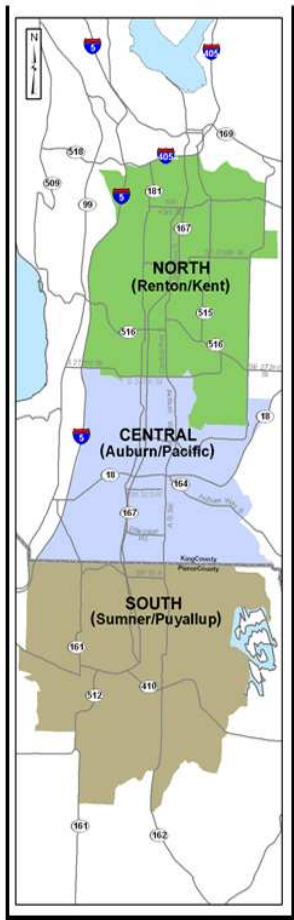




# SR 167 Corridor Plan Final Report

December 2008

Ver. 2



**Washington State  
Department of Transportation**

Washington State Department of Transportation

Urban Corridors Office

**STATE ROUTE 167  
CORRIDOR PLANNING STUDY**

Renton  
(Milepost 6.8)

to

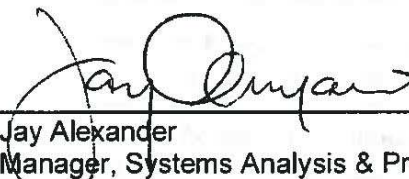
Puyallup  
(Milepost 24.77)

**Approved by:**

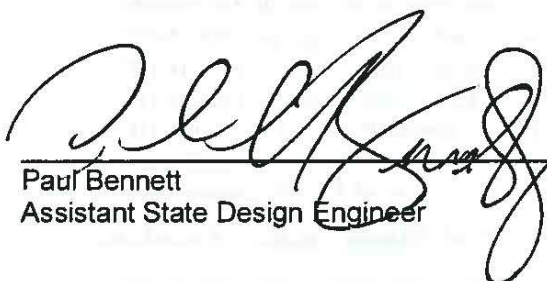
  
\_\_\_\_\_  
Craig Stone  
WSDOT Urban Corridors Administrator

7-13-2009  
Date

**Concurrence:**

  
\_\_\_\_\_  
Jay Alexander  
Manager, Systems Analysis & Program Development, Headquarters

