SR 162 Sumner to Orting Corridor Study

Study Management Plan Updated

Prepared by

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Photos courtesy of WSDOT, and Biking Puget Sound - Bill Thorness

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SR 162 Sumner to Orting Corridor Study

Study Management Plan

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OVERVIEW

The *Study Management Plan* for the State Route (SR) 162 Sumner to Orting Corridor Study offers a description of the key outcomes, tasks, and resources necessary to carry out the study. The SR 162 corridor study will use strategies that take into account WSDOT's new Practical Solutions approach.

The *Study Management Plan* was prepared as both a management tool to guide the study development process, and as an informational overview for communicating the objectives of the study. The study's overall management strategy is summarized, as are the responsibilities, procedures and schedule. In addition, the *Study Management Plan* provides the framework for the study, and establishes the standards by which study performance is measured.

The *Study Management Plan* is founded on a team approach. The plan relies on coordination with stakeholders in order to accurately reflect existing and projected conditions within the study area.

The *Study Management Plan* is intended to:

- Provide a framework for advancing, developing and implementing the *Study Management Plan* in accordance with federal, state, and regional plans, policies and procedures. Specifically, the study will address each of the transportation policy goals established in RCW 47.04.280 to integrate transportation performance at the local, regional and state government levels.
- Specify the management procedures and organizational structure that will be used by WSDOT and its partners to complete the study.
- Establish guidelines for interaction and coordination between the stakeholders who are participating in, and interested in the study.
- Outline study outcomes and the work effort that will be completed over the course of the study.
- Establish a preliminary schedule for completion of the study.
- Document the work effort, and key decisions over the course of the study. This will set the stage for future development of transportation solutions or projects, and subsequent project-level decisions for federal funding.

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STUDY AREA

The study area encompasses 8.11 miles of SR 162 in Pierce County. The study area commencing at the SR 162/SR 410 interchange (MP 0.00) in Sumner; and continuing south to the city limits of Orting (MP 8.11). For your reference, this area is depicted in the map graphic below. This section of highway features a mostly two lane highway classified as an urban minor arterial. The following major county roads intersect SR 162 in this area: Rivergrove Drive, Pioneer Way, 96th Street, Military Road and 128th Street. Interestingly, SR 162 crosses the Puyallup River twice within the study area.

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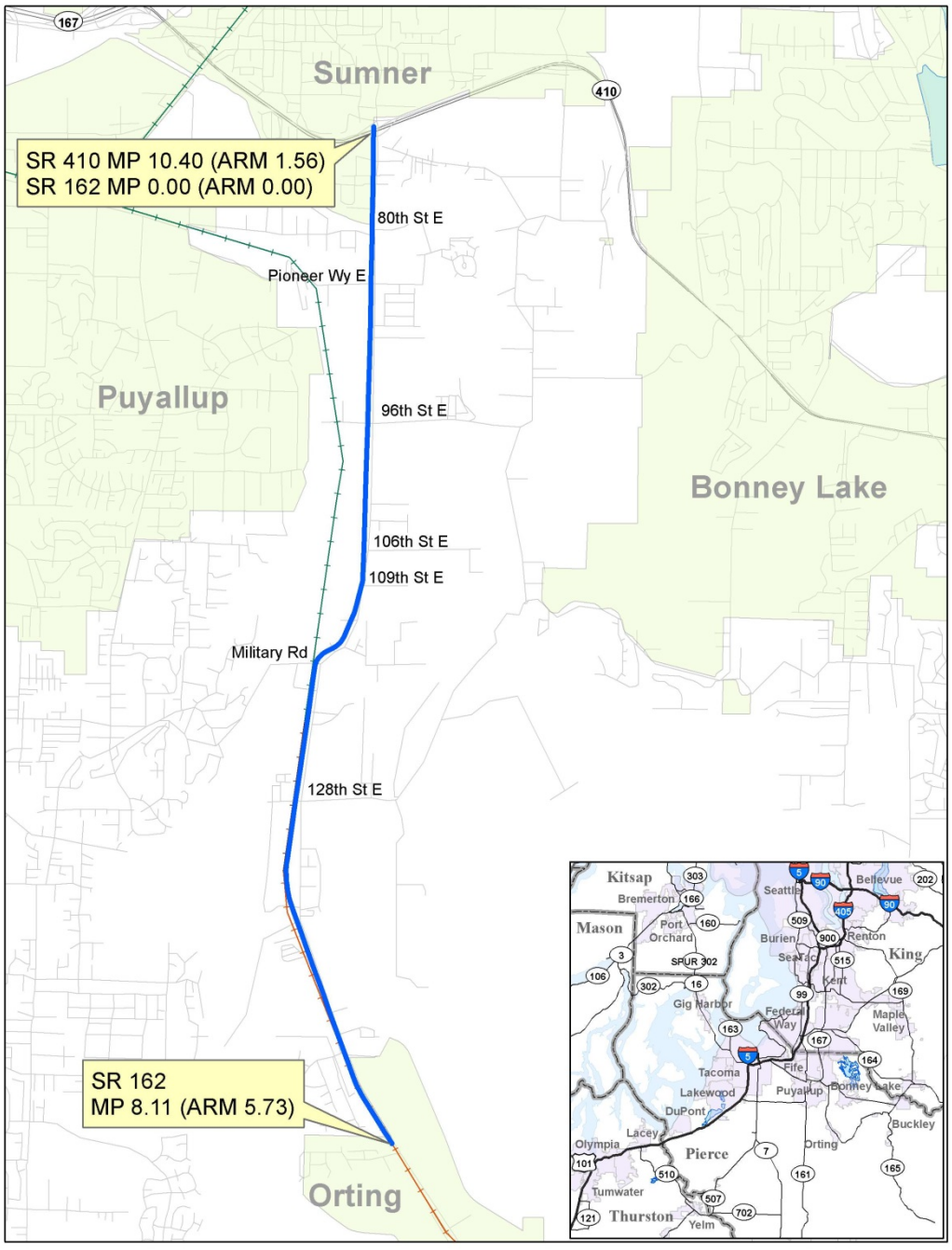

