collisions and improve motorist safety. Construct compact roundabout.	Identified for Baseline Scenario
WDO-486_SR 162/SR 410 Interchange - Construct Roundabouts	Funds are provided for design and right-of-way for the SR 162/SR 410 intersection project. Construct two roundabouts.	Not carried forward to Level 1 Screening
WDO-410_SR 167/I-5 to SR 161 Stage 2	Construction of new four lane alignment on SR 167 between I-5 in Tacoma and SR 161 in Puyallup and includes new interchanges at SR 161 and Valley Avenue. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	Identified for Baseline Scenario
WDO-472_SR 167/I-5 to SR 509 - Stage 1A	Construction of new alignment of 70th Avenue over I-5 between 20th Street E. and SR 99.	Identified for Baseline Scenario
WDO-449_SR 167/I-5 to SR 509 - Stage 1B	Project will provide connection from I-5 to the Port of Tacoma Manufacturing/Industrial Center. Construction of new four-lane alignment on SR 167 between I-5 and SR 509 includes new interchanges at I-5, SR 509 and 54th Avenue. Work also includes replacing the 70th Avenue overpass at I5 with a four-lane alignment. This is a multiyear project and the programming reflects the funds available within the span of the regional TIP.	Identified for Baseline Scenario
SR 167 Corridor Planning Study - Option 2A	Add new NB general purpose lane from SR 18 to I-405; new SB general purpose lane from I-405 to 37th St SW	Carried forward to Level 1 Screening
SR 167 Corridor Planning Study - Option 2A	Add new NB auxiliary lane between S 180th St and I-405 and between S 277th and SR 516	Carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
SR 167 Corridor Planning Study - Option 2A	Add ramp meters where they are missing: 15th St SW (NB) and 24th St E (both directions)	Carried forward to Level 1 Screening
I-405 SB to SR 167 SB Direct Connection	Build a direct connection flyover from SB I-405 to SB SR 167 to replace existing loop ramp	Carried forward to Level 1 Screening
SR 167/SR 410/SR 512 Interchange Improvements	Reduce conflicts between weaving vehicles at the SR 167/SR 410/SR 512 interchange	Carried forward to Level 1 Screening
5551_Auburn Way S (SR-164) 32nd Street SE to City Limit	Widen Auburn Way S to accommodate two general purpose lanes in each direction, center turn lanes, access management medians, U-turns, curb, gutter, sidewalk, illumination, transit stop improvements, new traffic signals, Intelligent Transportation Systems, streetscape, and storm improvements.	Not carried forward to Level 1 Screening
5552_Auburn Way S (SR-164) Poplar to 32nd Street SE)	Widen Auburn Way S to accommodate two general purpose lanes in each direction, center turn lanes, access management medians, U-turns, curb, gutter, sidewalk, illumination, transit stop improvements, new traffic signals, Intelligent Transportation Systems, streetscape, and storm improvements	Not carried forward to Level 1 Screening
5553_M Street SE Corridor Improvements (8th St SE to Auburn Way S)	Widen M Street SE into a multi-lane arterial between 8th St SE and Auburn Way S. The project also includes the construction of a new traffic signal at the intersection with 12th St SE. This project will improve mobility and is tied to corridor development.	Not carried forward to Level 1 Screening
Fennel Creek Trail		Not carried forward to Level 1 Screening
62nd Avenue Pedestrian Bridge Over I-5		Not carried forward to Level 1 Screening
1563_212th Street BNSF Railroad Grade Separation	Construct grade separation at the Burlington Northern Santa Fe Railway mainline tracks at South 212th Street. The project will include the construction of a bridge; six-lane vehicle crossing; full width paving; concrete curbs, gutters, and sidewalks; a facility for bicycle travel; street lighting; utilities and appurtenances.	Carried forward to Level 1 Screening
2007_S 272nd St from Military to Pac Hwy	S 272nd St-Phase II (Pacific Hwy S to Military Rd S) - Major widening project. Add 2 HOV lanes and a center left-turn lane (including HOV, sidewalks and bike lanes).	Not carried forward to Level 1 Screening
I-5 Regional Trail		Not carried forward to Level 1 Screening
Kent-Des Moines Multimodal Transportation Hub		Not carried forward to Level 1 Screening
4551_140th/132nd Avenue SE	Provide continuity in the north/south corridor by capacity, operational, and safety improvements.	Not carried forward to Level 1 Screening
4034_Green River Trail - Phase 3	Design and construction of paved regional trail link between cities of Kent and Auburn.	Carried forward to Level 1 Screening
4035_Green River Trail - Phase 4	Acquisition, design, permitting, and construction of paved regional trail	Carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
5584_Interurban Trail (South) Redevelopment	Redevelopment of the existing Interurban Trail(South)from Green River Trail in the City of Tukwila to 3rd Avenue SW in the City of Pacific.	Carried forward to Level 1 Screening
2273_Soos Creek Trail, Phases 5 & 6	Design and construct a regional trail from SE 192nd Street to Cedar River Trail at SR169	Carried forward to Level 1 Screening
5622_122nd Avenue East	Widen existing 2 lane road to 4 lanes and provide curb, gutter, and sidewalks.	Carried forward to Level 1 Screening
522_224th St E	Widen the existing roadway to 3 lanes.	Not carried forward to Level 1 Screening
1473_72nd St E	This project will implement `Road Diet` principles by re-striping the existing 4 lane roadway to a 3 lane section and add new curb, gutter, and sidewalks.	Not carried forward to Level 1 Screening
5623_94th Avenue East, 152nd St E to 160th St E	Construct new 3 lane arterial with non-motorized facilities.	Not carried forward to Level 1 Screening
1474_96th St E	Widen existing roadway to 3 lanes and provide non-motorized facilities.	Not carried forward to Level 1 Screening
5704_Canyon Rd E Southerly Extension, 224th St E to 196th St E	This project improves and extends Canyon Rd E from 196th St E to 224th St E. The work will progress in phases. Phase one extends Canyon Rd E to 208th St E and will include a two-lane roadway plus a two-way-left-turn lane, sidewalk on one side of the road, traffic signal improvements, illumination, and stormwater treatment. Later phases will widen the road to a four-lane facility plus a two-way left-turn lane and extend Canyon Rd E further to 224th St E.	Not carried forward to Level 1 Screening
5625_Rhodes Lake Road East	Construct a new major principal arterial roadway with non-motorized facilities.	Not carried forward to Level 1 Screening
5512_Airport South Access Expressway	New construction of a two-lane, limited access arterial connecting the Airport drives system south to the planned extension of SR 509 to I-5. The project would relocate the existing south airport entrance at S 182nd Street to a new connection to the local roadway network at S. 188th Street and 28th Ave S.	Not carried forward to Level 1 Screening
5706_Renton Bus Rapid Transit (BRT) Improvements	New transit access road improvements from I-405 Exit 3 (Talbot Rd) to new South Renton Transit Center. Includes reconfiguration of Grady Way, Lake Avenue S and S Renton Village PI to accommodate transit.	Carried forward to Level 1 Screening
4466_West bound ramps Highway 410 and 166th Avenue E.	Reconstruct West bound on and off ramps to tie into 64th Street East.	Not carried forward to Level 1 Screening
5507_Trail To The Mountain	Construct a 44 mile shared use path following a lightly used City of Tacoma owned rail line from the Tacoma Dome Station to the entrance of Mt. Rainier.	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
4360_I-405 Corridor: I-405 @ I-5 Tukwila Interchange Improvements	Complete the I-405 Corridor Program Master Plan improvements, including: (a) Reconstruct the interchange ramps from eastbound SR 518 to northbound I-5 and southbound I-5; (b) reconstruct the interchange ramp from northbound I-5 to northbound I-405; (c) add new general purpose direct connector flyover ramps from southbound I-405 to southbound I-5 and from southbound I-5 to northbound I-405; (d) reconstruct the northbound I-5 mainline through the interchange; and (e) add HOV direct connector ramps between I-405 and I-5 in all directions.	Not carried forward to Level 1 Screening
4364_I-405 Corridor: I-5 to SR 167	Add new lanes in each direction to provide dual Express Toll Lanes (ETL). Rebuilds I-405 adding one lane NB and SB from I-5 to SR 181 resulting in 5 lanes (2 ETL, 2 General Purpose (GP) & 1 Auxiliary) in each direction in this section. Rebuilds I-405 adding one lane NB and SB from SR 181 to the SR 167 IC resulting in 5 lanes (2 ETL, 2 GP & 1 auxiliary) in each direction in this section. Add one lane NB & SB through the SR 167 interchange resulting in 2 ETL and 2 GP lanes in each direction. Rebuilds the Green River Crossing. Rebuilds the SR 181 interchange	Not carried forward to Level 1 Screening
4307_I-405 Corridor: SR 167 Interchange Area Improvements (Tier I)	Includes the following improvements: 1) construct half-diamond interchange at Lind Ave. SW; 2) construct frontage road connections in both directions from Lind Ave. SW to SR 515; and 3) construct general purpose flyover ramp connecting southbound I-405 to southbound SR 167.	Carried forward to Level 1 Screening
4314_I-405 Corridor: SR 167 Interchange Area Improvements (Tier II)	Complete I-405 Master Plan improvements including: (a) Add general purpose direct connector ramp from northbound SR 167 to southbound I-405; (b) Add HOV flyover direct connector ramps from northbound NB 167 to southbound I-405 and from northbound I-405 to southbound SR 167; (c) Add HOV direct access in vicinity of Rainier Avenue South; (d) Reconstruct I-405 between SR 167 and SR 169 resulting in 6 lanes (three general purpose lanes, two express toll lanes, and auxiliary lane) in each direction; (e) Reconstruct access to Renton Hill; (f) Reconstruct the bridge over the Cedar River and re-align and reconstruct the BNSF crossing over the Cedar River; and g) construct new direct access at the SR 181 interchange vicinity.	Carried forward to Level 1 Screening
5617_I-405 Corridor: SR 167 Interchange SR 181 to SR 167	Add one lane NB and SB between SR 181 and SR 167 resulting in 2 Express Toll Lanes and 3 General Purpose and 1 Auxiliary Lane in each direction.	Not carried forward to Level 1 Screening
4315_I-405 Corridor: SR 169 to I-90 Widening and Interchange Improvements	Add new lanes to provide three general purpose lanes and two express toll lanes in each direction. Includes interchange improvements and braided ramps between Coal Creek Parkway SE and I-90 and includes auxiliary lanes in select locations.	Not carried forward to Level 1 Screening
4091_I-5 @ 272nd Street Interchange	Reconstruct the S. 272nd Street interchange. Current concept is for a Single Point Urban Interchange, This project includes a flyer stop.	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
5535_-5 @ SR 18/SR 161 (Triangle) - phase 2	This project modifies the I-5/SR 18/SR 161 interchange by constructing a southbound Collector-Distributor lane from SB I-5 to the intersection of 359TH ST and 356TH St along SR 161 and makes other interchange modifications, to improve congestion and safety.	Not carried forward to Level 1 Screening
5325_SR 167: 15th St. NW to S. 180th St. Widening	Adds one general purpose lane in each direction with pedestrian and bicycle improvements.	Carried forward to Level 1 Screening
4310_SR 167: S. 180th St./SW 43rd St. to I-405 Widening	Add two lanes in the northbound direction and one lane in the southbound direction to provide four general purpose lanes and one HOV lane in each direction (or three general purpose lanes and two HOV lanes in each direction).	Carried forward to Level 1 Screening
5327_SR 169 Widening: 152nd Ave. SE to I-405	Widen from four to six lanes with pedestrian and bicycle improvements.	Not carried forward to Level 1 Screening
4214_SR 18: C St. SW to SR 164 Auxiliary Lanes	Add an auxiliary lane in each direction on SR 18 from C Street SW to SR 164 with pedestrian and bicycle improvements	Carried forward to Level 1 Screening
1613_ SR 509 Extension (with I-5), Phase 1	This project will construct a new four lane SR 509 from S. 188th St to its connection with I-5. The project will also construct a two lane southbound collector-distributor along I-5 to SR 516, reconstruct the SR 516 interchange into a diamond interchange and provide a connection to Veteran`s Drive. This project also constructs a NB Auxiliary lane between SR516/Veterans onramp and SR509 Off ramp. The project constructs a half diamond to the south to connect SR509 to 28/24th Ave S. Reconstruct the S 188th St Interchange into a half diamond to the north and construct a Southbound Auxiliary from SR516 down to S 272nd St.	Identified for Baseline Scenario
4429_ SR 509 Extension (with I-5), Phase 2	Widen the highway to six lanes between I-5 and S. 188th St. interchange. Complete the S. 188th St interchange to a full interchange and construct a half diamond interchange at S. 200th St to and from the north. This project also constructs NB and SB auxiliary lanes and collector-distributor lanes along I-5.	Identified for Baseline Scenario
5390_SR 518 @ SR 99 Interchange Improvements	Construct interchange improvements with pedestrian and bicycle improvements. May include new flyover ramps or turn movements.	Not carried forward to Level 1 Screening
4476_SR 518 at Des Moines Memorial Drive Interchange Phase II - Westbound Ramps	Reconstruct the existing half diamond interchange at Des Moines Memorial Drive. Phase 2 includes adding a westbound off- ramp from SR 518 to northbound SR 509 that diverges from SR 518 prior to the Des Moines Memorial Drive Interchange and an on-ramp from Des Moines Memorial Drive to westbound SR 518.	Not carried forward to Level 1 Screening
5344_ SR 161/36th to Vicinity 24th St E - Widen to 5 lanes	This section of SR 161 experiences congestion and mobility problems due to high traffic volumes. This project widens this section of SR 161 to a 5-lane roadway with 2 lanes of travel in each direction plus a center two-way left turn lane. When complete, motorists will benefit from reduced congestion, providing for the safe, efficient movement of freight, goods, and people.	Not carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
497_SR 162: SR 410 - 96th St E	Widen to 4 lanes with restricted median. Make operational improvements at the SR 410/SR 167 Interchange.	Not carried forward to Level 1 Screening
1652_ SR 167/410 to SR18 - NB Congestion Management	Current low cost interim solution for NB direction from SR 410 to SR 18. This section of SR 167 experiences severe congestion and operational problems due to high traffic volumes. By re-striping the existing roadway to create a NB HOV lane, installing lane control signing, CCTV cameras, data stations, ramp meters, variable message sign and illumination, this project will reduce congestion and improve motorist safety. This project will install cable median barrier and guardrail as part of the SR 167/SR 410 to SR 18 - Congestion Management project.	Carried forward to Level 1 Screening
5652_SR 167/SR 512 to 15th St SW - Core HOV	This section of SR 167 is experiencing congestion and is part of the HOV program. Widening the existing SR 167 roadway to provide HOV lanes from SR 512 to 15th St SW will reduce congestion and enhance motorist safety.	Carried forward to Level 1 Screening
1821_SR 512/94th Ave WB Ramps to SR 161 - Widening	Traffic is congested in this area. Widening the westbound off ramp to SR 161 to two lanes and widening SR 512/SR 161 Undercrossing from two to six lanes and extending the westbound climbing lane through the interchange to tie in with the westbound on-ramp from 94th Ave. SE to SR 512 will improve the flow of traffic.	Carried forward to Level 1 Screening
4243_SR 512/Meridian St to Pioneer Ave - Mobility	A combination of high volumes, interchange ramps, vertical and horizontal alignment may cause westbound traffic between SR 161 (Meridian) and SR 167 to be congested, particularly on the steep grade approaching SR 161 (Meridian). Special events at the Puyallup Fairgrounds can also increase traffic in this vicinity. Constructing eastbound and westbound auxiliary lanes from Meridian to Pioneer Way with two lane off-ramps at each interchange will improve mainline operations on SR 512 and will improve safety at this interchange.	Carried forward to Level 1 Screening
112_SR 704/Cross Base Highway - New Alignment (Stage two)	The limited east-west access and circuitous nature of the existing routes results in poor transportation system linkage to the growing areas of mid-Pierce County and creates additional congestion on the existing east-west corridors of SR 512 north of McChord Air Force Base and SR 510 south of Fort Lewis in Thurston County. This project will construct a new alignment between the Thorne Lane interchange at I-5 and the intersection of 176th Street and SR 7 in Spanaway to improve transportation system linkage and capacity between mid-Pierce County and destinations along the I-5 corridor for the efficient movement of people and goods.	Not carried forward to Level 1 Screening
1812_SR 99/I-5 Interchange - Fife	High volumes in one lane and a nearby signal system cause backups. Adding a southbound through lane on SR 99 will improve the flow of traffic.	Not carried forward to Level 1 Screening
MC 3218	New local route between Tukwila Int'l Blvd Station and Kenndale via Renton TC	Carried forward to Level 1 Screening
MC 3053	New local route between Normandy Park and Rainier Beach via Tukwila Int'l Blvd Station	Carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
MC 3054	New local route between Kent and Tukwila via Southcenter Pkwy	Carried forward to Level 1 Screening
MC 3055	New local route between East Hill/Meridian and SeaTac Airport via Kent	Carried forward to Level 1 Screening
MC 3061	New local route between Green River CC and Renton Highlands via 132nd Ave SE	Carried forward to Level 1 Screening
MC 3062	New local route between Black Diamond and Kent Station via Wilderness Village	Carried forward to Level 1 Screening
MC 3064	New local route between Twin Lakes and Des Moines via Federal Way TC	Carried forward to Level 1 Screening
MC 3068	New local route between Auburn Station and Sunset Park via Stuck	Carried forward to Level 1 Screening
MC 3069	New local route between Auburn Station and Angle Lake Station via Des Moines	Carried forward to Level 1 Screening
MC 3073	New local route between Fairwood and Newcastle via Renton TC	Carried forward to Level 1 Screening
MC 3099	New local route between Federal Way TC and Kent Station via Lakeland North	Carried forward to Level 1 Screening
MC 3162	New local route between Green River CC and Renton TC via Kent East Hill	Carried forward to Level 1 Screening
MC 3164	New local route between Seattle Children's South and Federal Way TC via Lake Geneva	Carried forward to Level 1 Screening
MC 3168	New local route between Pacific and Auburn Station via Algona	Carried forward to Level 1 Screening
MC 3221	New local route between Kent Station and The Landing via 84th Ave S/Lind Ave SW	Carried forward to Level 1 Screening
MC 3401	New local route between Tukwila Int'l Blvd Station and SODO via Georgetown	Carried forward to Level 1 Screening
MC 3403	New local route between Federal Way TC and Kent/Des Moines Station via Military Rd S/Pacific Hwy S	Carried forward to Level 1 Screening
MC 3995	New local route between Puyallup and Federal Way TC via Edgewood	Carried forward to Level 1 Screening
MC 3998	New local route between Renton TC and SeaTac Airport via Tukwila Station	Carried forward to Level 1 Screening
MC 3999	New local route between East Renton Highlands and Rainier Beach via Renton TC	Carried forward to Level 1 Screening
MC 2020	New express route between Snoqualmie and Auburn Station via Maple Valley	Carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
MC 2022	New express route between Issaquah and Renton Village via Renton TC	Carried forward to Level 1 Screening
MC 2028	New express route between Enumclaw and Auburn Station via SR164	Carried forward to Level 1 Screening
MC 2207	New express route between Federal Way TC and Seattle CBD via S 272nd St	Carried forward to Level 1 Screening
MC 2402	New express route between Seattle CBD and Auburn via SR 167	Carried forward to Level 1 Screening
MC 2614	New express route between Renton and Lower Queen Anne via Uptown	Carried forward to Level 1 Screening
MC 2615	New express route between Enumclaw and Renton Village via Maple Valley	Carried forward to Level 1 Screening
MC 1042	New frequent route between Alki and Tukwila via White Center	Carried forward to Level 1 Screening
MC 1046	New frequent route between Fairwood and Des Moines via SeaTac	Carried forward to Level 1 Screening
MC 1075	New frequent route between Renton Highlands and Rainier Beach via Renton	Carried forward to Level 1 Screening
MC 1088	New frequent route between Seattle CBD and Renton via Georgetown	Carried forward to Level 1 Screening
MC 1514	New frequent route between Covington and SeaTac via Kent	Carried forward to Level 1 Screening
MC 1515	New frequent route (RapidRide line) between Kent and Twin Lakes via Star Lakes	Carried forward to Level 1 Screening
MC 1030 RRC	New frequent route (RapidRide line) between Overlake and Renton via Eastgate	Carried forward to Level 1 Screening
MC 1033 RR (I Line)	New frequent route (RapidRide line) between Renton and Auburn via Kent	Identified for Baseline Scenario
MC 1047 RR	New frequent route (RapidRide line) between Rainier Beach and Federal Way via SeaTac	Carried forward to Level 1 Screening
MC 1048 RR (F Line)	New frequent route (RapidRide line) between Renton and Burien via Tukwila	Carried forward to Level 1 Screening
MC 1049 RRIC	New frequent route between Kent and Rainier Beach via Tukwila	Carried forward to Level 1 Screening
MC 1052 RRIC	New frequent route (RapidRide line) between Twin Lakes and Green River CC via Federal Way	Carried forward to Level 1 Screening
MC 1056 RRC	New frequent route (RapidRide line) between Highline CC and Green River CC via Kent	Carried forward to Level 1 Screening