5-18-09  
Date

  
\_\_\_\_\_  
Paul Bennett  
Assistant State Design Engineer

22 JUN 09  
Date

# Table of Contents

<b>EXECUTIVE SUMMARY</b>	<b>1</b>
THE SR 167 CORRIDOR .....	1
WSDOT CORRIDOR PLANS .....	1
EXISTING TRAFFIC CONDITIONS IN THE CORRIDOR .....	2
OPTIONS ANALYZED FOR THE SR 167 CORRIDOR PLANNING PROCESS .....	3
LEVEL OF ANALYSIS .....	5
THE RECOMMENDED 2030 VISION .....	6
WHAT ARE THE FORECASTED TRAVEL CONDITIONS? .....	9
WHAT ARE THE LOW COST IMPROVEMENTS THAT SHOULD BE IMPLEMENTED? .....	12
<b>SECTION 1: INTRODUCTION</b>	<b>15</b>
WHAT ARE CORRIDOR PLANS? .....	15
WHERE IS THE SR 167 CORRIDOR AND WHO DOES IT SERVE? .....	15
WHAT IS THE BACKGROUND OF THE SR 167 CORRIDOR PLANNING PROCESS? .....	16
WHAT WAS ANALYZED AND HOW IS THE INFORMATION PRESENTED IN THIS DOCUMENT? .....	17
WHAT WERE THE MAIN TOOLS USED FOR THE ANALYSIS? .....	19
HOW HAS THE PUBLIC BEEN INVOLVED? .....	19
<b>SECTION 2: TRANSPORTATION POLICY GOALS</b>	<b>23</b>
WASHINGTON TRANSPORTATION PLAN (WTP) – THE STATEWIDE TRANSPORTATION PLAN .....	23
GROWTH MANAGEMENT ACT – THE LOCAL LEVEL PLANS .....	24
SR 167 CORRIDOR PLAN GOALS .....	26
KEY FINDINGS OF THIS SECTION .....	27
<b>SECTION 3: HIGHWAY CLASSIFICATION AND CHARACTERISTICS</b>	<b>29</b>
WHAT TYPE OF FACILITY IS SR 167? .....	29
HOW MUCH RIGHT-OF-WAY DOES WSDOT HAVE ALONG THE SR 167 CORRIDOR? .....	32
WHAT ABOUT THE INTERCHANGES? .....	32
WHAT ABOUT THE BRIDGES AND OTHER MAJOR STRUCTURES ALONG THE CORRIDOR? .....	33
WHAT ARE THE MAJOR ARTERIALS NEAR THE CORRIDOR? .....	34
WHAT ABOUT SIGNAL COORDINATION AND PRIORITY? .....	35
WHAT IS HAPPENING AT THE NORTH AND SOUTH ENDS OF THE SR 167 CORRIDOR? .....	38
KEY FINDINGS OF THIS SECTION .....	39
<b>SECTION 4: EXISTING TRAVEL CONDITIONS</b>	<b>41</b>
HOW DO PEOPLE TRAVEL IN THE CORRIDOR? .....	41
HOW DO TRAFFIC VOLUMES VARY THROUGHOUT THE DAY ON SR 167? .....	43
WHAT IS THE RECENT COLLISION HISTORY ON SR 167? .....	44
WHERE DO MOST COLLISIONS OCCUR? .....	45
WHERE ARE THE TRAFFIC CONGESTION POINTS ON THE SR 167 FREEWAY? .....	47
WHERE ARE THE MAJOR SOUTHBOUND CONGESTION AREAS ALONG SR 167? .....	49
WHERE ARE THE MAJOR NORTHBOUND CONGESTION AREAS ALONG SR 167? .....	51
HOW DOES THE CONGESTION AFFECT TRAVEL TIMES ALONG SR 167? .....	53
WHAT ARE TYPICAL FREIGHT VOLUMES AND TRAVEL PATTERNS IN THE SR 167 CORRIDOR? .....	54
WHAT ARE THE OPERATING CONCERNS OF MOVING FREIGHT? .....	57
WHAT ARE THE TRAFFIC VOLUMES ON ARTERIAL PARALLEL ROUTES? .....	60
HOW DOES TRAFFIC ON SR 167 COMPARE WITH TRAFFIC ON PARALLEL ARTERIAL ROUTES? .....	62
KEY FINDINGS OF THIS SECTION .....	63
<b>SECTION 5: PUBLIC TRANSIT, BICYCLE, AND PEDESTRIAN FACILITIES</b>	<b>65</b>
WHAT MULTIMODAL FACILITIES ARE AVAILABLE IN THE SR 167 CORRIDOR? .....	65
HOW DOES THE BUS TRANSIT SERVICE OPERATE IN THE SR 167 CORRIDOR? .....	65