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PURPOSE AND NEED

The purpose of the study is to identify ranked strategies that increase mobility by reducing delay for all users of the corridor, while maintaining or improving the safe operation of the highway.

The need exists to address current and future congestion on the corridor and at signalized intersections, most pronounced during the peak commute periods, imposing delays and inconvenience for motorized travelers that creates challenges, and may have a significant impact on reliability and mobility at certain times of day.

DRAFT SR 162 CORRIDOR VISION

Together with the community, a corridor vision will be developed. A draft SR 162 Corridor Vision is provided below for your consideration.

> *Actively preserve the essence and character of the Orting and Sumner Valley while managing corridor performance that supports the local communities and the traveling public.*

STUDY GOAL AND OBJECTIVES

STUDY GOAL

The study will identify ranked strategies that address corridor improvements which result in improved travel-time, predictability, and the safe operation of the SR 162 corridor from Sumner to Ortiing.

STUDY OBJECTIVES

The study will engage partners, transportation service providers, and the communities to develop a plan that will:

- Provide a safe and efficient transportation corridor that enhances the mobility and connectivity within the corridor;
- Provide an appropriate balance between the different users (through mobility and local access) along the corridor;
- Identify ranked near-term, mid-term and long-term improvement strategies for the corridor that include operational improvements and demand management strategies;
- Ensure strategies provide safe alternative modes of transportation;
- Ensure the strategies are compatible with existing land use and transportation plans.

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SCOPE OF WORK

The *Study Management Plan* identifies the level of work effort needed by WSDOT to evaluate the state owned transportation system. The plan also contains elements that are necessary to evaluate the regional transportation network. This may assist in the identification of comprehensive transportation strategies within the study area.

1.0 Study Administration and Management

1.1 Study Administration

WSDOT, Olympic Region Planning Office will lead the study. The study lead is responsible for: managing the *WSDOT Multidiscipline, Multimodal Study Team*; maintaining the study schedule; budget; reporting; and monitoring the study's progress.

WSDOT is responsible for maintaining communications with the study stakeholders; organizing the necessary materials and documentation to support the study. Note: documentation materials may include, but is not limited to:

- Status Reports, summary briefings
- Documentation Logs; Risk Management Records
- Quality Control/Quality Assurance
- Close Out

