

Section 5: Public Transit, Bicycle, and Pedestrian Facilities

What Multimodal Facilities are Available in the SR 167 Corridor?

Public transportation is available in the corridor through local bus service, express bus service, and commuter rail. These services are supported by a number of park-and-ride facilities located throughout the corridor. There are limited pedestrian facilities and bicycle trails that exist within the SR 167 right-of-way.

What is a multimodal facility?

A multimodal facility is a transportation facility that involves more than one mode of transportation. For example, a facility that is a bus station and a train station.

How Does the Bus Transit Service Operate in the SR 167 Corridor?

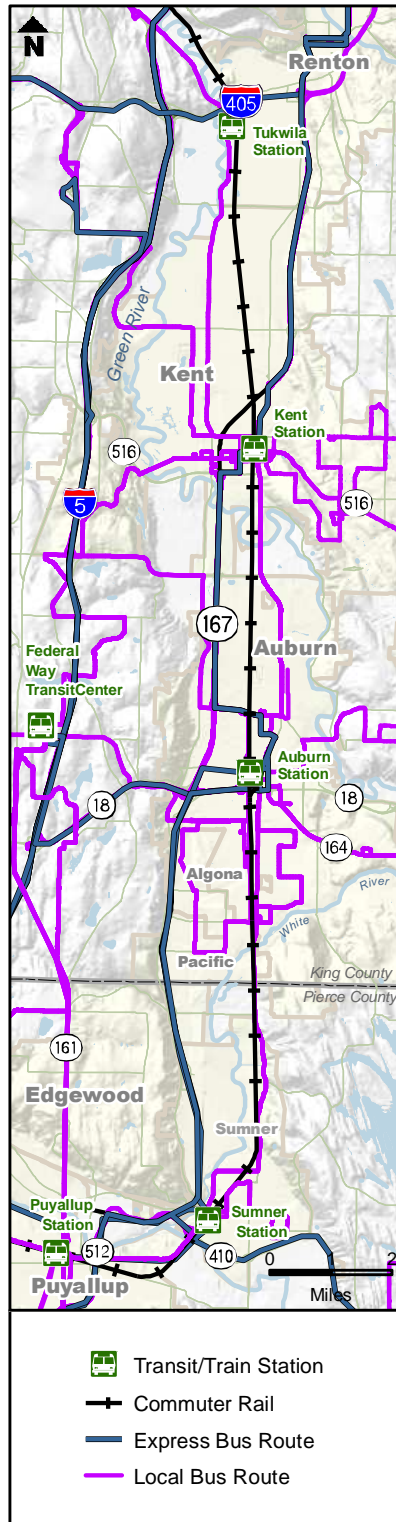
There are two types of bus service along the corridor, express bus routes and local bus routes.

Express Bus Routes

Express bus service is provided along the SR 167 Corridor by both Sound Transit and King County Metro to major employment destinations in Seattle, Pierce County and along the eastside of Lake Washington through twelve separate routes.

Of the twelve express routes in the Green River Valley, four operate via the SR 167 freeway itself (Route Numbers 154, 564/565, and 952), one operates on generally north-south alignments that parallel SR 167 through the corridor (Route Number 247), and the remaining seven operate across the SR 167 Corridor en route to their destinations (Route Numbers 152, 158, 159, 160, 162, 163, and 582). Of these seven routes, six operate between the Kent/Auburn area and downtown Seattle via I-5 rather than SR 167. Although they do not operate north-south through the SR 167 Corridor, these six commuter routes serve riders who might otherwise travel along the corridor to reach Seattle. See Exhibit 5-1 for Express Bus routes.

Exhibit 5-1
Commuter Rail and Express Bus



Source: Metro King County & Sound Transit

Local Bus Routes

Seventeen local fixed routes operate primarily within the SR 167 Corridor. The majority of these routes (15) are operated by King County Metro, with groupings of routes operated in the southern end of the corridor by Pierce Transit.

The first group of routes operates within and through the corridor in a generally north-south direction on arterials that parallel the SR 167 Corridor. These roadways include the West Valley Highway, 84th (Central) Avenue, Talbot Road, and Benson Road/108th Avenue.

The second group of routes operates within and through the SR 167 Corridor in a generally east-west direction, with the majority of these routes actually crossing SR 167 at some point. Major transit crossings of SR 167 occur at Grady Way and Lind Avenue, SW 43rd Street and S 180th Street in Renton, S 212th Street, James Street and SR 516 in the Kent area, S 277th Street, 15th Street NW and SR 18 in the Auburn area.