HOW DOES THE SOUNDER COMMUTER RAIL SERVICE OPERATE IN THE SR 167 CORRIDOR? .....	66
WHAT ARE THE TRANSIT SERVICE TRAVEL TIMES IN THE SR 167 CORRIDOR? .....	69
WHAT PEDESTRIAN AND BICYCLE FACILITIES ARE AVAILABLE IN THE SR 167 CORRIDOR? .....	70
KEY FINDINGS OF THIS SECTION.....	71
<b>SECTION 6: NATURAL AND BUILT ENVIRONMENT</b>	<b>73</b>
WHAT NATURAL CONDITIONS DID THE STUDY FOCUS ON? .....	73
WHAT IS THE GEOLOGY IN THE CORRIDOR? .....	73
LIQUEFACTION .....	75
WETLANDS.....	76
FLOODPLAINS .....	77
CULVERTS FOR FISH PASSAGE.....	78
WILDLIFE AND FISH HABITAT.....	79
AQUIFER RECHARGE AREAS.....	80
WHAT ARE THE LAND USE CHARACTERISTICS IN THE SR 167 CORRIDOR? .....	80
WHAT EXISTING STORMWATER AND DRAINAGE FACILITIES EXIST ALONG THE CORRIDOR?.....	81
KEY FINDINGS OF THIS SECTION.....	85
<b>SECTION 7: 2030 TRAVEL CONDITIONS</b>	<b>87</b>
HOW WERE FUTURE TRAFFIC CONDITIONS FORECASTED? .....	87
WHY PICK THE YEAR 2030 TO FORECAST? .....	89
WHAT TYPES OF LAND USE WILL THE SR 167 CORRIDOR LIKELY SEE IN THE FUTURE? .....	89
HOW MUCH POPULATION AND EMPLOYMENT GROWTH CAN THE SR 167 CORRIDOR EXPECT?.....	89
WHAT COULD TRAVEL CONDITIONS BE LIKE IN THE YEAR 2030? .....	91
WHAT ARE THE NORTHBOUND AND SOUTHBOUND CONGESTION PROBLEMS FORECASTED IN 2030? .....	93
HOW WILL HOT LANES BENEFIT FORECASTED TRAFFIC CONDITIONS IN 2030? .....	94
KEY FINDINGS OF THIS SECTION.....	96
<b>SECTION 8: LONG-TERM IMPROVEMENT OPTIONS</b>	<b>97</b>
WHAT IS PROPOSED AT THE NORTH AND SOUTH ENDS OF THE SR 167 CORRIDOR? .....	97
WHAT AGENCIES WERE INVOLVED IN SELECTING THE LONG-TERM IMPROVEMENT OPTIONS AND WHAT WAS THE SCREENING CRITERIA?.....	100
WHAT LONG-TERM IMPROVEMENT OPTIONS WERE CONSIDERED? .....	101
FOR WHICH INTERCHANGES WERE CONCEPTUAL DESIGNS DEVELOPED? .....	112
HOW WAS THE SCREENING DONE? .....	117
WHAT WERE THE RESULTS OF THE SCREENING PROCESS? .....	118
KEY FINDINGS OF THIS SECTION.....	122
<b>SECTION 9: BOTTLENECK/SEGMENT IMPROVEMENT OPTIONS</b>	<b>125</b>
WHAT ARE BOTTLENECK/SEGMENT IMPROVEMENT PROJECTS?.....	125
HOW WERE THE BOTTLENECK/SEGMENT IMPROVEMENT PROJECTS SELECTED?.....	125
WHAT ARE THE FUNDING OPTIONS FOR THE BOTTLENECK/SEGMENT IMPROVEMENT PROJECTS?.....	126
WHICH BOTTLENECK/SEGMENT IMPROVEMENT PROJECTS WERE IDENTIFIED? .....	129
KEY FINDINGS OF THIS SECTION.....	132
<b>SECTION 10: COST ESTIMATES</b>	<b>133</b>
HOW WERE THE SR 167 COST ESTIMATES DONE?.....	133
HOW MUCH COULD IMPROVEMENTS TO THE SR 167 CORRIDOR COST? .....	134
WHAT IS THE ANTICIPATED COST OF THE REMAINING FOUR LONG-TERM OPTIONS? .....	136
KEY FINDINGS OF THIS SECTION.....	137
<b>SECTION 11: EVALUATION AND SCREENING OF ALTERNATIVES</b>	<b>139</b>
HOW WERE THE FINAL FOUR OPTIONS EVALUATED AND SCREENED? .....	139
HOW WILL THE LONG-TERM OPTIONS MOVE MORE PEOPLE, SAVE TIME, AND REDUCE CONGESTION? .....	140