1.2 Study Coordination

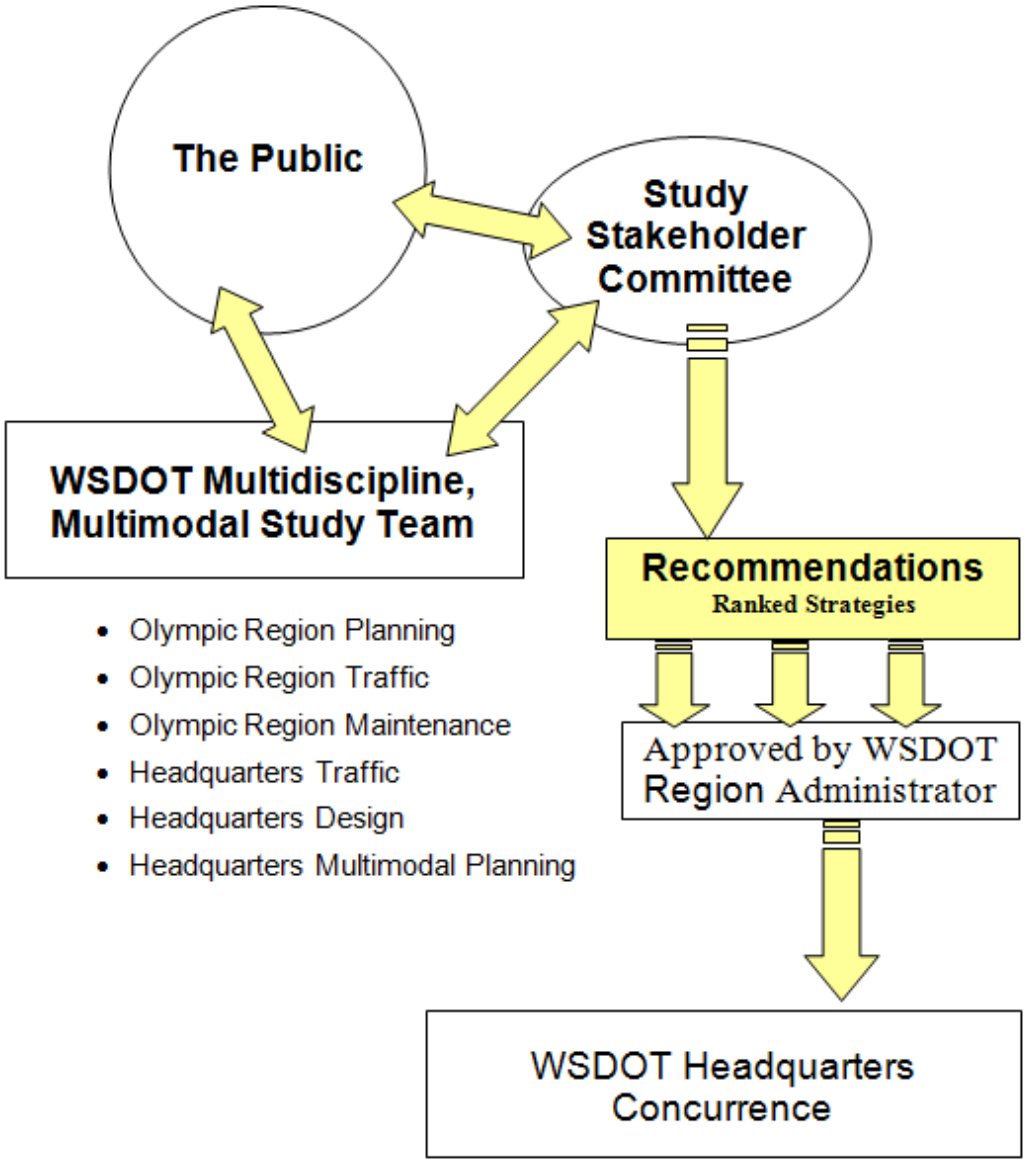
The study will include coordination between WSDOT, Pierce County, Puget Sound Regional Council (PSRC), and the cities of Sumner, Orting, and Bonnie Lake; Pierce Transit and Sound Transit agencies; Muckleshoot Indian Tribe; Nisqually Indian Tribe; Puyallup Tribe of Indians; Squaxin Island Tribe; and the Confederated Tribes and Bands of the Yakama Nation; and the Tehalel/Newland communities. The above named entities are members of the *Study Stakeholder Committee*. Please reference Figure 1 on Page 8 depicting the *Decision Making Process* for their role in the study.

1.2-1 WSDOT Multidiscipline, Multimodal Study Team –The *WSDOT Multidiscipline, Multimodal Study Team* meetings will be held bi-monthly, or as deemed necessary throughout the study cycle. The Study Team will be primarily responsible for reviewing the study information. At the discretion of the study lead, Study Team meetings may include the entire team; or just the individuals directly responsible for specific tasks identified on the agenda. These meetings will be informal in nature, and may be via in-person, telephone conference call, or by other means available. Reference Appendix A: Study Roles and Expectation Matrix, and Appendix C: Study Stakeholder List.

1.2-2 Study Stakeholder Committee – This advisory committee will be responsible for providing comments on key deliverables in the process; and the identification of alternative transportation strategies.

The study's Decision Making Process is depicted in Figure 1 below.

Figure 1: Decision Making Process



1.2-3 Identify Study Area Boundary

The specific boundaries of the study area will be reviewed by the *Study Stakeholder Committee.*

1.2-4 Identify Corridor Vision and Goals

WSDOT will work with the *Study Stakeholder Committee* to develop a vision for the corridor with supporting study goals.

1.3. Change Management Revisions/Amendments

Revisions to the work elements and schedule may be necessary from time to time in order to ensure that the study continues to meet its objectives and expectations. Change Management Requests may be initiated by the study lead in writing through the Change Management request application.

1.3-1 Proposed changes to the study will be evaluated by the study lead to determine:

- If the proposed amendment would be consistent with the study purpose, objectives, schedule, and budget;
- If there is a significant change to the study schedule or budget.

1.3-2 The study lead will be responsible for processing the amendment request, and maintaining the change management record and log.

2.0. Study Charter

The success of this study will be dictated in part by the identification of the underlying assumptions, methodology, and study requirements necessary to evaluate the transportation system (Appendix E).

2.0-1 Develop a Charter Agreement

The Study Charter shall include ground rules, roles and responsibilities, and communication. The charter shall also include processes for reaching an agreement, resolving disputes and for making a final decision process.

The study lead will consult with WSDOT Headquarters to establish a *WSDOT Multidiscipline, Multimodal Study Team.* Members include subject matter experts.

Key Deliverable

- Study Charter Agreement

3.0 Communication Plan

Developing a well thought out communication strategy can be critical to the success of a study. This strategy proactively anticipates community participation needs at the beginning of the study and throughout the process. This strategy provides for the sharing of information; and builds support. The communication plan will identify study stakeholders; determine stakeholders' expectations; and provide the best types of communication methods for early, continuous and meaningful opportunities to maintain open communication and input (Appendix F)

3.1 Developing a Communication Plan

WSDOT will prepare a Communications Plan for the study. The plan will be prepared in accordance with WSDOT procedures. The plan will identify communication and public outreach objectives; key audiences; and outline the communication strategies and processes that will be employed throughout the study. The plan will also delineate communication and outreach responsibilities.