Project Name	Project Description	Screening Results
Route 15: Ruston Express	Express route between Tacoma Dome Station and Point Defiance Ferry Terminal	Not carried forward to Level 1 Screening
Route 498: Fife - Auburn	Suburban route Fife TDLE LRT Station and Auburn Sounder Station	Carried forward to Level 1 Screening
Sounder South Capital Improvements Program	This project establishes a program of capital elements that would be used to meet growing demand for Sounder South. Access elements could include improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's Access Policy. Additional program elements include extending platforms to accommodate trains up to 10 cars in length, track and signal upgrades, and other related infrastructure to facilitate additional capacity.	Identified for Baseline Scenario
I-405 Bus Rapid Transit	This project establishes Bus Rapid Transit (BRT) from the Lynnwood Transit Center to the Burien Transit Center via I-405 and SR 518. The project relies on the I-405 express toll system where available, and Business Access Transit (BAT) lanes on SR 518 from Tukwila to Burien. Project elements include parking, station access improvements, and ten stations, including a new transit center in South Renton and new stations at Northeast 85th Street with BAT lanes extending toward Downtown Kirkland and at Northeast 44th Street in Renton.	Identified for Baseline Scenario
Kent/Des Moines To Federal Way Transit Center Light Rail	This project extends light rail south from Kent/Des Moines to Federal Way, with stations serving South 272nd Street and the Federal Way Transit Center. The scheduled opening from Angle Lake to Kent/Des Moines has been adjusted to open at the same time as the extension to Federal Way.	Identified for Baseline Scenario
Federal Way Transit Center To Tacoma Dome Light Rail	This project extends light rail from the Federal Way Transit Center to Tacoma via I-5 with four new stations in the south Federal Way, Fife and east Tacoma areas, and at the Tacoma Dome Station	Identified for Baseline Scenario
Proposed Bus on Shoulder Program: Opportunities along I-5, I-405, I-90, SR 518, and SR 167	This program provides opportunities for buses to use shoulders on freeway and state route facilities during periods of congestion in general traffic and/or HOV lanes. This program will require coordination and further study with transit partners, WSDOT, and Federal Highway Administration in order to determine locations that may be feasible.	Identified for Baseline Scenario
Capital Enhancements to Improve Bus Speed and Reliability between East Pierce County Cities and Sumner Sounder Station	This project provides capital improvements to facilitate the efficient flow of new and expanded bus connections to Sumner Station.	Identified for Baseline Scenario