<b>WHAT ARE TRANSPORTATION DEMAND MANAGEMENT (TDM) AND TRANSIT-ORIENTED DEVELOPMENT (TOD), AND HOW MIGHT THEY HELP CONGESTION?</b> .....	<b>144</b>
<b>HOW CAN PUBLIC TRANSIT ASSIST IN REDUCING CONGESTION?</b> .....	<b>146</b>
<b>HOW WILL THE LONG-TERM OPTIONS AFFECT THE ARTERIALS?</b> .....	<b>147</b>
<b>HOW WILL SAFETY BE IMPROVED?</b> .....	<b>147</b>
<b>HOW WILL THE LONG-TERM OPTIONS AFFECT FREIGHT MOBILITY?</b> .....	<b>148</b>
<b>WHAT NATURAL AND BUILT ENVIRONMENT MIGHT BE AFFECTED BY SR 167 EXPANSION?</b> .....	<b>148</b>
<b>HOW DOES COST COMPARE TO BENEFITS?</b> .....	<b>153</b>
<b>KEY FINDINGS OF THIS SECTION</b> .....	<b>154</b>
<b>SECTION 12: SR 167 CORRIDOR RECOMMENDATIONS AND PHASING</b> .....	<b>157</b>
<b>WHAT IS THE RECOMMENDED 2030 VISION?</b> .....	<b>157</b>
<b>WHAT ARE THE TRAVEL CONDITIONS FOR OPTION 2 MODIFIED IN THE YEAR 2030?</b> .....	<b>160</b>
<b>WHAT ARE THE PHASING OPTIONS?</b> .....	<b>163</b>
<b>WHAT ARE THE LOW COST IMPROVEMENTS THAT SHOULD BE IMPLEMENTED?</b> .....	<b>166</b>
<b>WHAT IS RECOMMENDED AFTER THE 2030 VISION?</b> .....	<b>169</b>
<b>WHAT ARE THE POSSIBLE ECONOMIC BENEFITS FROM THESE INVESTMENTS?</b> .....	<b>170</b>
<b>WHAT ARE DESIGN CONSIDERATIONS THAT ALL PROJECTS AND OPTIONS SHOULD CONSIDER?</b> .....	<b>171</b>
<b>WHAT ARE THE OTHER RECOMMENDATIONS FOR THE CORRIDOR?</b> .....	<b>172</b>

## Appendices

<b>Appendix A:</b>	Measures of Effectiveness
<b>Appendix B:</b>	Alternative Comparison Metric
<b>Appendix C:</b>	CEVP®
<b>Appendix D:</b>	Technical Memorandums 1 through 8

## List of Exhibits

VICINITY MAP.....	IV
EXHIBIT I-1: TYPICAL CONGESTION ALONG THE SR 167 CORRIDOR (2005 VOLUMES) .....	2
EXHIBIT I-2: CORRIDOR OPTIONS .....	4
EXHIBIT I-3: OPTION 2 MODIFIED – CONCEPTUAL DESIGN.....	7
EXHIBIT I-4: OPTION 2 MODIFIED YEAR 2030 TRAFFIC CONDITIONS .....	10
EXHIBIT 2-1: URBAN GROWTH CENTERS ALONG THE SR 167 CORRIDOR.....	25
EXHIBIT 3-1: EXISTING LANE CONFIGURATIONS ALONG SR 167.....	31
EXHIBIT 3-2: SR 167 BRIDGES AND INTERCHANGES .....	33
EXHIBIT 4-1: 2005 DAILY TRAFFIC VOLUMES IN SR 167 CORRIDOR BY SECTION .....	42
EXHIBIT 4-2: DAILY TRAFFIC VOLUMES ON SR 167 AT S 212 <sup>TH</sup> STREET (2005 VOLUMES) .....	43
EXHIBIT 4-3: TYPES OF COLLISIONS ON SR 167 .....	44
EXHIBIT 4-4: SR 167 CORRIDOR AVERAGE ANNUAL COLLISION RATE BY LOCATION (2005-2007) .....	45
EXHIBIT 4-5: HIGHER THAN AVERAGE COLLISION LOCATIONS.....	46
EXHIBIT 4-6: TYPICAL CONGESTION ALONG THE SR 167 CORRIDOR (2005 VOLUMES).....	48
EXHIBIT 4-7: NORTHBOUND SR 167 AT I-405 SCHEMATIC.....	52
EXHIBIT 4-8: TRAVEL TIMES ON SR 167 BETWEEN AUBURN (SR 18) AND RENTON (I-405) .....	53
EXHIBIT 4-9: WEEKDAY TRUCK TRAFFIC ON SR 167 .....	54
EXHIBIT 4-10: FREIGHT ACTIVITY AREAS ALONG THE SR 167 CORRIDOR .....	55
EXHIBIT 4-11: REGIONAL TRUCK TRIPS FROM THE PORTS OF SEATTLE AND TACOMA.....	56
EXHIBIT 4-12: ANNUAL TRUCK TONNAGE IN THE CENTRAL PUGET SOUND.....	58
EXHIBIT 4-13: 2005 ARTERIAL INTERSECTION LEVEL OF SERVICE AT THE PEAK HOUR OF DAY .....	61
EXHIBIT 4-14: 2005 AFTERNOON PEAK COMMUTE TRAFFIC ON SR 167 AND ADJACENT ROUTES .....	62