3.2 Communication Plan - Review

The Communication Plan will be reviewed by the *Study Stakeholder Committee*.

Key Deliverables

- Study Stakeholder List (Appendix C)
- Communication Plan (Appendix F)
- List of workshops, meetings and other events

4.0 Data Collection

Study team members will conduct necessary research; compile data and information characterizing the SR 162 corridor. The data used will be supplied by WSDOT, local agencies and other applicable related sources. This research effort will focus on the collection of data related to, but not limited to, the following: geometric configurations of the corridor right of way information; safety (crash data, crash history, etc.); land use; environmental data; pavement and bridge conditions; traffic patterns, volumes and operating conditions for peak (AM and PM Periods); and multimodal applications (sidewalks and bicycles).

The data collection effort will include all available WSDOT and local improvement projects along SR 162 and connecting arterials. Recent study materials from this area will also be utilized. Data will be collected during different points in the schedule as needed.

4.1 Collection of Data, Plans, Studies, and GIS information

Building on the Corridor Sketch Initiative Phase 1 information, GIS and existing data resources, and collect additional data where needed to develop an inventory.

The inventory should identify the following:

- Transportation network
- Traffic volumes on major segments and turning movements counts at intersections on the study corridor
- Intersection controls at intersections on the study corridor
- Transit system, including major transit stations, and park & ride lots as applicable
- Freight/Rail
- Local and Regional Land Use

The table below identifies information needs and primary responsibilities for providing information to support the study.

Result	**Information Source**	**Responsibility**
Prepare Base Maps	Aerial Orthophoto	WSDOT
Prepare Base Maps	Topography	WSDOT
Prepare Base Maps	Existing Right of Way	WSDOT
Infrastructure Evaluation	Design Files, As-builts, Orthophoto, Topographic maps, evaluation reports, design standards	WSDOT
Traffic Analysis (baseline)	Traffic Counts	WSDOT and local agencies
Crash Analysis	Crash Data	WSDOT & local agencies
Geometric Analysis	Transportation Infrastructure Geometrics	All agencies
TDM evaluation	Transit System and Park and Ride Lots as applicable	WSDOT
Base Map & TDM evaluation	Bike and Pedestrian facilities, routes & usage	WSDOT & all agencies

The table below identifies information needs and primary responsibilities for providing information to support the study.

Result	Information Source	Responsibility
Modeling & Traffic Analysis	Funded Transportation Projects	All agencies
Traffic Forecast	Study Area Demographics & Forecast Data (Population/Employment/Land Use)	WSDOT and local agencies
Environmental Screening	Floodplains, rivers and streams (FEMA Flood and other existing maps and data sources)	WSDOT, & local agencies
Environmental Screening	Wetlands (National Wetland Inventory and other local supplemental data)	WSDOT, & local agencies
Environmental Screening	Fish and Wildlife Habitat (existing data sources)	WSDOT, & local agencies
Environmental Screening	Geologic Hazards (including seismic hazards and steep slopes)	WSDOT, & local agencies
Environmental Screening	Cultural Resources	WSDOT, Tribes & local agencies
Climate Change & Extreme Weather Strategies	Critical Infrastructure vulnerability Assessment	WSDOT
Traffic Baseline & Forecast	Pierce County Comprehensive Plan	Pierce County

4.2 Prepare Transportation System Base Map(s)

Develop base maps with appropriate data base layers for the study. Maps may include using aerial photographic maps; right of way maps; transportation facilities; environmental documentation; modal elements; federal roads classification; and other information available to represent the study needs. The scale of the maps will be developed in accordance with best practices, and as needed to accurately represent the study.

4.3 Existing Geometric Assessment

Evaluate SR 162 transportation facility geometrics to identify existing needs, and potential constraints in the development of alternatives. Evaluate the following components separately: stopping sight distance; merge and diverge lengths; lane widths; turning lane storage capacity; shoulder and median widths; clearances; infrastructure age and condition ratings; vertical and horizontal roadway curvature; and the spacing between signals at intersections. Using aerial base maps *(scale)* show the following:

- Identify existing geometric conditions that may affect traffic operating conditions or are needed to conduct traffic analysis.
- Identify potential needs and constraints in the development of alternatives.
- Prepare drawings, graphics and other data for SR 162, SR 410 interchanges and ramps as warranted.
- Prepare a summary of Geometric findings.

Key Deliverables

- Data, Resource and Requirements Inventory list of plans, studies and other data collected for the study.
- Base map of study area with data base layers representing the transportation facilities, environmental and other sources.
- Summary Report of Geometrics for SR 162, SR 410 interchange, ramps and structures.

5.0 EXISTING CONDITIONS

WSDOT will conduct a planning level environmental review as part of the existing conditions assessment. The review will be conducted with the aid of geographic information systems (GIS). This review is not intended to replace a more thorough environmental assessment that may be needed in the future. Instead, the purpose of this review is to provide an indication of where sensitive environmental resources may exist within the study area. This information can be used to identify issues or concerns in the development of improvement strategy recommendations for the study corridor. Should any of the recommendations move forward to implementation, this review will be the first step in understanding any environmental challenges that may exist within the study corridor. The environmental challenge will need to be addressed prior to implementation.