Level 1 Screening

Table 2. Level 1 Projects and Strategies

Project Name	Context Notes	Results
13 Grady Way (Main Ave to Rainier Ave)	Improves transit access	Carried Forward (Recommended for Draft Scenario)
1563 212th Street BNSF Railroad Grade Separation	Improves freight access	Carried Forward (Recommended for Draft Scenario)
16 New and Enhanced Pedestrian Crossings in the Downtown Regional Growth Center, in the Kent Manufacturing/Industrial Center (MIC), and along the Interurban Trail (P-15 (RRFB Only), P-24, P-37, P-59, P-68, P-82, P-83 in Comp Plan)	Bundled into P-7; improves access to transit and closes sidewalk and crossing gaps	Carried Forward (Recommended for Draft Scenario)
17 New Traffic Signal on Washington Avenue S (SR 181) between W Meeker Street and Kent-Des Moines Road (SR 516) (P-94 in Comp Plan)	No notable benefit to travel on or access to SR 167	Eliminated (Not Recommended for Draft Scenario)
17 New Traffic Signal on Washington Avenue S (SR 181) between W Meeker Street and Kent-Des Moines Road (SR 516) (P-94 in Comp Plan)	Bundled into P-11; improves bottleneck parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
18 North Meridian and 2nd Ave NE/River Road intersection improvements	Improves access to RGC	Carried Forward (Recommended for Draft Scenario)
18 W Meeker Street Frontage from N Lincoln Avenue to the Interurban Trail	Bundled into P-9 Bicycle Connections; improves bicycle connection to community-identified destination	Carried Forward (Recommended for Draft Scenario)
19 Meeker Frontage Improvement from Kent Elementary School to Washington Avenue N and New Traffic Signal (P-32 & P-33 in Comp Plan)	Bundled into P-7; improves access to transit and closes sidewalk and crossing gaps	Carried Forward (Recommended for Draft Scenario)
21 Naden Avenue Improvements - Willis Street to Meeker Street	Improves active mode access within study area	Carried Forward (Recommended for Draft Scenario)
21-23 Renton Connector	Bundled into P-9 Bicycle Connections; improves bicycle connection to community-identified destination	Carried Forward (Recommended for Draft Scenario)
21-32 Grady Way Overpass at Rainier Ave S	Transit benefit	Carried Forward (Recommended for Draft Scenario)
21-36 Lind Ave SW Roadway Widening	Improves arterial parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
21-46 Rainier Ave N Corridor Project Improvements Phase 5	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
21-49 South Grady Way Multi-Modal Improvements	Improves transit access	Carried Forward (Recommended for Draft Scenario)
21-52 Lake to Sound (L2S) Trail	Improves bicycle access in RGC	Carried Forward (Recommended for Draft Scenario)
21-55 SW 27th Street/Strander Boulevard Connection	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
2273 Soos Creek Trail, Phases 5 & 6	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
25 Grady Way (Rainier Ave to West City Limits)	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
25 Miles of New Sidewalks	Improves active mode within 1 mile of SR 167	Carried Forward (Recommended for Draft Scenario)
26 Lind Ave SW (SW 16th St to SW 43rd St)	Improves bottleneck parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
27 SW 43rd St/Carr Rd (Lind Ave to Talbot Rd S)	Improves bottleneck near SR 167 ramp	Carried Forward (Recommended for Draft Scenario)
29 Talbot Rd (SW 43rd St to South City Limits)	Improves arterial parallel to SR 167; improves bicycle access parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
32 Meeker Street at Lincoln Avenue Compact Roundabout and Two-Way Bike Facility on Meeker Street from Washington Avenue N to N Lincoln Avenue (Roundabout included in P-36 of the Comp Plan)	Bundled into P-9 Bicycle Connections; improves bicycle connection to community-identified destination	Carried Forward (Recommended for Draft Scenario)
36 83rd Avenue S Sidewalks from S 228th Street to S 224th Street (P-65 in Comp Plan)	Bundled into P-7; improves access to transit and closes sidewalk and crossing gaps	Carried Forward (Recommended for Draft Scenario)
363 Overpass for SR-509 and E Alexander Ave Intersection	No notable benefit to travel on or access to SR 167	Eliminated (Not Recommended for Draft Scenario)
43 W Meeker Street Road Diet from the Interurban Trail to S 6th Avenue and Intersection Improvements at S 6th Avenue	Bundled into P-9 Bicycle Connections; improves bicycle connection to community-identified destination	Carried Forward (Recommended for Draft Scenario)
4307 I-405 Corridor: SR 167 Interchange Area Improvements (Tier I)	Improves bottleneck on SR 167	Carried Forward (Recommended for Draft Scenario)

Project Name	Context Notes	Results
4314 I-405 Corridor: SR 167 Interchange Area Improvements (Tier II)	High cost, part of I-405 program	Eliminated (Not Recommended for Draft Scenario)
44 Kent Transit Center – Access, Mobility and Safety Improvements	Bundled into P-7; improves access to transit and closes sidewalk and crossing gaps	Carried Forward (Recommended for Draft Scenario)
46 Russell Road Pedestrian Improvements Phase 2 - 700 feet north of Meeker Street to existing sidewalk 500 feet south of 240th Street/James Street (North portion of P-56 in Comp Plan)	Improves active mode access to trails	Carried Forward (Recommended for Draft Scenario)
49 W James Street/W Smith Street Pedestrian Improvements	Bundled into P-7; improves access to transit and closes sidewalk and crossing gaps	Carried Forward (Recommended for Draft Scenario)
5 Miles of New Sidewalks in RGCs	Improves active mode and transit access within RGCs	Carried Forward (Recommended for Draft Scenario)
5584 Interurban Trail (South) Redevelopment	Duplicate with ID 243	Eliminated (Not Recommended for Draft Scenario)
5584_Interurban Trail (South) Redevelopment	Active mode improvement parallel to SR 167; equity and access to transit benefits	Carried Forward (Recommended for Draft Scenario)
5622 122nd Avenue East	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
5625 Rhodes Lake Road East	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
5706 Renton Bus Rapid Transit (BRT) Improvements	Improves transit access	Carried Forward (Recommended for Draft Scenario)
8 Russell Road Pedestrian Improvements Phase 1 - Meeker Street to Hogan Park (South portion of P-56 in Comp Plan)	Bundled into P-7; improves access to transit and closes sidewalk and crossing gaps	Carried Forward (Recommended for Draft Scenario)
A7 Puyallup Street and Tacoma Avenue Intersection Improvements	Bundled into P-7; improves access to transit and closes sidewalk and crossing gaps	Carried Forward (Recommended for Draft Scenario)
Additional ETL in both directions of SR 167	Improves bottleneck on SR 167; improves transit and freight access; complete streets active mode improvements at reconstructed crossings and interchanges	Carried Forward (Recommended for Draft Scenario)
Additional GP in both directions of SR 167	Improves bottleneck on SR 167	Carried Forward (Recommended for Draft Scenario)
Additional lanes on SR 167 (5 lanes in each direction)	Environmental impacts (increased VMT); high cost	Eliminated (Not Recommended for Draft Scenario)
Arterial TSMO	Improves bottleneck parallel to SR 167; improves transit access	Carried Forward (Recommended for Draft Scenario)
Auburn Direct Access Ramp	Improves transit access; equity benefit; improves RGC access	Carried Forward (Recommended for Draft Scenario)
Benson Drive S/108th Avenue SE Shared Use Path	Bundled into P-9 Bicycle Connections; improves bicycle connection to community-identified destination	Carried Forward (Recommended for Draft Scenario)
Bicycle Connections	Improves bicycle access to community-identified destinations	Carried Forward (Recommended for Draft Scenario)
BNSF Yard Grade Separation	High cost; no notable benefit to travel on or across SR 167	Eliminated (Not Recommended for Draft Scenario)
C Street SW/15th Street SW Intersection Improvements	Improves bicycle and transit access, improves bottleneck parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
Complete SR 167/Valley Interchange	Improves freight access	Carried Forward (Recommended for Draft Scenario)
CP-15-6	No notable benefit to travel on or access to SR 167	Eliminated (Not Recommended for Draft Scenario)
CP-5	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
East Valley Road Shared Use Path	Combined and grouped with P-9 Bicycle Connections	Eliminated (Not Recommended for Draft Scenario)
Ellingson Interchange Improvements	Improves freight access; complete streets active mode improvements	Carried Forward (Recommended for Draft Scenario)
Expand Pierce Transit Service Area	Improves transit access	Carried Forward (Recommended for Draft Scenario)
Green River Trail	Improves active mode access within study area; parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
HCT: Route 402 S. Meridian /SR 161 Corridor	Improves transit access	Carried Forward (Recommended for Draft Scenario)
I-11 Auburn Way S/6th Street SE Intersection Improvements	Improves bottleneck parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
I-16 15th Street NW/SR 167 NB Ramps	Improves bottleneck near SR 167 ramp	Carried Forward (Recommended for Draft Scenario)
I-405 SB to SR 167 SB Direct Connection	High cost, part of I-405 program	Carried Forward (Recommended for Draft Scenario)