EXHIBIT 5-1: COMMUTER RAIL AND EXPRESS BUS.....	66
EXHIBIT 5-2A: MAJOR PARK AND RIDE FACILITIES .....	67
EXHIBIT 5-2B: MAJOR PARK AND RIDE FACILITIES IN THE SR 167 CORRIDOR .....	68
EXHIBIT 5-3: COMPARATIVE TRAVEL TIMES (MINUTES) TO DOWNTOWN SEATTLE .....	69
EXHIBIT 5-4: TRAILS IN THE SR 167 CORRIDOR.....	70
EXHIBIT 6-1: LIQUEFACTION SUSCEPTIBILITY IN THE SR 167 CORRIDOR .....	75
EXHIBIT 6-2: WETLANDS IN THE SR 167 CORRIDOR .....	76
EXHIBIT 6-3: FLOODPLAINS IN THE SR 167 CORRIDOR .....	77
EXHIBIT 6-4: WILDLIFE AND FISH HABITAT IN THE SR 167 CORRIDOR .....	79
EXHIBIT 6-5: CHANGING LAND USE ALONG THE SR 167 CORRIDOR .....	81
EXHIBIT 6-6: EXAMPLE OF AN ECOLOGY EMBANKMENT .....	83
EXHIBIT 7-1: SR 167 CORRIDOR PLANNED PROJECTS AND MODEL COMPLETION YEAR .....	88
EXHIBIT 7-2: POPULATION AND EMPLOYMENT GROWTH IN THE SR 167 CORRIDOR.....	90
EXHIBIT 7-3: TRAFFIC GROWTH HISTORY IN THE SR 167 CORRIDOR .....	91
EXHIBIT 7-4: TYPICAL WEEKDAY TRAFFIC CONGESTION ALONG THE SR 167 CORRIDOR (2005 AND FORECASTED 2030).....	92
EXHIBIT 7-5: ARTERIAL INTERSECTION LEVEL OF SERVICE (FORECASTED 2020).....	95
EXHIBIT 8-1: I-405 TO SR 167 HOV-TO-HOV DIRECT CONNECTION RAMP .....	98
EXHIBIT 8-2: PROPOSED SINGLE POINT URBAN INTERCHANGE (DRAFT DESIGN) .....	99
EXHIBIT 8-3: PHASE 1 CORRIDOR OPTIONS.....	103
EXHIBIT 8-4: OPTION 1: SEVEN LANES – CONCEPTUAL DESIGN .....	105
EXHIBIT 8-5: OPTION 2: EIGHT LANES – CONCEPTUAL DESIGN .....	107
EXHIBIT 8-6: OPTION 3: NINE LANES – CONCEPTUAL DESIGN.....	109
EXHIBIT 8-7: OPTION 4: TEN LANES – CONCEPTUAL DESIGN .....	111
EXHIBIT 8-8: SOUTH 180 <sup>TH</sup> STREET INTERCHANGE – CONCEPT 2 .....	113