5.1 Environmental Review

A brief description of environmental factors in the study area will be prepared using GIS and other data for the baseline assessment.

Environmental resources include:

- Floodplains, rivers or stream
- Wetlands
- Climate Change and Extreme Weather
- Wildlife Habitat
- Geotechnical and Soil conditions
- Geologic Hazards include steep slopes
- Traffic Noise
- Water Quality (Stormwater treatment)
- Cultural Resources
- Fish passage

5.2 Consultation with Resource Agencies/Consultation with Tribes

Identify and consult with resource agencies responsible for land-use management, natural resources, environmental protection, conservation and historic preservation.

5.2-1 The Communication Plan identifies stakeholders and processes for participation in Section 2.2 (Appendix F).

5.2-2 Work with resource agencies to identify environmental resources of concern, and potential environmental mitigation activities.

5.2-3 During the alternatives phase of the study, work with resource agencies. Identify those alternatives that may need more specific environmental GIS mapping to address environmental constraints and or mitigation measures.

5.3 Review of Land Use, Regional and Local Comprehensive Plans and Zoning

Each type of land use generates different types of trips that have the potential to impact certain systems if not closely evaluated. General land use inventory should include single family, multifamily, commercial, industrial, agriculture, opens space and recreation.

5.3-1 Provides a brief summary description of existing regional plans, local comprehensive plans, and development regulations within the study area. The summaries may include maps and graphics as appropriate to reflect major land use types as well as agriculture, rural and urban growth areas.

5.3-2 The Pierce County's travel demand model will be used for the study's modeling effort. The most recent land use data will be incorporated into the travel demand model.

5.3 Review of Land Use, Regional and Local Comprehensive Plans and Zoning

5.3-1 Provides a brief summary description of existing regional plans, local comprehensive plans, and development regulations within the study area. The summaries may include maps and graphics as appropriate to reflect major land use types as well as agriculture, rural and urban growth areas.

5.3-2 The Pierce County's travel demand model will be used for the study's modeling effort. The most recent land use data will be incorporated into the travel demand model.

5.4 Social Economic and Demographics

Identify and document the social, economic, and demographic information within the study area, including the presence of minority and/or low-income populations. Population, employment data, and forecast information will be provided by Pierce County and PSRC. This information will also be supported in the Travel Demand Model. Prepare text summary with maps and graphics to document conditions in the study area.

Key Deliverables

- Consultation resource contact list and summary of concerns and potential mitigation activities.
- Prepare a text summary of the environmental areas, land use and demographic factors with charts, maps, and graphics to document the conditions in the study area with appropriate citations.

6.0 Crash Analysis

WSDOT staff will conduct a crash analysis for the SR 162 corridor; the SR 410 interchange; and appropriate ramps. Crash data and analysis will be analyzed per the Highway Safety Manual's guidelines and procedures. WSDOT will employ agency safety guidance for corridor planning studies.

6.1 Crash Analysis Methodology

Identify crash analysis methodology for highways and regional network. Collect and Analyze Crash Data. The data analysis per the Highways Safety Manual's guidance will be summarized in tabular and graphical format.

6.2 Crash Technical Report

Summarize the crashes in the corridor by type, location, frequency, severity and time of day. Crash data will be summarized by segment on the highway, including the SR 410 ramp segments, and at the ramp terminal intersections. Similar crash summaries will be completed for the local regional road system within the study area. The crash analysis will use the most recent 5-year data available from WSDOT.

- Present Data Analysis to the WSDOT Study Team

Key Deliverables

- Crash Analysis Technical Report

7.0 Existing Traffic Operations

This task element relies on the integration of resources, data and analysis from WSDOT and Pierce County. The integration of resources is needed to conduct a baseline assessment of all modal elements of the study area's transportation network. The primary purpose of the analysis will be to identify modal travel patterns.

7.1 Existing Traffic Data Collection

The following data will be collected for the base year traffic analysis:

- AM and PM peak periods traffic volumes on selected locations in the study area
- AM and PM peak periods turning movement counts at intersections in the study corridor
- Travel time observation on the study corridor area
- Signal timing plans at each signalized intersection on the study area

7.2 Existing Traffic Operations Analysis

The analysis will evaluate and analyze the traffic operations, corridor segments, and intersections within the study corridor. Additional tools may also be used to analyze other modes such as transit activity, to validate the results of the model and/or as needed to accurately reflect operating conditions.

7.2-1 The Synchro 8 and SimTraffic 8 macro-simulation software will be used to conduct AM and PM peak hour (HCM 2010) operational analysis. Below are examples of some performance measures that may be used in the model.

- Segment and Intersection delay and level of service
- Travel time
- Average speeds
- Intersection Queue length

7.2-2 Using the results from WSDOT's traffic analysis, identify where there are existing operational performance issues associated with the following:

- Arterial Operations (local arterial intersections LOS and congestion)
- Travel time reliability

7.3 Model Development/Calibration/Validation

The Pierce County travel demand model will be used for this study. The base year will be Year 2015. The primary objective of the model calibration/validation is to obtain the model estimates within the predefined calibration/validation targets comparing with the observed performance measures. The calibration/validation will be conducted for AM and PM peak periods for the following performance measures:

- traffic volumes at selected screen lines
- traffic volumes on the study corridor
- travel time on the study corridor; and visual audits for queue length at major intersections
- travel time on the study corridor; and visual audits for queue length at major intersections

7.4 Review and Approve Base Year 2015 Model

WSDOT will send the model volume outputs with the validation results to the WSDOT Multidiscipline, Multimodal Study Team for review.