Project Name	Context Notes	Results
Intersection Improvements	Addresses traffic congestion on parallel arterial	Carried Forward (Recommended for Draft Scenario)
Interurban Trail and 37th Street NW Improvements	Improves trail access and crossings	Carried Forward (Recommended for Draft Scenario)
Interurban Trail Phase III - CIP Project #'s T-3 & P-1	Closes gap in regional trail	Carried Forward (Recommended for Draft Scenario)
INT-TSO20	Bundled into set of improvements for Military Road that was not advanced since there is limited benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
INT-TSO20-4	Bundled into set of improvements for Military Road that was not advanced since there is limited benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
INT-TSO20-9	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
IPA-25	Bundled into set of improvements for Military Road that was not advanced since there is limited benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
Kent Direct Access Ramp	Improves transit access; equity benefit; improves RGC access	Carried Forward (Recommended for Draft Scenario)
Low Income Toll Program	Improves equity and access to toll lanes	Carried Forward (Recommended for Draft Scenario)
M Street SE Corridor with Signal at 12th St SE	Improves bottleneck parallel to SR 167; improves transit access	Carried Forward (Recommended for Draft Scenario)
MC 1046	Improves transit access	Carried Forward (Recommended for Draft Scenario)
MC 1047 RR	Improves transit access but not proximate to SR 167; not likely to benefit SR 167 travel	Eliminated (Not Recommended for Draft Scenario)
MC 1049 RRIC	Improves transit access	Carried Forward (Recommended for Draft Scenario)
MC 1052 RRIC	Improves transit access	Carried Forward (Recommended for Draft Scenario)
MC 1056 RRC	Improves transit access	Carried Forward (Recommended for Draft Scenario)
MC 1514	Improves transit access	Carried Forward (Recommended for Draft Scenario)
MC 1515	Improves transit access	Carried Forward (Recommended for Draft Scenario)
MC 2020	Improves transit access but not proximate to SR 167; not likely to benefit SR 167 travel	Eliminated (Not Recommended for Draft Scenario)
MC 2028	Improves transit access but not proximate to SR 167; not likely to benefit SR 167 travel	Eliminated (Not Recommended for Draft Scenario)
	Improves transit access; equity benefit	Carried Forward (Recommended for Draft Scenario)
MC 2207	Improves transit access but not proximate to SR 167; not likely to benefit SR 167 travel	Eliminated (Not Recommended for Draft Scenario)
MC 2402	Improves transit access	Carried Forward (Recommended for Draft Scenario)
MC 2615	Improves transit access but not proximate to SR 167; not likely to benefit SR 167 travel	Eliminated (Not Recommended for Draft Scenario)
MC 3053	Improves transit access but not proximate to SR 167; not likely to benefit SR 167 travel	Eliminated (Not Recommended for Draft Scenario)
MC 3054	Improves transit access; equity benefit	Carried Forward (Recommended for Draft Scenario)
		Eliminated (Not Recommended for Draft Scenario)
MC 3055	Improves transit access	Carried Forward (Recommended for Draft Scenario)
MC 3061	Improves transit access	Carried Forward (Recommended for Draft Scenario)
MC 3062	Improves transit access	Eliminated (Not Recommended for Draft Scenario)
MC 3064	Improves transit access but not proximate to SR 167; not likely to benefit SR 167 travel	Eliminated (Not Recommended for Draft Scenario)
MC 3068	Improves transit access	Carried Forward (Recommended for Draft Scenario)
MC 3069	Improves transit access	Carried Forward (Recommended for Draft Scenario)
MC 3073	Improves transit access but not proximate to SR 167; not likely to benefit SR 167 travel	Eliminated (Not Recommended for Draft Scenario)

Project Name	Context Notes	Results
MC 3099	Improves transit access	Carried Forward (Recommended for Draft Scenario)
MC 3162	Improves transit access	Carried Forward (Recommended for Draft Scenario)
	Improves transit access; equity benefit	Carried Forward (Recommended for Draft Scenario)
MC 3164	Improves transit access but not proximate to SR 167; not likely to benefit SR 167 travel	Eliminated (Not Recommended for Draft Scenario)
MC 3168	Improves transit access	Carried Forward (Recommended for Draft Scenario)
MC 3218	Improves transit access but not proximate to SR 167; not likely to benefit SR 167 travel	Eliminated (Not Recommended for Draft Scenario)
MC 3221	Improves transit access	Carried Forward (Recommended for Draft Scenario)
MC 3403	Improves transit access but not proximate to SR 167; not likely to benefit SR 167 travel	Eliminated (Not Recommended for Draft Scenario)
Medium Duty Trucks in ETL	Improves freight access; supports working-wage jobs	Carried Forward (Recommended for Draft Scenario)
Meridian BAT Lanes	Improves transit access; equity benefit; arterial improvement parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
Midday Sounder Service	Improves transit access; equity benefit	Carried Forward (Recommended for Draft Scenario)
NB SR 167 Auxiliary Lane	Improves bottleneck on SR 167	Carried Forward (Recommended for Draft Scenario)
New Active Mode Connections over SR 167	Improves active mode within 1 mile of SR 167; closes gaps created by SR 167	Carried Forward (Recommended for Draft Scenario)
On-Demand Transit to MICs, Equity Priority Areas, and Transit hubs	Improves transit access; equity benefit	Carried Forward (Recommended for Draft Scenario)
P-1 - 100th Ave SE	Improves bicycle access parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
P-15 - 4th Ave N	Bundled into P-9 Bicycle Connections; improves bicycle connection to community-identified destination	Carried Forward (Recommended for Draft Scenario)
P-19 - E Canyon Dr	Bundled into P-9 Bicycle Connections; improves bicycle connection to community-identified destination	Carried Forward (Recommended for Draft Scenario)
P-2 - 100th Ave SE	Improves bicycle access parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
P-20 - E Canyon Dr/SE 256th St	Bundled into P-9 Bicycle Connections; improves bicycle connection to community-identified destination	Carried Forward (Recommended for Draft Scenario)
P-22 - James St	Bundled into P-7; improves access to transit and closes sidewalk and crossing gaps	Carried Forward (Recommended for Draft Scenario)
P-26 - James St	Transit access improvement	Carried Forward (Recommended for Draft Scenario)
P-27 - Meeker St at Kent-Des Moines Rd (SR 516)	No notable benefit to travel on or access to SR 167	Eliminated (Not Recommended for Draft Scenario)
P-28 - Meeker St/Frager Rd	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
P-3 - 108th Ave SE (SR 515) at SE 192nd St	Bundled into P-11; improves bottleneck parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
P-34 - Meeker St at Washington Ave N	Bundled into P-11; improves bottleneck parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
P-35 - Meeker St	Bundled into P-7; improves access to transit and closes sidewalk and crossing gaps	Carried Forward (Recommended for Draft Scenario)
P-38 - Military Rd	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
P-39 - Military Rd	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
P-4 - 108th Ave SE (SR 515) at SE 208th St	Bundled into P-11; improves bottleneck parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
P-40 - Military Rd	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
P-41 - Military Rd	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
P-43 - Military Rd	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
P-44 - Military Rd	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)

Project Name	Context Notes	Results
P-5 - 104th Ave SE (SR515) at SE 240th St	Bundled into P-11; improves bottleneck parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
P-58 - S 212th St	Bundled into P-7; improves access to transit and closes sidewalk and crossing gaps	Carried Forward (Recommended for Draft Scenario)
P-60 - S 212th St	Bundled into P-9 Bicycle Connections; improves bicycle connection to community-identified destination	Carried Forward (Recommended for Draft Scenario)
P-61 - SR 167 NB at S 212th St	Bundled into P-11; improves bottleneck parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
P-63 - S 228th St	Improves active mode access to trails	Carried Forward (Recommended for Draft Scenario)
P-64 - S 228th St at 64th Ave S Connector Trail	Bundled into P-9 Bicycle Connections; improves bicycle connection to community-identified destination	Carried Forward (Recommended for Draft Scenario)
P-84 - Multiple Streets	Bundled into P-7; improves access to transit and closes sidewalk and crossing gaps	Carried Forward (Recommended for Draft Scenario)
P-85 - Multiple Streets	Bundled into P-9 Bicycle Connections; improves bicycle connection to community-identified destination	Carried Forward (Recommended for Draft Scenario)
P-86 - West Valley Hwy (SR 181) at S 196th St	Bundled into P-11; improves bottleneck parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
P-87 - West Valley Hwy (SR 181) at S 212th St	Bundled into P-11; improves bottleneck parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
P-89 - Willis St	Duplicate with ID 212	Carried Forward (Recommended for Draft Scenario)
Pedestrian Accessibility Improvements	Bundled into P-7; improves access to transit and closes sidewalk and crossing gaps	Carried Forward (Recommended for Draft Scenario)
R Street Bypass	More than 1 mile from SR 167; high environmental and equity impacts	Eliminated (Not Recommended for Draft Scenario)
R18 Fryar Ave and Zehnder St	Bundled into P-7; improves access to transit and closes sidewalk and crossing gaps	Carried Forward (Recommended for Draft Scenario)
R20 Main St E and Parker Rd E	Bundled into P-7; improves access to transit and closes sidewalk and crossing gaps	Carried Forward (Recommended for Draft Scenario)
R-26 E Valley Highway Widening	Improves arterial parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
R44 Elm St E and Valley Ave/ E Valley Hwy E	Bundled into project 54; improves bottleneck parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
R46 W Valley Hwy E	Improves bottleneck parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
R-5 A Street NW, Phase 2 (W Main St to 3rd St NW)	Improves bottleneck parallel to SR 167; improves transit access	Carried Forward (Recommended for Draft Scenario)
R6 E Valley Hwy E	Improves bottleneck parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
R7 E Valley Hwy E	Improves bottleneck parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
Rainier/Grady Way Improvements	Duplicate with ID 46	Carried Forward (Recommended for Draft Scenario)
Rebuild 208th St Overpass of SR 167	Reduces active mode barrier caused by SR 167	Carried Forward (Recommended for Draft Scenario)
Route 498: Fife - Auburn	Improves transit access	Carried Forward (Recommended for Draft Scenario)
S 192nd St New Ped/Bike Crossing	Reduces active mode barrier caused by SR 167	Carried Forward (Recommended for Draft Scenario)
S 224th Street Extension 84th Avenue S to 108th Avenue SE	Improves active mode access within study area	Carried Forward (Recommended for Draft Scenario)
SB I-405 to SB I-5 bridge/lane	Not analyzed in initial projects and strategies list. New project from team to address congestion on downstream route	Carried Forward (Recommended for Draft Scenario)
SE Petrovitsky Road Shared Use Path	Bundled into P-9 Bicycle Connections; improves bicycle connection to community-identified destination	Carried Forward (Recommended for Draft Scenario)
SR 167/Central Ave (84th Ave S) interchange	Improves access to RGC and MIC for all modes	Carried Forward (Recommended for Draft Scenario)
SR 167 BRT	Improves transit access	Carried Forward (Recommended for Draft Scenario)
SR 167 Corridor Planning Study - Option 2A	High cost; high environmental impact; potential equity impact	Eliminated (Not Recommended for Draft Scenario)
	(blank)	Carried Forward (Recommended for Draft Scenario)
SR 167 Truck Only Lane	Improves freight access; improves bottleneck on SR 167	Carried Forward (Recommended for Draft Scenario)