EXHIBIT 8-9: SR 18 AND SR 167 INTERCHANGE – CONCEPT 4.....	115
EXHIBIT 8-10: SR 167 AND SR 410 / 512 INTERCHANGE IMPROVEMENTS – CONCEPT 1 .....	116
EXHIBIT 8-11: OPTION 2A - CONCEPTUAL DESIGN .....	120
EXHIBIT 8-12: OPTION 4A - CONCEPTUAL DESIGN .....	121
EXHIBIT 9-1: SR 167 CORRIDOR BOTTLENECK IMPROVEMENT PROJECTS IDENTIFIED.....	127
EXHIBIT 10-1: SR 167 CEVP <sup>®</sup> COST ESTIMATE SEGMENTS MAP .....	134
EXHIBIT 10-2: COST TO ADD ONE ADDITIONAL LANE IN EACH DIRECTION .....	135
EXHIBIT 10-3: COST TO RECONSTRUCT MAJOR INTERCHANGES .....	135
EXHIBIT 10-4: COST OF OPTIONS .....	136
EXHIBIT 11-1: FORECASTED 2030 TRAVEL DEMAND – PERSON TRIPS AND VEHICLE TRIPS .....	140
EXHIBIT 11-2: FORECASTED 2030 AFTERNOON PEAK HOUR AVERAGE TRAVEL SPEED FOR THE GENERAL PURPOSE LANES .....	142
EXHIBIT 11-3: TRAFFIC SCREENING FOR LONG-TERM OPTIONS FOR THE AFTERNOON PEAK HOUR .....	142
EXHIBIT 11-4: FORECASTED 2030 AFTERNOON PEAK HOUR AVERAGE TRAVEL TIME & SPEED FOR THE CORRIDOR .....	143
EXHIBIT 11-5: AFTERNOON PEAK HOUR TRAFFIC VOLUMES – LOCAL ARTERIAL GROWTH PATTERNS ALONG SR 167 .....	147
EXHIBIT 11-6: SECTION 4(F) PROPERTIES IN THE SR 167 CORRIDOR .....	150
EXHIBIT 11-7: ENVIRONMENTAL SCREENING FOR LONG-TERM OPTIONS .....	152
EXHIBIT 11-8: 2030 USER BENEFITS TO COST RATIO .....	153
EXHIBIT 12-1: OPTION 2 MODIFIED – CONCEPTUAL DESIGN .....	159
EXHIBIT 12-2: OPTION 2 MODIFIED YEAR 2030 TRAFFIC CONDITIONS.....	161
EXHIBIT 12-3: SR 167 FUNDED AND PARTIALLY FUNDED PROJECTS.....	163
EXHIBIT 12-4: IMPROVEMENT PROJECTS PHASING PRIORITY RECOMMENDATION .....	164
EXHIBIT 12-5: POTENTIAL OPTION FOR FUTURE CAPACITY.....	171