How Does the Sounder Commuter Rail Service Operate in the SR 167 Corridor?

Sound Transit operates its Sounder Commuter Rail service between Tacoma and downtown Seattle along the Burlington Northern Santa Fe (BNSF) tracks that run parallel to SR 167. The trains stop at stations in Puyallup, Sumner, Auburn, Kent, and Tukwila.

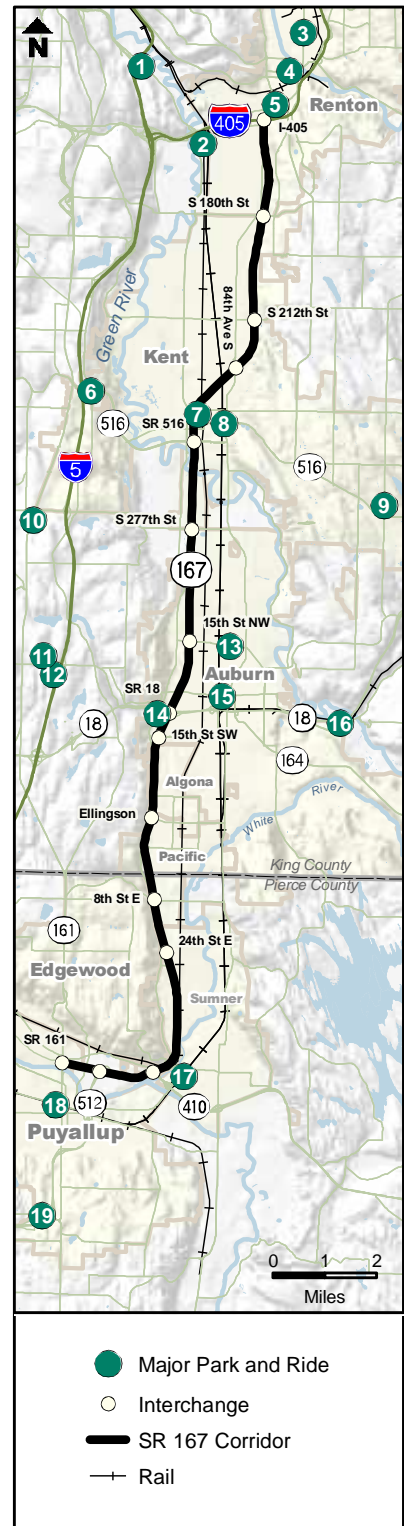
The commuter trains operate in the peak commute periods and primarily in the peak travel direction carrying up to 1,800 commuters in each direction on weekdays. Five trains operate northbound on weekday mornings, leaving Tacoma between 5:00 a.m. and 7:20 a.m., and one southbound train leaves Seattle at 6:10 a.m. Five trains operate southbound in the afternoon leaving the Seattle area between 3:35 p.m. and 5:55 p.m., and one northbound train leaves Tacoma at 4:45 p.m. Sound Transit also offers special rail service for major events such as Mariner baseball and Seahawk football games.

Park-and-Ride Lots

In addition to the bus and rail services described above, the SR 167 Corridor is home to a significant number of park-and-ride lots, both large and small, owned and leased, that anchor bus and rail services to major regional destinations. Park-and-ride facilities serving the SR 167 Corridor are illustrated in Exhibit 5-2a and described in Exhibit 5-2b.

On average, park-and-ride facilities in the SR 167 Corridor are utilized to approximately 72% of their useable capacity. The percentage utilization varies by facility, with Federal Way and Kent facilities providing the highest parking capacity but with only 61% to 68% of the total stalls being used. The Auburn facilities, located in southern King County, have less capacity but a much higher utilization rate of 78%. The Renton facilities, located at the north end of the corridor, fill to nearly 100% capacity every weekday.