Project Name	Context Notes	Results
SR 167/SR 18 Interchange	Improves bottleneck on SR 167; Improves freight access; complete streets active mode improvements	Carried Forward (Recommended for Draft Scenario)
SR 167/SR 410/SR 512 Interchange Improvements	Improves bottleneck on SR 167	Carried Forward (Recommended for Draft Scenario)
SR 167/SR 512 ETL Flyover Ramp	Improves bottleneck on SR 167; Improves freight access	Carried Forward (Recommended for Draft Scenario)
SR 167/SR 516/SR 181 interchange	Improves bottleneck on SR 167; improves multimodal access across SR 167	Carried Forward (Recommended for Draft Scenario)
SR 167/SW 43rd St Interchange	Improves bottleneck on SR 167; improves multimodal access across SR 167	Carried Forward (Recommended for Draft Scenario)
SR 169/140th Way SE	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
SR 18 to SR 164 Aux	Not analyzed in initial projects and strategies list. New project from team to address congestion on downstream route	Carried Forward (Recommended for Draft Scenario)
SR 512 Widen	Not analyzed in initial projects and strategies list. New project from team to address congestion on downstream route	Carried Forward (Recommended for Draft Scenario)
ST-018 Military Rd S	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
ST-031 Military Road S	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
ST-047 Military Road S	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
ST-112 Military Road S	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
Stewart/Jovita Interchange Improvements	Improves freight access; complete streets active mode improvements	Carried Forward (Recommended for Draft Scenario)
Strander and West Valley Highway	Improves freight access	Carried Forward (Recommended for Draft Scenario)
Sumner Direct Access Ramp	Improves transit access; equity benefit; improves RGC access	Carried Forward (Recommended for Draft Scenario)
Talbot Road S Bike Lanes	Bundled into P-9 Bicycle Connections; improves bicycle connection to community-identified destination	Carried Forward (Recommended for Draft Scenario)
Tukwila Station Access with 156th St to 16th Ave S Link (156th St to 16th Ave S)	More than 1 mile from SR 167; minimal benefit to SR 167	Eliminated (Not Recommended for Draft Scenario)
Variable Pricing All Lanes	Improves bottleneck on SR 167	Carried Forward (Recommended for Draft Scenario)
W Valley Highway	Improves arterial parallel to SR 167	Carried Forward (Recommended for Draft Scenario)
West Valley Hwy/Stewart Rd/Jovita Blvd	Improves bottleneck near SR 167 ramp	Carried Forward (Recommended for Draft Scenario)
White River Trail	Improves trail access and crossings	Carried Forward (Recommended for Draft Scenario)

Level 2a Screening

Table 3. Level 2a Projects and Strategies

Project Name	Draft Scenario Name	Context Notes	Results
13 Grady Way (Main Ave to Rainier Ave)	TSMO, Centers, ETL	Redundant with project 46, does not provide substantial additional benefit to SR 167	Eliminated (Not Recommended for Refined Scenario)
1563 212th Street BNSF Railroad Grade Separation	Centers	High cost project with limited benefit to SR 167; however it complements other SR 167 freight access projects well	Eliminated (Not Recommended for Refined Scenario)
16 New and Enhanced Pedestrian Crossings in the Downtown Regional Growth Center, in the Kent Manufacturing/Industrial Center (MIC), and along the Interurban Trail (P-15 (RRFB Only), P-24, P-37, P-59, P-68, P-82, P-83 in Comp Plan)	TSMO, Centers, ETL	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
18 North Meridian and 2nd Ave NE/River Road intersection improvements	Centers	Not advanced based on further study that include impacts of new capacity on SR 512 and reconfiguration of SR 167/Meridian Rd interchange	Eliminated (Not Recommended for Refined Scenario)
18 W Meeker Street Frontage from N Lincoln Avenue to the Interurban Trail	Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
19 Meeker Frontage Improvement from Kent Elementary School to Washington Avenue N and New Traffic Signal (P-32 & P-33 in Comp Plan)	Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
21 Naden Avenue Improvements - Willis Street to Meeker Street	Centers	Local roadway that could be constructed by redevelopment	Eliminated (Not Recommended for Refined Scenario)
21-23 Renton Connector	Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
21-32 Grady Way Overpass at Rainier Ave S	Centers, ETL	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
21-36 Lind Ave SW Roadway Widening	Strategic Capacity	This project is related to an I-405 Master Plan project and is not considered for SR 167	Eliminated (Not Recommended for Refined Scenario)
21-49 South Grady Way Multi-Modal Improvements	TSMO, Centers, ETL	Redundant with project 46	Eliminated (Not Recommended for Refined Scenario)
21-52 Lake to Sound (L2S) Trail	Centers	Not aligned with major travel patterns for SR 167	Eliminated (Not Recommended for Refined Scenario)
26 Lind Ave SW (SW 16th St to SW 43rd St)	Strategic Capacity	This project is related to an I-405 Master Plan project and is not considered for SR 167	Eliminated (Not Recommended for Refined Scenario)
27 SW 43rd St/Carr Rd (Lind Ave to Talbot Rd S)	Strategic Capacity	Bundled into project 162	Eliminated as Standalone
29 Talbot Rd (SW 43rd St to South City Limits)	TSMO	In low-density area, lower priority than other active mode projects	Eliminated (Not Recommended for Refined Scenario)
32 Meeker Street at Lincoln Avenue Compact Roundabout and Two-way Bike Facility on Meeker Street from Washington Avenue N to N Lincoln Avenue (Roundabout included in P-36 of the Comp Plan)	Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
36 83rd Avenue S Sidewalks from S 228th Street to S 224th Street (P-65 in Comp Plan)	Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
43 W Meeker Street Road Diet from the Interurban Trail to S 6th Avenue and Intersection Improvements at S 6th Avenue	Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
4307 I-405 Corridor: SR 167 Interchange Area Improvements (Tier I)	Strategic Capacity	This project is related to an I-405 Master Plan project and is not considered for SR 167	Eliminated (Not Recommended for Refined Scenario)
44 Kent Transit Center – Access, Mobility and Safety Improvements	TSMO, Centers, ETL	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
46 Russell Road Pedestrian Improvements Phase 2 - 700 feet north of Meeker Street to existing sidewalk 500 feet south of 240th Street/James Street (North portion of P-56 in Comp Plan)	Centers	Minimal benefit to SR 167 compared to other active mode projects because this parallels Green River Trail	Eliminated (Not Recommended for Refined Scenario)
49 W James Street/W Smith Street Pedestrian Improvements	Centers, ETL	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
5706 Renton Bus Rapid Transit (BRT) Improvements	ETL	Redundant with project 46	Eliminated (Not Recommended for Refined Scenario)
8 Russell Road Pedestrian Improvements Phase 1 - Meeker Street to Hogan Park (South portion of P-56 in Comp Plan)	Centers	Minimal benefit to SR 167 compared to other active mode projects because this parallels Green River Trail	Eliminated (Not Recommended for Refined Scenario)
A7 Puyallup Street and Tacoma Avenue Intersection Improvements	Centers	Not within an RGC and this minor project would not substantially influence traffic on SR 167	Eliminated (Not Recommended for Refined Scenario)
Additional ETL in both directions of SR 167	ETL	Can we add anything?	Carried Forward (Recommended for Refined Scenario)

Project Name	Draft Scenario Name	Context Notes	Results
Additional GP in both directions of SR 167	Strategic Capacity	Inconsistent with state goal to reduce VMT per capita	Eliminated (Not Recommended for Refined Scenario)
Auburn Direct Access Ramp	ETL	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
Benson Drive S/108th Avenue SE Shared Use Path	Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
C Street SW/15th Street SW Intersection Improvements	TSMO	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
Ellingson Interchange Improvements	Centers, Strategic Capacity	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
Expand Pierce Transit Service Area	TSMO, ETL	Not a priority of Pierce Transit	Eliminated (Not Recommended for Refined Scenario)
Green River Trail	Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
HCT: Route 402 S. Meridian /SR 161 Corridor	TSMO, Centers, ETL, Strategic Capacity	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
I-11 Auburn Way S/6th Street SE Intersection Improvements	Centers	Problem does not specifically address an mobility problem on SR 167 and would be best addressed by a comprehensive plan for SR 18	Eliminated (Not Recommended for Refined Scenario)
I-16 15th Street NW/SR 167 NB Ramps	Centers, Strategic Capacity	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
I-405 SB to SR 167 SB Direct Connection	Strategic Capacity	Not carried forward because it is in I-405 Master Plan	Eliminated (Not Recommended for Refined Scenario)
Intersection Improvements	TSMO	Not advanced because of constrained right of way and high capital and environmental costs.	Eliminated (Not Recommended for Refined Scenario)
Interurban Trail and 37th Street NW Improvements	Centers	Bundled into project 243 Interurban Trail redevelopment - CHRIS - This looks like it was carried forward into Level 2b instead of as part of ID 243. Change to remove 89 from Refined Scenarios since we are saying it is removed and combined as part of 243?	Eliminated as Standalone
Interurban Trail Phase III - CIP Project #'s T-3 & P-1	TSMO	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
Kent Direct Access Ramp	ETL	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
Low Income Toll Program	TSMO, Centers, ETL	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
M Street SE Corridor with Signal at 12th St SE	Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
MC 1046	TSMO, Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
MC 1049 RRIC	TSMO, Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
MC 1052 RRIC	TSMO, Centers, ETL, Strategic Capacity	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
MC 1056 RRC	TSMO, Centers, ETL, Strategic Capacity	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
MC 1514	TSMO, Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
MC 1515	TSMO, Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
MC 2402	Centers, ETL	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
MC 3055	TSMO, Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
MC 3061	TSMO	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
MC 3068	TSMO, Centers, ETL	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
MC 3069	TSMO, Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
MC 3162	TSMO	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
MC 3168	TSMO, Centers, ETL	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
MC 3221	TSMO	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
Midday Sounder Service	TSMO, Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)