"Under 23 U.S. Code, Section 409, this data cannot be used in discovery or as evidence at trial in any action for damages against State, Tribal or Local Government that involves the locations mentioned in this data."

## **Glossary of Terms**

---

### **Annexation**

Annexation is a procedure for bringing unincorporated areas into a city or additional service areas into a special purpose district.

### **Aquifer Recharge Area**

The outcropping part of the aquifer through which water enters the aquifer, i.e. how the aquifer is refilled as water saturates through the ground to the aquifer.

### **Bottleneck/Segment Improvement Projects**

Bottleneck/Segment Improvement Projects enhance safety and relieve congestion on segments that currently experience high levels of congestion. They are stand-alone improvements that also contribute to the corridor's overall long-term vision.

### **Corridor Plan**

A Corridor Plan is a WSDOT document that identifies existing conditions, safety problems, travel trends, and deficiencies of state-owned routes. A corridor plan evaluates the range of projects that could be implemented during a 20-year period as well as provide a planning level of cost estimate of possible projects.

### **Corridor Working Group**

The Corridor Working Group consisted of staff representatives from various jurisdictions, which included but were not limited to: King County, Pierce County, Port of Seattle, Freight Mobility Investment Strategy Board, Port of Tacoma, Renton, Kent, Auburn, Pacific, Algona, Sumner, Puyallup, Tribes, and various water districts.

### **Cost Estimate Validation Process (CEVP®)**

WSDOT has implemented a new process called CEVP® to better estimate the probable cost and schedule (as well as cash flow) of their planned mega-projects, including risk, opportunity, and other uncertainties.

### **Ecology Ditch**

An ecology ditch is a modified partial infiltration trench designed to reduce peak discharges and to reduce the pollution associated with urban runoff. The trench backfill consists of sand and compost layers with a perforated drain pipe located near the bottom of the trench. This perforated drain pipe is also instrumental in removing excess stormwater when the ditch has reached capacity.

### **Ecology Embankment**

An ecology embankment is a stormwater run-off treatment device that can be sited along highway side-slopes and medians, barrow ditches, and other linear depressions where available right-of-way is limited. See Exhibit 6-6.

### **Endangered/Protected Species**

A population of plant or animal which is at risk of becoming extinct because it is either few in numbers, or threatened by changing environmental, or predation parameters.

### **Floodplain**

Floodplains temporarily store excess water when rivers, streams, and lakes periodically overflow their banks and inundate adjacent land.

### **Good to Go**

**Good To Go!** is a high-tech toll collection system that allows customers to pay tolls electronically while traveling at highway speeds and without leaving the highway to stop at a tollbooth. The toll is automatically deducted from their prepaid **Good To Go!** account.

### **HOT lanes**

High Occupancy Toll (HOT) lanes are lanes that are open to carpools, vanpools, transit, and a limited number of solo drivers who will pay a fee. The lanes preserve priority status for transit and HOV vehicles, but allow solo drivers to use extra room in the lane if they pay a toll.

### **Hydrology**

Hydrology is the study of the movement, distribution, and quality of water throughout the soil. Hydrological research provides insight for environmental engineering, policy, and planning.

### **Level of Service (LOS)**

Intersections are graded based on delay and assigned a level of service letter grade from "A" to "F". A LOS "A" represents minimal vehicular delay and LOS "F" represents maximum delay or congestion. For intersections that are controlled by stop signs, the LOS is reported for the worst case approach direction, while for intersections that are controlled by traffic signals, the LOS is reported for all approaches.

### **Liquefaction**

Liquefaction occurs when water-saturated sandy or silty soil loses strength during earthquake shaking. It can cause major structural (bridges) failure if not properly accounted for. Liquefaction only occurs in water-saturated soil. Its effects are most commonly observed in low-lying areas near bodies of water such as rivers, lakes, bays, and oceans.

### **Queue**

A queue is a line of waiting vehicles, for example, a queue of vehicles at a red light waiting for it to turn green.

### **Regional Transportation Investment District (RTID)**

RTID was a joint effort of King, Pierce, and Snohomish counties to identify specific road, transit, and light rail improvement projects of regional significance in the three counties. RTID also had the authority to propose ways to fund transportation projects through local taxes and fees in those counties. RTID decisions were made by the County Council Members from the three counties. The public voted on the measure. The RTID ballot had to be approved by two contiguous counties and it was defeated in November 2007. Further detail is available at [www.RTID.org](http://www.RTID.org) (Sept. 2007).

### **Sole Source Aquifer**

An underground water supply designated by the Environmental Protection Agency (EPA) as the "sole or principal" source of drinking water for an area.

### **Transportation Demand Management (TDM)**

Transportation Demand Management is a strategy that changes how, when, and where people travel in order to reduce traffic congestion, improve mobility for non-drivers, conserve energy, and reduce pollution emissions.

### **Wetland**

Wetlands are areas that are regularly or seasonally saturated by surface water or groundwater and are characterized by a prevalence of vegetation that is adapted for life in saturated soil conditions.

# Vicinity Map