Exhibit 5-2a
Major Park and Ride Facilities



Source: Metro King County, Pierce Transit, & Sound Transit

Exhibit 5-2b
Major Park-and-Ride Facilities in the SR 167 Corridor

	Facility	Location	Parking Capacity	User Count ¹	Utilization
Tukwila			474	420	89%
1	Tukwila P&R	13445 Interurban Ave S	255	259	101%
2	Tukwila Station	7301 S 158th St	219	161	74%
Renton			948	924	97%
3	Renton Boeing Lot 12	N 6th St & Park Ave N	225	205	91%
4	Renton P&R	232 Burnett Ave S	150	135	90%
4	Renton City Municipal Garage	655 S. 2nd St.	200	211	105%
5	South Renton P&R	205 S 7th St	373	373	100%
Kent			2,356	1,612	68%
6	Kent/Des Moines P&R	I-5 & Kent-Des Moines Rd	370	388	105%
7	Kent/James St P&R	N Lincoln Ave & W James St	713	162	23%
8	Kent Garage at Kent Station	301 Railroad Ave N	874	803	92%
8	Kent Surface Lot at Kent Station	301 Railroad Ave N	227	202	89%
9	Lake Meridian P&R	132nd Ave SE & SE 272nd St	172	57	33%
Federal Way			2,774	1,702	61%
10	Redondo Heights P&R	27454 Pacific Highway S	697	66	9%
11	Federal Way Transit Center P&R	31261 23rd Ave S	1200	1054	88%
12	Federal Way / S 320th St P&R	32320 23rd Ave S	877	582	66%
Auburn			1,052	818	78%
13	Auburn P&R	101 - 15th St NE	358	190	53%
14	Peasley Canyon P&R ²	W Valley Hwy S / Peasley Canyon	54	43	80%
15	Auburn Garage at Auburn Station	23 "A" St SW	500	462	92%
15	Auburn Surface Lot at Auburn Sta.	23 "A" St SW	114	114	100%
16	SR 18/ Auburn-Black Diamond Rd	SR 18/Auburn-Black Diamond Rd	26	9	36%
Pierce County			936	704	75%
17	Sumner Station ³	810 Maple St, Sumner	286	230	80%
18	Puyallup Station ³	131 W Main St, Puyallup	300	347	116%
19	South Hill P&R ³	10416 94th Ave Cr E, Puyallup	350	127	36%
Corridor Total			8,540	6,180	72%

¹ Source for points 1 through 16 - King County Metro July 31, 2008 Park and Ride Lot Utilization Report.

² No transit service at this location, lot for carpool and vanpool parking.

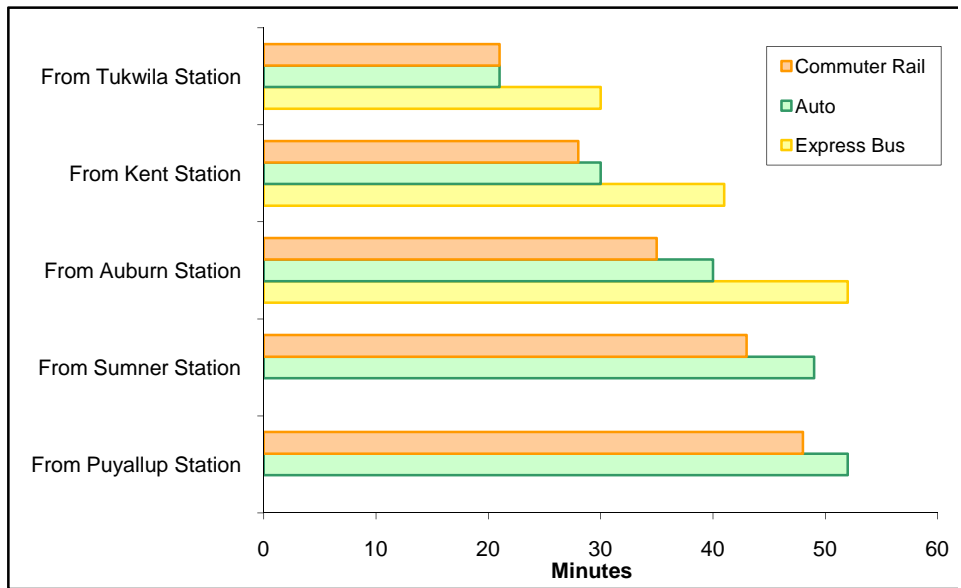
³ Pierce County utilization is based on average full year 2005 counts.

What are the Transit Service Travel times in the SR 167 Corridor?

Public transportation services can offer very competitive travel times in the SR 167 Corridor. Commuter train travel times to downtown Seattle are not only competitive but reliable as well. Exhibit 5-3 summarizes travel times between the rail stations for differing modes including auto, express bus, and commuter rail. Travel times to downtown Seattle in the peak commute periods are consistently faster via commuter rail than by automobile or bus.