Project Name	Draft Scenario Name	Context Notes	Results
NB SR 167 Auxiliary Lane	Centers, Strategic Capacity	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
P-1 - 100th Ave SE	TSMO	In low-density area, lower priority than other active mode projects	Eliminated (Not Recommended for Refined Scenario)
P-15 - 4th Ave N	TSMO, Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
P-19 - E Canyon Dr	Centers, ETL	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
P-2 - 100th Ave SE	TSMO	In low-density area, lower priority than other active mode projects	Eliminated (Not Recommended for Refined Scenario)
P-20 - E Canyon Dr/SE 256th St	Centers, ETL	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
P-22 - James St	Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
P-26 - James St	TSMO	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
P-3 - 108th Ave SE (SR 515) at SE 192nd St	TSMO	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
P-34 - Meeker St at Washington Ave N	Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
P-35 - Meeker St	Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
P-4 - 108th Ave SE (SR 515) at SE 208th St	TSMO	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
P-5 - 104th Ave SE (SR515) at SE 240th St	TSMO	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
P-58 - S 212th St	Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
P-60 - S 212th St	Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
P-61 - SR 167 NB at S 212th St	TSMO, Centers, ETL, Strategic Capacity	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
P-63 - S 228th St	Centers	Bundled into project 243 Interurban Trail redevelopment	Eliminated as Standalone
P-64 - S 228th St at 64th Ave S Connector Trail	TSMO, Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
P-85 - Multiple Streets	Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
P-86 - West Valley Hwy (SR 181) at S 196th St	TSMO, Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
P-87 - West Valley Hwy (SR 181) at S 212th St	TSMO, Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
P-89 - Willis St	Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
Pedestrian Accessibility Improvements	Centers, Strategic Capacity	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
R18 Fryar Ave and Zehnder St	Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
R20 Main St E and Parker Rd E	Centers	Not within an RGC and this minor project would not substantially influence traffic on SR 167	Eliminated (Not Recommended for Refined Scenario)
R-26 E Valley Highway Widening	TSMO	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
R44 Elm St E and Valley Ave/ E Valley Hwy E	TSMO	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
R46 W Valley Hwy E	TSMO	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
R-5 A Street NW, Phase 2 (W Main St to 3rd St NW)	Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
R6 E Valley Hwy E	TSMO	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
R7 E Valley Hwy E	TSMO	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
Rainier/Grady Way Improvements	TSMO, ETL	Redundant with project 46	Eliminated (Not Recommended for Refined Scenario)
Rebuild 208th St Overpass of SR 167	ETL, Strategic Capacity	Incorporated into project 218-a; second ETL	Eliminated (Not Recommended for Refined Scenario)
Route 498: Fife - Auburn	TSMO, Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)

Project Name	Draft Scenario Name	Context Notes	Results
S 192nd St New Ped/Bike Crossing	TSMO	Bundled into P-10; new active mode crossings of SR 167	Eliminated as Standalone
S 224th Street Extension 84th Avenue S to 108th Avenue SE	Centers	Not close enough to SR 167 or of a large enough scale to substantially change travel patterns	Eliminated (Not Recommended for Refined Scenario)
SE Petrovitsky Road Shared Use Path	Strategic Capacity	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
SR 167/Central Ave (84th Ave S) interchange	Centers, Strategic Capacity	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
SR 167 BRT	ETL	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
SR 167 Corridor Planning Study - Option 2A	TSMO, Centers, ETL, Strategic Capacity	Ramp meters are part of a baseline project or will be included in ETL or Truck lane project.	Eliminated (Not Recommended for Refined Scenario)
SR 167 Truck Only Lane	Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
SR 167/SR 18 Interchange	Strategic Capacity	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
SR 167/SR 410/SR 512 Interchange Improvements	Strategic Capacity	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
SR 167/SR 512 ETL Flyover Ramp	ETL	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
SR 167/SR 516/SR 181 interchange	Centers, Strategic Capacity	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
SR 167/SW 43rd St Interchange	Strategic Capacity	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
SR 18 to SR 164 Aux	Strategic Capacity	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
Stewart/Jovita Interchange Improvements	Centers, Strategic Capacity	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
Strander and West Valley Highway	TSMO	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
Sumner Direct Access Ramp	ETL	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
Talbot Road S Bike Lanes	TSMO	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
Variable Pricing All Lanes	TSMO	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
W Valley Highway	TSMO	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
West Valley Hwy/Stewart Rd/Jovita Blvd	Centers, Strategic Capacity	Can we add anything?	Carried Forward (Recommended for Refined Scenario)
White River Trail	Centers	Can we add anything?	Carried Forward (Recommended for Refined Scenario)

Level 2b Screening

Table 4. Level 2b Projects and Strategies

Project Name	Scenario Name	Context Notes	Results
21-32 Grady Way Overpass at Rainier Ave S	A, B, C	Improves transit access; reduces traffic congestion in RGC	Carried Forward
25 Miles of New Sidewalks	A	Not advanced because many of the sidewalk gaps identified outside of RGCs were in industrial areas that had low demand for walking.	Eliminated
5 Miles of New Sidewalks in RGCs	A, B, C	Improves pedestrian safety in the parts of the study area with the highest number of pedestrian crashes; supports regional land use strategy to add more housing and density to growth centers	Carried Forward
5584_Interurban Trail (South) Redevelopment	A, B, C	Active mode improvement parallel to SR 167; equity and access to transit benefits	Carried Forward
Additional ETL in both directions of SR 167	C	Eliminated in favor of project 218-a, which provides a larger benefit to transit and traffic congestion relief	Eliminated
	A, B	Improves transit and freight access; complete streets active mode improvements at reconstructed crossings and interchanges	Carried Forward
Arterial TSMO	A	Not advanced because of concerns from local agencies about drawing more traffic onto local streets; however, spot intersection improvements are included in Recommended Scenario	Eliminated
Auburn Direct Access Ramp	A, B, C	Improves transit access; equity benefit; improves RGC access	Carried Forward
Bicycle Connections	A, B, C	Closes gaps in bicycle network to destinations identified by the community as being important to connect to	Carried Forward
C Street SW/15th Street SW Intersection Improvements	A, B, C	Improves bicycle and transit access, improves bottleneck near SR 167 interchange	Carried Forward
Complete SR 167/Valley Interchange	A, B, C	Improves freight access in industrial area	Carried Forward
Ellingson Interchange Improvements	B, C	Improves freight access in industrial area; adds complete street improvements across SR 167	Carried Forward
Green River Trail	A, B, C	Combined with other regional trail projects in P-12; closes a gap in trail, improves access to Interurban Trail	Eliminated as Standalone
HCT: Route 402 S. Meridian /SR 161 Corridor	A, B, C	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward
I-16 15th Street NW/SR 167 NB Ramps	B	Improves bottleneck near SR 167 ramp	Carried Forward
Interurban Trail Phase III - CIP Project #'s T-3 & P-1	A, B, C	Aligned with equity community priority; provides active mode access improvements parallel to SR 167	Carried Forward
Kent Direct Access Ramp	A, B, C	Improves transit access; equity benefit; improves RGC access	Carried Forward
Low Income Toll Program	A, B, C	Improves access to ETLs for low-income people; aligned with EAC feedback	Carried Forward
M Street SE Corridor with Signal at 12th St SE	A	Eliminated because of concerns from local agencies about increasing traffic on local roads	Eliminated
MC 1046	A, B, C	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward
MC 1049 RRIC	A, B, C	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward
MC 1052 RRIC	A, B, C	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward
MC 1056 RRC	A, B, C	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward
MC 1514	A	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward
MC 1515	A	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward
MC 2028	A, B, C	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward
MC 2402	B	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward

Project Name	Scenario Name	Context Notes	Results
MC 3054	A	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward
MC 3055	A	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward
MC 3061	A	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward
MC 3068	A, B, C	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward
MC 3069	A	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward
MC 3099	A	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward
MC 3162	A	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward
MC 3168	A, B, C	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward
MC 3221	A, B, C	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward
Medium Duty Trucks in ETL	A, B, C	Improved freight travel time reliability.	Carried Forward
Meridian BAT Lanes	A	Improves transit speed and reliability; closes gap in complete street infrastructure	Carried Forward
Midday Sounder Service	A, B, C	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward
NB SR 167 Auxiliary Lane	A, B, C	Improves bottleneck on SR 167	Carried Forward
New Active Mode Connections over SR 167	A	Not advanced because WSDOT's complete streets initiative will improve existing crossings an evaluation of segments of SR 167 where there was no crossing for at least 1.5 miles were all industrial with few destinations to connect to	Eliminated
On-Demand Transit to MICs, Equity Priority Areas, and Transit hubs	A, B, C	This strategy effectively delivers transit access to areas that do not have density to support fixed route transit or are not within an existing transit district.	Carried Forward
P-26 - James St	A, B, C	Improves access to transit to major transit hub	Carried Forward
P-3 - 108th Ave SE (SR 515) at SE 192nd St	A	Eliminated because of concerns from local agencies about increasing traffic on local roads	Eliminated
P-4 - 108th Ave SE (SR 515) at SE 208th St	A	Eliminated because of concerns from local agencies about increasing traffic on local roads	Eliminated
P-5 - 104th Ave SE (SR515) at SE 240th St	A	Eliminated because of concerns from local agencies about increasing traffic on local roads	Eliminated
P-61 - SR 167 NB at S 212th St	A, B, C	Small project that has less-direct benefit to MIC compared to interchange improvements at 84th Ave/Central Ave	Eliminated
P-86 - West Valley Hwy (SR 181) at S 196th St	A	Eliminated because of concerns from local agencies about increasing traffic on local roads	Eliminated
P-87 - West Valley Hwy (SR 181) at S 212th St	A	Eliminated because of concerns from local agencies about increasing traffic on local roads	Eliminated
R18 Fryar Ave and Zehnder St	A, B	Improves freight access in industrial area	Carried Forward
R-26 E Valley Highway Widening	A	Combined with other East Valley Highway Projects; addresses a gap in complete streets infrastructure	Eliminated as Standalone
R44 Elm St E and Valley Ave/ E Valley Hwy E	A	Combined with other East Valley Highway Projects; addresses a gap in complete streets infrastructure	Eliminated as Standalone
R46 W Valley Hwy E	A	Combined with other West Valley Highway Projects; addresses a gap in complete streets infrastructure	Eliminated as Standalone
R-5 A Street NW, Phase 2 (W Main St to 3rd St NW)	A	Eliminated because of concerns from local agencies about increasing traffic on local roads	Eliminated
R6 E Valley Hwy E	A	Combined with other East Valley Highway Projects; addresses a gap in complete streets infrastructure	Eliminated as Standalone
R7 E Valley Hwy E	A	Combined with other East Valley Highway Projects; addresses a gap in complete streets infrastructure	Eliminated as Standalone