8.0 Future Year Travel Demand Forecasts

This element will prepare a travel demand forecast analysis in the study area and include motorized transportation modes. The analysis will use 2035 population and employment forecasts and travel demand model developed by Pierce County for their 2015 GMA update. The transportation forecast will use baseline transportation network analysis identified in 8.0 for 2035.

8.1 Update Future-year baseline Travel Demand Forecasts (5-year forecast 2020, 10-year forecast 2025 and 20-year 2035 forecast)

WSDOT will conduct future year 5-year 2020, 10-year 2025 and 20-year 2035 travel demand forecasts. This analysis will evaluate the regionally significant transportation network and demand on the study area. Demand volumes to capacity ratio will be analyzed for the selected major corridors and particularly the study corridor.

8.2 Review and approve Network Volume for (5-year 2020, 10-year 2025 forecast and 20-year 2035 forecast) conditions

WSDOT will send model volume outputs to select WSDOT Multidiscipline, Multimodal Study Team for review.

8.3 Trip Generation on the Anticipated Development

WSDOT will follow ITE Trip Generation Manual.

8.4 Evaluation of future no action transportation network Performance for 5-year 2020, 10-year 2025 and 20-year 2035 conditions.

The analysis will evaluate and analyze the traffic operations, corridor segments, and intersections within the study corridor in conditions with the demand added from anticipated development. It is to determine the types of improvements the corridor will need to meet future demand. Other models may also be used to analyze other modes such as transit activity (as applicable), to validate the results of the model and/or as needed to accurately reflect operating conditions.

8.4-1 Using the results from WSDOT's traffic analysis, identify where there are existing operational performance issues associated with the following:

- Arterial Operations (local arterial intersections LOS and congestion)
- Travel time reliability

8.4-2 Compare the forecast demand volumes with the travel demand capacity of the transportation network.

8.4-3 Summarize the information in a graphic/table to represent the future AM and PM peak periods segment volumes to evaluate the demand on the corridor.

8.4-4 Compare the future Transportation Forecast analysis to the baseline traffic analysis to determine changes and reasons for changes in system performance.

8.4-5 The Synchro 8 and SimTraffic 8 macro-simulation software will be used to conduct AM and PM peak hour (HCM 2010) operational analysis. Below are examples of some performance measures that may be used in the model.

- Segment and Intersection delay and level of service
- Travel time
- Average speeds
- Intersection Queue length

8.5 Evaluation of improvements of future transportation network Performance for 5-year 2020, 10-year 2025 and 20-year 2035 conditions.

When the types of improvements are determined for the corridor to meet future demand, the analysis will evaluate and analyze the traffic operations, corridor segments, and intersections within the study corridor with the recommended improvements.

8.5-1 Review the travel pattern with the improvements. If the travel pattern would change significantly due to the improvements, the travel demand model would be rerun with the improvements coded in the model.

8.5-2 The Synchro 8 and SimTraffic 8 macro-simulation software will be used to conduct AM and PM peak hour operational analysis with the improvements. The performance with improvements will be compared with the future baseline and no action conditions. Below are examples of some performance measures that may be used in the model.

- Segment and Intersection delay and level of service
- Travel time
- Average speeds Intersection Queue length

9.0 Corridor Strategies Development

The *WSDOT Multidiscipline, Multimodal Study Team* will review and organize the *Strategy Development* tasks in a staged approach.

A *Needs Assessment* of the existing transportation network will be conducted. Stakeholders will identify a reasonable range of strategies for the transportation system to address future employment and population needs.

Next the identified strategies will be evaluated using a double screening method. Each screening method will have its own specific set of criteria that addresses the statewide and regional policy goals. Each screening will be conducted using a high level qualitative approach to address outcomes and proposed strategies.

9.1 Prepare a *Needs Assessment*

The baseline traffic conditions will be used to identify the transportation network performance and needs as identified in 8.3 and 8.4. The WSDOT Multidiscipline, Multimodal Study Team will review and agree on performance results and needs.

WSDOT will calibrate the traffic model in conjunction with estimates of future socioeconomic conditions that will be used to identify future transportation network conditions and potential deficiencies. In addition, system-wide measures of effectiveness (MOE's), such as total vehicle delay, can be used to gain a relative estimation as to the rate at which levels of congestion will be increasing over time throughout the study area.

9.1-1 Distribute the Needs Assessment to the *WSDOT Multidiscipline, Multimodal Study Team*, and *Study Stakeholder Committe* for comments.

9.1-2 Re-evaluate the Needs Assessment as needed to address concerns and comments.

9.2 Prepare Transportation 2020, 2025 and 2035 Forecast Analysis Technical Report

WSDOT will prepare a Baseline Condition Assessment and Transportation 2020, 2025 and 2035 Forecast Analysis Technical Report. The report will present the traffic tools and approach, peak periods/hours analysis, traffic and modal element data, travel demand forecasts, and other elements as needed to convey the results of the analysis in text and graphically to represent the results.