At this time, there are no direct Express Bus routes to downtown Seattle from the Green River Valley communities.

Exhibit 5-3
Comparative Travel Times (Minutes) to Downtown Seattle

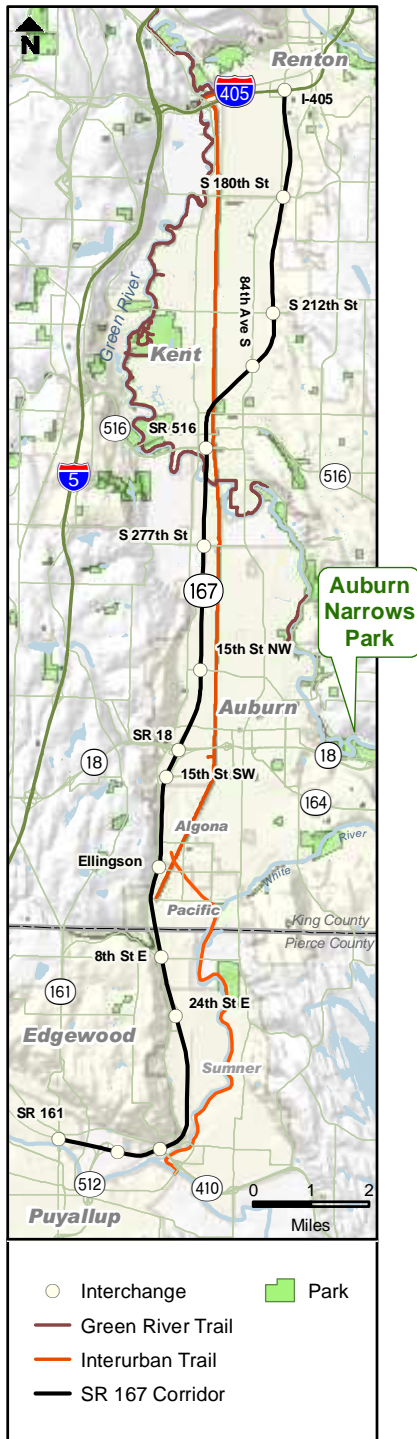


Source: Sound Transit

Express routes originate in Renton along I-405 or in Kent adjacent to I-5. Commuters wanting to use an Express route to downtown Seattle must travel to one of these locations.

Exhibit 5-4
Trails in the SR 167 Corridor

What Pedestrian and Bicycle Facilities are Available in the SR 167 Corridor?



Source: Metro King County & Sound Transit

Pedestrians and bicyclists can use two regional trails near the SR 167 Corridor. The first trail, the Green River Trail, runs from Auburn Narrows Park along the Green River, crossing under SR 167 near SR 516 and north to Alki Point in Seattle (see Exhibit 5-4).

The second trail, the Interurban Trail, runs parallel to the Burlington Northern Santa Fe (BNSF) railway and Union Pacific Railroad (UPRR) rail tracks from south of the city of Pacific to the city of Tukwila and connects to the Green River Trail.

Pedestrian sidewalks are provided along all streets that cross over or under SR 167 except 4th Avenue N in Kent. All on-and off-ramps that have traffic signals also have painted pedestrian crosswalks.

All regional bus routes and some local bus routes have equipment to carry bicycles. The Sounder Commuter Rail service also has facilities to carry bicycles and bicycle lockers are provided at all Sounder Stations.

Key Findings of This Section

Multimodal facilities

- There are twelve separate regional transit express routes that operate on SR 167, parallel SR 167, or cross over SR 167.
- Seventeen local transit routes operate within the SR 167 Corridor and the adjacent cities.
- Sounder Commuter Rail operates five trains northbound in the morning and five trains southbound in the afternoon, with one additional train in the opposing peak direction in the morning and afternoon.
- There are 22 park-and-ride lots in the SR 167 Corridor.

Transit Travel Time

- The transit travel time for buses is generally 10 minutes longer than using an automobile.
- Commuter rail currently provides approximately 5 minute travel time savings in comparison to the automobile during peak commute hours.

Pedestrian and Bicycle Facilities

- There are two regional north/south trails in the SR 167 Corridor – The Green River Trail and the Interurban Trail.
- There are pedestrian crosswalks at the Renton, Kent, and Auburn interchange areas.

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