Project Name	Scenario Name	Context Notes	Results
Regional Trail Improvements	A, B, C	Closes gaps in regional trail network and provides connections to Interurban Trail.	Carried Forward
Route 498: Fife - Auburn	A	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward
SR 167/Central Ave (84th Ave S) interchange	B, C	Adds complete streets improvements across SR 167; helps address bottleneck at SR 167 interchange; improves freight access to MIC	Carried Forward
SR 167 BRT	A, C	Improves transit frequency and coverage, enhances access to jobs (equity metric), increases total hours of transit service (equity metric)	Carried Forward
SR 167 Truck Only Lane	C	Provides less overall benefit than project 218 but with similar environmental impacts and cost	Eliminated
SR 167/SR 18 Interchange	C	Improves bottleneck on SR 167; Improves freight access; complete streets active mode improvements	Carried Forward
SR 167/SR 18 Interchange	B	Not advanced because of concerns about cost, environmental impact, and property impact	Eliminated
SR 167/SR 18 Interchange	A	Not advanced because it is not as effective as Project 225-b at addressing freight mobility	Eliminated
SR 167/SR 410/SR 512 Interchange Improvements	A, C	Modeling indicated that project 237 provided similar benefits at a likely lower cost and environmental impact	Eliminated
SR 167/SR 512 ETL Flyover Ramp	B	Reduces traffic congestion and improves freight travel time reliability on SR 167	Carried Forward
SR 167/SR 516/SR 181 interchange	A, B, C	Adds complete streets improvements across SR 167	Carried Forward
SR 167/SW 43rd St Interchange	B	Strong support from agency partner and from EAC given access to health care facilities. Benefits to all modes.	Carried Forward
SR 18 to SR 164 Aux	A, B, C	Improves bottleneck on route downstream of SR 167	Carried Forward
Stewart/Jovita Interchange Improvements	B, C	Improves freight access in industrial area; adds complete street improvements across SR 167	Carried Forward
Strander and West Valley Highway	A	Modeling did not indicate that this project had a benefit on freight or vehicle mobility for SR 167	Eliminated
Sumner Direct Access Ramp	A, B	Improves transit access; equity benefit; improves countywide access	Carried Forward
W Valley Highway	A	Combined with other West Valley Highway Projects; addresses a gap in complete streets infrastructure	Eliminated as Standalone
West Valley Hwy/Stewart Rd/Jovita Blvd	B, C	Addresses bottleneck at SR 167 interchange	Carried Forward
White River Trail	A	Combined with other regional trail projects in P-12; closes a gap in trail, improves access to Interurban Trail	Eliminated as Standalone

Baseline Scenario

Table 5. Baseline Scenario

Project Name	Description	Type
11 Local Road Safety Plan – 2020 Highway Safety Improvement Program (HSIP) Award	Road diet on Meeker Street, Lincoln Avenue N, and W Smith Street from Washington Avenue to 4th Avenue N; and on 4th Avenue N from S 228th Street to W James Street. All three road diet projects will have a single travel lane in each direction, a two-way left-turn lane, and a bike lane in each direction.	Auxiliary Lane
13 Meeker Street and 64th Avenue S - Intersection Improvements (P-30 in Comp Plan)	Intersection reconstruction, curb bulb-outs and bus bulb-outs to decrease the pedestrian crossing distance and decrease transit board time. The project includes bus stop improvements on the north and south side of W Meeker Street east of 64th Avenue S, and signal improvements including transit signal priority.	Local Roadway
NA West Valley Highway Reconstruction (County Line Rd. to Jovita Blvd)	County Line Road to Jovita Blvd. The project will widen an existing 2-lane undivided, narrow minor arterial road. The final roadway section will include a through lane in each direction, a two-way left turn lane, sidewalks or a shared use path, landscape areas, illumination, and associated utility extensions. (WSDOT)	Local Roadway
2014-040 9th Ave SW; 5th St to Meridian - Boulevard Reconstruction (Phase 2)	Design includes on lane each direction, curbless design with bollards and planters, porous asphalt roadway, street lighting, and signal improvements at Meridian.	Local Roadway
2017-011 5th Ave SW and 4th Ave SE	Convert 5th Ave SW and 4th Ave SE into a bike boulevard using signage, pavement markings, and traffic calming measures.	Local Roadway
2017-012 7th Ave SW/SE	Add parking protected bike lane and buffered bike lane west of Meridian; add two 5' bike lanes east of Meridian.	Local Roadway
2017-014 7th St NW	Add sharrows between 5th Ave NW and Main St.	Local Roadway
2017-010 5th St SW/NW	Add protected bike lane on west side and buffered bike lane on east side.	Local Roadway
2017-015 5th St SE/7th St SE	Add shared use path on one side.	Trails and Active Modes
2017-016 5th St NE/SE	Add sharrows through downtown corridor.	Local Roadway
2017-013 Bike Lanes - West Stewart/23rd Ave NW to 7th Ave. NW & 4th St. NW/ West Stewart to River Road	Add protected bike lanes west of 7th St NW; add sharrows east of 7th St NW; add sharrows between River Road and the Riverwalk Trail.	Trails and Active Modes
2014-079 River Walk Trail Phase V; 1000 E. Main to Milwaukee Bridge	Fill in the trail gap between 5th Street NE and 9th Street NE along the river.	Trails and Active Modes
21-17 Houser Way Intersection and Pedestrian Improvements	This project will fund construction of new curb, gutter and sidewalk (including curb extensions), driveway and ADA improvements along Houser Way between Williams Ave S and Wells Ave S.	Trails and Active Modes
21-27 South 7th Street Corridor Improvements	This project develops S/SW 7th St as a key east/west bicycle route into the downtown: between Oakesdale Ave S and Burnett Ave S. This project will install a multi-use path on S 7th St, between Shattuck and Burnett Ave S, and install intersection improvements at multiple intersections along the corridor from Shattuck Ave S to Oakesdale Ave SW. The intersection improvements from Shattuck Ave S westward along this corridor will improve bicycle facilities and intersection operations to provide upgraded signage to bicyclists and will help simplify bicycle movements through complex intersections. Bicycle improvements include push-button activation, green bike lanes through conflict/crossing zones, and pavement markings. This project will also upgrade an existing marked crosswalk with flashing beacons with higher visibility technology.	Trails and Active Modes
21-48 South 3rd Street Conversion Project	The project provides pedestrian and bicyclist facilities and enhancements, traffic operation and circulation improvements in Downtown. The improvements include adding raised intersections with bulb outs, parklets, pedestrian plaza, lighting, street furniture, streetscape, bicycle boulevard, bike racks, signage, wayfinding and converting S 3rd St to two-way operations.	Trails and Active Modes
A5 Stewart Road (8th St) Railroad Crossing	This is a City of Sumner project to widen the Stewart Road (Lake Tapps Parkway) Corridor. The project will replace the existing bridge over the White River with a new wider one; widen the UPRR crossing and add a signal at Butte Avenue. The project includes the completion of pedestrian facilities along Stewart road connecting to the east/west pedestrian facilities along Lake Tapps Parkway serving a large residential planned unit development. Completion of this corridor widening is expected to significantly relieve traffic congestion in Auburn along the A St SE and C ST SW corridors. (Pacific, Sumner, Pierce County). COMMENT (Port of Tacoma/NWSA): High priority project.	Local Roadway
Tacoma to Puyallup Regional Trail	Develop an off-street trail connecting Tacoma to Puyallup along the SR 167 Extension corridor	Trails and Active Modes

