Chartering

Partners in the SR 164 Route Development Plan signed a charter in November 2004 and established a Corridor Working Group (CWG) to develop recommendations for improvements along the corridor. These improvements will be grouped into 3 categories:

- Immediate-term project opportunities that can be funded and/or implemented in the next 6-18 months.
- Short-term recommendations on an action strategy to construct and operate mobility and safety improvements in the next 6 years.
- Long-term recommendations for mobility and safety for the next 20-25 years.

The CWG will develop an initial set of concept-level improvement alternatives reflecting the range of choices available. Those alternatives will then be discussed and evaluated and a set of final recommendations will be developed.

Who are the partners?

A partner is a geographic jurisdiction with responsibility for making improvements along the corridor. The role of each partner is to assure the study meets the needs of the jurisdictions represented.

The partners for the SR 164 study are:

City of Auburn Washington
City of Enumclaw
King County
Muckleshoot Indian Tribe
Puget Sound Regional Council PSRC

Partners agreed to focus on the following specific objectives:

- **Safety and Reliability -** Identify improvements that will reduce incidents and accidents along the corridor. Suggest improvements to enhance the safety of the corridor.
- **Travel Demand and Mobility -** Identify projects and operational improvements that address bottlenecks, maximize capacity, encourage safe use and benefit all users.
- **Auburn Bypass or Link Road -** Evaluate transportation improvements, including alternative access routes that link SR 164 and SR 18 and operational improvements that correct chokepoint and safety problems in the western part of this corridor.
- **Goods Movements and Regional Traffic -** Identify physical or operational projects to improve the movement of goods and services, maintain or improve freight travel times and trip reliability, and reduce potential conflict points between trucks, passenger vehicles, and pedestrians.
- **Environmental Impacts -** Prioritize those projects that minimize (to the extent feasible) environmental impacts.
- **Public Outreach and Input -** Develop a locally preferred strategy that provides active participation of stakeholders, interest groups, and elected officials from local jurisdictions.
- **Project Phasing -** Develop a phasing program that provides continuity and consistency among immediate, short and long-term proposed improvements.