- Provide a summary briefing of the report to the *WSDOT Multidiscipline, Multimodal Study Team*, *Study Stakeholder Committee,* and other stakeholders upon request.

9.3 Identify Methodology and Criteria to Evaluate Strategies

Using the information from the study the WSDOT Multidiscipline, Multimodal Study Team will identify the methodology and criteria that should be used to evaluate and assess each alternative. Screening criteria will be developed that weigh the benefits and impact of each strategy to determine which strategies show the most promise for solving deficiencies

9.3-1 Prepare screening criteria and provide definitions for each criterion. Evaluation criteria should include economic benefits, environmental concerns, community issues, traffic and safety concerns, cost estimates, and other criteria as needed to address state and regional issues.

9.3-2 Submit the draft methodology and approach to the *WSDOT Multidiscipline, Multimodal Study Team* for comment and adjust as necessary to meet the goals and objectives of the study

9.3-3 Prepare final screening criteria and definitions and submit to the *WSDOT Multidiscipline, Multimodal Study Team*, and the *Study Stakeholder Committee* for review.

9.4 Identify Strategies

Alternatives should consider a wide range of strategies for achieving the operational and safety objectives of the highway, intersections, interchange and local-regional corridors within the study area.

9.4-1 To assist in identifying a range of transportation strategies, stakeholders and community engagement will be initiated, including an online survey.

- Prepare online survey.

9.4-2 Summarize the results of the *Study Stakeholder Committee* meetings and Community Engagement including sketch level location of strategies. Group the results into the following categories:

- Operational Improvements
- Local Regional Network Improvements
- Transportation Demand Management and Land Use
- Strategically Increase Capacity

9.5 High Level Strategy Identification

WSDOT will consider a wide range of strategies for achieving the operational objectives of the highway, major arterial intersections and local-regional corridors in the study area.

9.5-1 Evaluate and rank the alternatives using the methodology and criteria identified in 9.3. A no action alternative will also be analyzed in the Alternatives Analysis.

9.5-2 The Study Lead will provide a brief summary of the results, sketch level location, ranked strategies, and findings. They will then present those findings to the *WSDOT Multidiscipline, Multimodal Study Team* for comments. The *Study Team* will provide recommendations on the Screening Alternatives Evaluation, and identify and confirm ranked strategies recommendations.

9.5-3 Recommendations will then be forwarded to the *Study Stakeholder Committee* for consideration.

10.0 Plan Documentation

Prepare reports and supporting documentation.

10.1 WSDOT will prepare a draft report. The report will summarize the study findings, including existing conditions, options considered, and improvement ranked strategy recommendations. A clear vision for the future of SR 162 corridor will be presented. The report will include, but is not limited to a description of transportation facilities, traffic volumes and operations, geometrics , safety, high level scan of environmental factors, land use, and provide a baseline assessment and 2035 Future Transportation Forecast, and ranked improvement strategy recommendations, for the near-term, mid-term, and the long-term.

Key Deliverables

- Final SR 162 Sumner to Orting Corridor Study.

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GLOSSARY

AM Peak Hour

Traffic counts, forecasts and analysis in this study are based on average traffic conditions during a two hour AM Peak period that runs from 6 am to 8 am.

Baseline

The existing transportation system's characteristics and performance in both AM and PM peak hour conditions for the base year.

Base year

The year from which transportation, land use, population and employment data is gathered in order to establish existing transportation system performance.

Communication Plan

The Communication Plan is a document that identifies the study objectives and communication strategy that will be used during the study.

Federal and State

Investment strategies on federal or state transportation facilities are forwarded to WSDOT Capital Development Program and Management Office for evaluation. Investments will be evaluated against other regional and statewide priorities to determine inclusion in the WSDOT Highway System Plan.

Future no-action

Refers to the transportation system's performance in PM peak hour conditions, reflecting the future year traffic forecast applied to the existing transportation system that has been modified to include currently known and funded, improvements.

Future year

The year (or years) chosen as the basis for evaluating future transportation system performance, system needs and alternatives to address system needs.

Highway Capacity Manual (HCM)

Guides the application of traffic engineering principles for evaluating transportation system performance and strategies.

Investment Strategy

A document that identifies future statewide and regional investment strategies to implement projects identified in a corridor planning effort. Projects and strategies identified in the Investment Plan may include funded and nonfunded projects; and responsible agencies and partnerships. The purpose of the Implementation Strategy will be to provide decision makers with information to support informed decisions for future state, regional and local projects and partnerships.

Local Jurisdictions and Agencies

Proposed investment strategies on the local regional transportation network will be forwarded to the appropriate agency and/or jurisdictions for formal board review and approval to determine inclusion in their capital facilities plan.

PM Peak Hour

Traffic counts, forecasts and analysis in this study are based on average traffic conditions during a two hour PM Peak period that runs from 4 pm to 6 pm.

GLOSSARY

Practical Solutions

The overarching umbrella that encompasses both Least Cost Planning and Practical Design.

Practical Design

An approach to making project decisions that focuses on the need for the project and looks for the lowest cost solutions. It engages local stakeholders at the earliest stages of defining scope to ensure their input is included at the right stage of project design.