Project Name	Description	Type
SR 167 Corridor Planning Study - Option 2A	Add ramp meters where they are missing: 15th St SW (NB) and 24th St E (both directions)	N/A
MC 1033 RR (I Line)	New frequent route (RapidRide line) between Renton and Auburn via Kent	Transit
Sounder South Capital Improvements Program	This project establishes a program of capital elements that would be used to meet growing demand for Sounder South. Access elements could include improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's Access Policy. Additional program elements include extending platforms to accommodate trains up to 10 cars in length, track and signal upgrades, and other related infrastructure to facilitate additional capacity.	N/A
Federal Way Transit Center To Tacoma Dome Light Rail	This project extends light rail from the Federal Way Transit Center to Tacoma via I-5 with four new stations in the south Federal Way, Fife and east Tacoma areas, and at the Tacoma Dome Station	N/A
R-4 A Street Loop	The project will construct a new one-way (eastbound) roadway connection between A Street SW/S Division Street and A Street SE. The new intersection with A Street SE will allow an unsignalized right-turn movement onto southbound A Street SE, providing an alternative to the intersection of 3rd Street SE and A Street SE, which does not meet adopted LOS standards. The roadway will be constructed as a complete street to accommodate non-motorized road users.	Local Roadway
R-16 Regional Growth Center Access Improvements	The project will construct a northbound left-turn lane and a northbound/southbound crosswalk and curb ramps at the 3rd Street NE/Auburn Avenue intersection where pedestrian crossings are currently prohibited. In addition, the project will realign the 4th Street NE/Auburn Way N intersection to eliminate the split phase signal operation improving circulation and access. The project will improve traffic operations, safety, and circulation for both vehicles and non-motorized users. FUNDING STATUS (Auburn): Fully Funded	Local Roadway
I Street NE Corridor	45th Street NE to S 277th St. Construct 5 lane arterial.	Local Roadway
M Street NE	This project will construct a complete four/five lane street section on M Street NE from South of E. Main Street to 4th St NE and reconstruct the signal at E Main St. The project is needed to improve traffic operations along the M Street NE corridor and replace the existing pavement which is in poor condition. FUNDING STATUS: Fully funded. COMMENT: Question 2. This is listed below in our comp plan but it is also in our TIP. In addition the 15th St NW/Harvey/M Street NE/SE/ R Street SE /Kersey Way is a heavily used alternative corridor to the use of SR167 to access communities south of Auburn. See comments on I-8 above and the route map attached.	Local Roadway
29 SR 167 Frontage Road: New Road	Pacific Highway E to 8th St E. Construct new street adjacent to the west side of the future SR 167 extension. The street will connect between 8th St E and the future 70th Ave E overcrossing of I-5 at Pacific Highway E.	Local Roadway
33 SR 167 and Valley Avenue E Interchange	SR 167 Extension to Valley Avenue E. New SR 167 Extension interchange at Valley Avenue E. Project is a stage of the SR 167/Puget Sound Gateway Corridor. City of Fife contribution = \$400,000. (WSDOT)	Interchange
45 North Levee Road E Reconstruction - East Segment	70th Avenue E to Freeman Rd E. Reconstruct roadway to a 3-lane roadway section.	Local Roadway
51 20th Street E Reconstruction - 68th Avenue E to Freeman Road E	68th Avenue E to Freeman Road E. Reconstruct a 3-lane section with curbs, gutters, sidewalks, bike lanes and drainage improvements. Replace Surprise Creek crossing with fish-friendly structure.	Local Roadway
25 Veterans Drive Extension - Military Road to I-5 Southbound Off-ramp	Complete a missing link by constructing a new roadway from Military Road to the I-5 Southbound off-ramp, including an intersection with the northbound on-ramp to I-5 and an undercrossing of I-5. The project will include the construction of full width paving, concrete curbs, gutters, sidewalks, pedestrian pathway, street lighting, storm drainage, landscaping, utilities, and appurtenances.	Local Roadway
50 E Willis Street and Central Avenue S Intersection Improvements	Improve the intersection of E Willis Street and Central Avenue S to provide a right turn lane from southbound on Central Avenue South to westbound E Willis Street. Project includes sidewalk, curb and gutter replacement and improvements to traffic signal system. Although there are no bicycle facilities planned at the E Willis Street and Central Avenue S intersection, this project must be assessed with respect to the "complete streets" requirements.	Local Roadway
PAC-6A Milwaukee Boulevard Minor Widening - Phase III	The Phase III element of the Milwaukee Boulevard Minor Widening project will reconstruct 1,275 LF of existing pavement and construct minor widening between 3rd Avenue S to 5th Avenue S; construct 1,200 feet of new and replaced curb, gutter and sidewalks between 3rd Avenue SW and 5th Avenue SW; replace or construct 6 access ramps to meet current requirements; and replace or reconstruct approximately 12 driveway approaches to meet current standards for accessibility. Also included is stormwater improvements, using low impact development methods between 3rd Avenue S and 5th Avenue S.	Local Roadway
2016-058 Intersection Signal Control: 5th Ave NE/E. Main	New signal.	Local Roadway

Project Name	Description	Type
2016-059 Intersection Signal Control: W. Stewart/7th St SW	New signal.	Local Roadway
2016-013 WSU Ph 4; Frontage Improvements W. Pioneer	Phases 4A & 4B of a 5 lane re-build with added sidewalks and planter strip.	Local Roadway
2016-065 Valley Ave NE; 4th St NE to City Limits	5 lanes with curb, gutter, sidewalk, sewer, and street lighting.	Local Roadway
21-05.1 Oakesdale Ave SW & SW 41st St Intersection Improvements	This project would install a new traffic signal with marked crosswalks at the intersection of Oakesdale Ave SW and SW 41st St.	Local Roadway
21-31 Carr Road Project improvements	This project would design needed infrastructure improvements on Carr Road, from Valley Medical Center past the SR 515/108th Ave SE intersection. Potential improvements vary from roadway realignment/widening at several locations to address geometric deficiencies, widening to 5?lane roadway (2 lanes westbound, 3 lanes eastbound), pavement restoration/reconstruction including bicycle lanes on new alignment.	Local Roadway
21-22 Rainier Ave S/N Corridor Improvements Phase 4	Phase 4 of the Rainier Ave Corridor Improvements will extend previous corridor improvements from S 3rd St to 1,000 feet north of Airport Way (NW 3rd Pl). Project elements include extending southbound BAT lane from S 2nd St to S 3rd St, pedestrian improvements with street scaping, ped actuated traffic signal (HAWK), transit facility upgrades, access management, and a segment of a regional ped/bike path trail (Lake Washington Loop Trail) from Airport Way to 1,000 feet north of Airport Way. Construction will be implemented in phases. Phase 4A is S 3rd St to S Tobin St. Phase 4B is from S Tobin St to NW 3rd Pl.	Local Roadway
21-19 Lake Washington Loop Trail Phase 3	The Lake Washington Loop Trail project consists of phases 3?5 of pedestrian and bicycle facility improvements that complete a gap in the Lake Washington trail system. Phase 3 improvements include a cycle track and separated sidewalk, upgrading existing curb ramps to ADA standards, signage and pavement markings, and upgrades to existing traffic signals. This project also includes 30% design of Phase 4 and 5 (approximately 0.9 mi). Phase 4 includes improvements from the Airport Way/Rainier Ave N intersection to 1000 ft north along Rainier Ave S. Phase 5 will connect phase 4 to the northern city limit.	Trails and Active Modes
21-19.1 Lake Washington Loop Trail Phase 5	This is the last phase of the Lake Washington Loop Trail project that completes a gap in the Lake Washington trail system within Renton city limits.	Trails and Active Modes
A2 166th Ave E Widening	Widen 166th Ave E to 4-5 lanes through the identified corridor and improve lane configuration and intersection control at the two existing intersections.	Local Roadway
336 SR 509, Taylor Way, & 54th Ave Improvement	This project includes intersection improvements as identified by Blair Hylebos Terminal Redevelopment Plan (BHTRP), SSA/Puyallup Tribal Terminal, and Tideflats Area Transportation Study (TATS). Anticipated developer funding includes \$4.8M.	Local Roadway
SR 167 Extension	Extend SR 167 between SR 509 and the current terminus in Puyallup	Express Toll Lane/Expressway
SR 167 Toll Equipment Upgrade Project	Upgrade the SR 167 toll equipment to be the same as the I-405 toll equipment, resulting in a continuous 50-mile I-405/SR 167 express toll lane system and a consistent customer experience in the express toll lanes	N/A
SR 167: 516 to South 277th Street Southbound Auxiliary Lane Project	Construct an auxiliary lane on southbound SR 167 between SR 516 and South 277th Street in Kent	Auxiliary Lane
SR 167 HOT Lane Extension	Current terminus to SR 410 - add SB lane	Express Toll Lane/Expressway
Canyon Road Regional Connection Project	Canyon Road Regional Connection Project (CRP5643 and CRP5498 in Pierce County TIP)	Multimodal Street
I-8 R St SE/29th Street SE Intersection Improvements	The project will construct a second southbound through lane between 22nd Street SE and 33rd Street SE and a new signal at the 29th Street SE intersection. The Improvements are needed to address the existing LOS deficiency at this intersection during the weekday PM peak hour. The project will also preserve the pavement and rechannelize R Street SE between 33rd Street SE and the White River Bridge. The project will also improve the pedestrian facilities and bike facilities at this location. This project need is due in part to the significant amount of traffic using the R Street corridor to access areas south of Auburn rather than using SR167.	Local Roadway
I-10 R St SE/21st Street SE Roundabout	The project will construct a single lane roundabout in place of existing east/west stop-control on 21st Street SE. The project is needed to address an existing LOS deficiency and will improve safety at the intersection. This will provide new sidewalks and pedestrian crossings at this intersection including rectangular rapid flashing beacons. This project need is due in part to the significant amount of traffic using the R Street corridor to access areas south of Auburn rather than using SR167.	Local Roadway

Project Name	Description	Type
I-15 10th Street NW/A Street NW Intersection Improvements	The project will construct a new traffic signal in place of the existing stop-control on the 10th Street NW approach. The project is needed to address a level of service deficiency at the intersection. The project will also evaluate intersection control, channelization, and pedestrian crossing improvements along 10th Street NW to the east of the intersection and provide improved pedestrian crossing facilities on this corridor. This project need is due in part to the significant amount of traffic using the A/B corridor rather than using SR167.	Local Roadway
R-6 Auburn Way S Widening (Hemlock St SE to Poplar St SE)	This project will widen Auburn Way S between Hemlock St SE and Poplar St SE to accommodate two lanes in each direction, center turn lane and/or medians to provide access management where feasible, sidewalks, bus pull outs, street lighting and storm improvements. The project will also add an enhanced pedestrian crossing near Redwood Court. The project length is 0.5 miles. The project is needed to provide additional vehicular capacity, transit, and non-motorized facilities on the corridor. This project need is due in part to the significant amount of traffic using the M St/15th St NW corridor to access SR167 to/from SR 164.	Local Roadway
East Auburn Access Project	This project will construct a new Eastbound Off ramp from SR18 to connect to SR164 near the Muckleshoot Casino area and roadway system to improve access to the Enumclaw Plateau area and reduce traffic congestion along SR164 from the SR18 Interchange to M Street SE. This project would provide a secondary access for vehicles and non-motorized users from the plateau to the valley.	Local Roadway
21-26 South 2nd Street Conversion Project	The South 2nd Street Conversion Project will convert the existing 4-lane one-way roadway to a roadway with one through-lane in each direction between Main Ave South and Rainier Ave South. This project also includes pedestrian and bicycle facilities, traffic operations improvements, and transit upgrades that will provide better traffic operation and circulation for all modes of transportation. Transit facility upgrades include new RapidRide stops and a transit queue jump at the new traffic signal at the Shattuck intersection.	Local Roadway
49th Street NE	Auburn Way N to I Street NE. Construct multi-lane arterial connection	Local Roadway
91130101_Lake to Sound Trail	Segment A of the regional Lake to Sound Trail that connects Lake Washington to Puget Sound. This project features trail construction and improvements between Fort Dent Park and Monster Rd in Renton. Future trail planned along Southcenter Blvd.	Trails and Active Modes
R5.3_White River Crossing	E Valley Hwy E to 142nd Ave E. Construct new road and bridge across White River.	Local Roadway
1131235_RSD S 360ST&MILITARY RD RNDABT	Design and construct a single lane elliptical roundabout.	Local Roadway
Capital Enhancements to Improve Bus Speed and Reliability between East Pierce County Cities and Sumner Sounder Station	This project provides capital improvements to facilitate the efficient flow of new and expanded bus connections to Sumner Station.	N/A
Proposed Bus on Shoulder Program: Opportunities along I-5, I-405, I-90, SR 518, and SR 167	This program provides opportunities for buses to use shoulders on freeway and state route facilities during periods of congestion in general traffic and/or HOV lanes. This program will require coordination and further study with transit partners, WSDOT, and Federal Highway Administration in order to determine locations that may be feasible.	N/A