

Appendix A

Corridor Working Group Members

City of Auburn

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City of Kent

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WSDOT Olympic Region

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EnviroIssues

Kristine dos Remedios, Public Involvement
Diane Adams, Public Involvement

Appendix B
SR 167 Corridor Plan Screening Criteria

Suggested SR 167 Corridor Study Screening Criteria
Revised per Corridor Working Group Meeting 07/29/05

Screening Criteria	Performance Indicators	Methodology
Objective: Move More People		
Throughput		
Person Trips	PM Peak Period by Screenline	EMME/2 Post Process
Person Trips GP	PM Peak Period by Facility	EMME/2 Post Process
Person Trips HOV 3+	PM Peak Period by Facility	EMME/2 Post Process
Person Trips Transit	PM Peak Period by Transit	EMME/2 Post Process
Objective: Reduce Congestion / Save Time		
Hours of Congestion	Number of hours each day	Post- Process EMME/2
Hours of Travel	Person Hours of Travel	EMME2
Travel Time		
General Traffic	Point-to-Point travel times (PM Peak Period)	EMME2
HOV /Transit/Managed	Point-to-Point travel times (Peak Periods)	EMME2
Speed	PM Peak Period - Average Speed in General Purpose Lanes	EMME2
Traffic effects on local arterials	Traffic volumes on select arterials	EMME/2 Post Process
Objective: Improve Truck Mobility / Efficiency		
Hours of travel		
Large trucks	Vehicle hours of travel – daily	EMME2
Medium trucks	Vehicle hours of travel – daily	EMME2
Travel time		
Large trucks	Point to point travel time	EMME2
Medium trucks	Point to point travel time	EMME2
Access efficiency	Ease of access to SR 167	GIS route from select trucking facilities
Freeway operations efficiency	Ease of weaving on SR 167	Weaving analysis at key interchanges
Objective: Improve Safety		
Rate & Severity of collisions; HALs/HAC's	Collisions at HALS/HACS	Evaluate physical and operational improvements at HALs/HAC's
Rate & Severity of truck collisions	Truck collisions	Evaluate physical improvements at truck access points, ramps, etc.
Total Collisions	Annual collisions by type	Evaluate accident rates using changes in corridor design.
Objective: Be Cost Effective		
Cost	Capital and Operating Cost	Planning level cost estimates
Cost effective for WSDOT (and other responsible agencies)	Cost-Benefit ratio (Include congestion cost vs. toll revenues and costs)	WSDOT Cost Benefit
Cost Savings in collisions	Annualized cost per accident saved	Post process from safety analysis
Cost of moving freight	Operating costs for trucks	Post process from freight analysis

Screening Criteria	Performance Indicators	Methodology
Objective: Be Environmentally Effective		
Water quality and quantity.	Effects to water courses, fish passage Opportunities for drainage improvements	GIS mapping: review of previous documents Work with Basin Level Planning Efforts at WSDOT (D.Gersib) Verification with Local Agencies mapping and rating systems. Confirm Rivers/Streams & Utilize recent environmental analysis – Local Agencies
Air quality		Analyze emissions based on EMME/2 outputs
Environmentally sensitive areas and Resources. (Wetlands, Section 4(f), Cultural Resources - Section 106)	Effects to Wetlands/sensitive areas; parks and recreation areas	GIS mapping: review of previous documents. Verification with Local Agencies & Field Checks on resources Review of OAHP Records and ID Areas of High Cultural Resource Potential.
Indirect effects (Displacements/Land Use) (Environmental Justice)	Effects to generalized land uses within each jurisdiction.	GIS mapping: review of previous documents Review of Census information on EJ Populations. Identify partial to full parcel acquisition needs – Conservative Approach
Support GMA / Urban Centers	Increase total person trips along corridor	EMME/2 Post Process of HOV+3/Transit Person Trips