Least Cost Planning

An approach to making highway planning decisions that considers a variety of conceptual solutions to achieve the desired system performance targets for the least cost. Central to least cost planning is a process that engages the public, applies methods to evaluate, practical solutions, planning options, and how to select options.

Study Lead

The study lead is responsible for accomplishing the study objectives and manages the planning, execution and closing of the study. Multiple managers are assigned to this study to address different needs in the study under their respective authority. See the Study Responsibility Matrix in Appendix A.

Study Management Plan

The *Study Management Plan* refers to the study purpose statement, study objectives and assumptions, work elements (scope of work), schedule, budget, coordination and communication plan, requirements, work delivery plan, risk management plan and quality control. These elements will assist in the study administration and development of the study in accordance with WSDOT organization policies and procedures.

WSDOT Multidiscipline, Multimodal Study Team

The WSDOT Multidiscipline, Multimodal Study Team is made up of all the individuals that have assigned roles and responsibilities for completing the study including collecting, analyzing, reviewing data and information, and providing recommendations The WSDOT Multidiscipline, Multimodal Study Team may include subject matter experts and decision makers from federal, state, regional, and local agencies.

Study Stakeholder Committee

This advisory committee is responsible for providing support and guidance to policy and technical documents related to the study.

Stakeholders

References those entities within or near the study area that may be impacted by the study, have the authority to act, and or have an interest in the study.

Traffic Analysis Zones (TAZ)

The unit of geography used in a travel demand model which generates and attracts trips on a modeled transportation network based upon the land use, population and the employment characteristics of all of the TAZ's established in the travel demand model.

Traffic Forecast

The forecast of volume, by mode in AM/PM peak hour conditions that travels or impacts travel on the transportation network in the study area.

GLOSSARY

Transportation Demand Management

Strategies aimed at changing travel behavior rather than expanding the transportation network to meet travel demand. Such strategies can include the promotion of work hour changes, ride sharing options, parking policies and telecommuting.

Transportation Policy Goals

Six transportation policy goals were established in RCW 47.04.280 by the legislature for the planning, operation, performance, and investment in the state's transportation system. The intent of the legislation was to ensure that the transportation system performance at the local, regional, and state agencies were consistent and achieved detailed and measurable objectives to support public investments in the transportation system. The six transportation policies include economic vitality, preservation, Safety, mobility, environment and stewardship.

WSDOT

Refers to the Washington State Department of Transportation

WSDOT Design Manual

This manual sets forth engineering standards and guidelines for the design of state highway infrastructure.

Washington State Highway System Plan (HSP)

The HSP is the state highway component of the Washington Transportation Plan.

Washington Transportation Plan (WTP)

The WTP also referred to as the Washington State Multimodal Transportation Plan, and provides the statewide policy that guides transportation funding and investment strategy at the local, regional and state level.

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Appendix A

Roles and Responsibilities Matrix

Study Role	Description (how the role is to be used for this study)
WSDOT Planner Study Lead	Provide study oversight, review, monitor, and control study progress. Develop and manage scope, schedule, and other study administration and management tools. Lead communications between *WSDOT Multidiscipline, Multimodal Study Team*, *Study Stakeholder Committee*, and the *Study Lead*. Recommend and manage strategies that may be needed to keep the study within scope and schedule. Manage study risks and change management process. Coordinate activities among multiple parties and maintain open communication with federal, state, and local jurisdiction staff. Hold meetings as necessary to explain concept, approach, roles, and timeline.
Technical Study Lead	Provide study oversight, review, and facilitate traffic data collection and analysis including the baseline transportation technical analysis; future forecast analysis; crash analysis; and geometrics; and alternatives development with technical staff. Evaluate and coordinate on traffic models and coordinate prioritization of improvement options with traffic and others. Contribute to analysis of risks, needs and opportunities. Lead development of planning-level cost estimates, and benefit/cost analysis as needed.
Traffic Engineer	Provide information, documentation, analysis and recommended strategies and actions to develop the baseline traffic analysis, future no build forecast analysis, crash analysis, needs assessment and development of alternatives. Develop planning level cost-estimates and benefit/cost analysis as needed.
Design	Develop, analyze and provide recommendations on design components of the study including geometrics, environmental, crash, alternatives development and other components as needed in the study area. Contribute to analysis of risks, needs and opportunities. Contribute to development of improvement options. Contribute to planning-level cost estimates. Contribute to evaluation of improvement options. Contribute to and create text and graphics for final report.
Environmental	Communicate with federal, state, local and tribal agencies to obtain timely environmental information, documentation, and other measures as necessary to meet applicable WSDOT policies, and state and federal environmental regulations. Provide study environmental oversight and guidance to the *WSDOT Multidiscipline, Multimodal Study Team*. Identify existing and potential environmental constraints during alternatives development and evaluation.
Communications	Communicate with the public and media on the study as appropriate and when needed to provide public outreach, workshops and meetings. Maintain webpage, media information and facilitate study information to media and the public throughout the life of the study. Assist in developing and reviewing study documents, draft and final reports and study messaging. Contribute to the text and graphics of the final report.
Study Sponsor	Sustain executive and organizational commitment and support for the study. Communicate business direction changes to the study lead. Approve any change request to the study scope, schedule, or budget.

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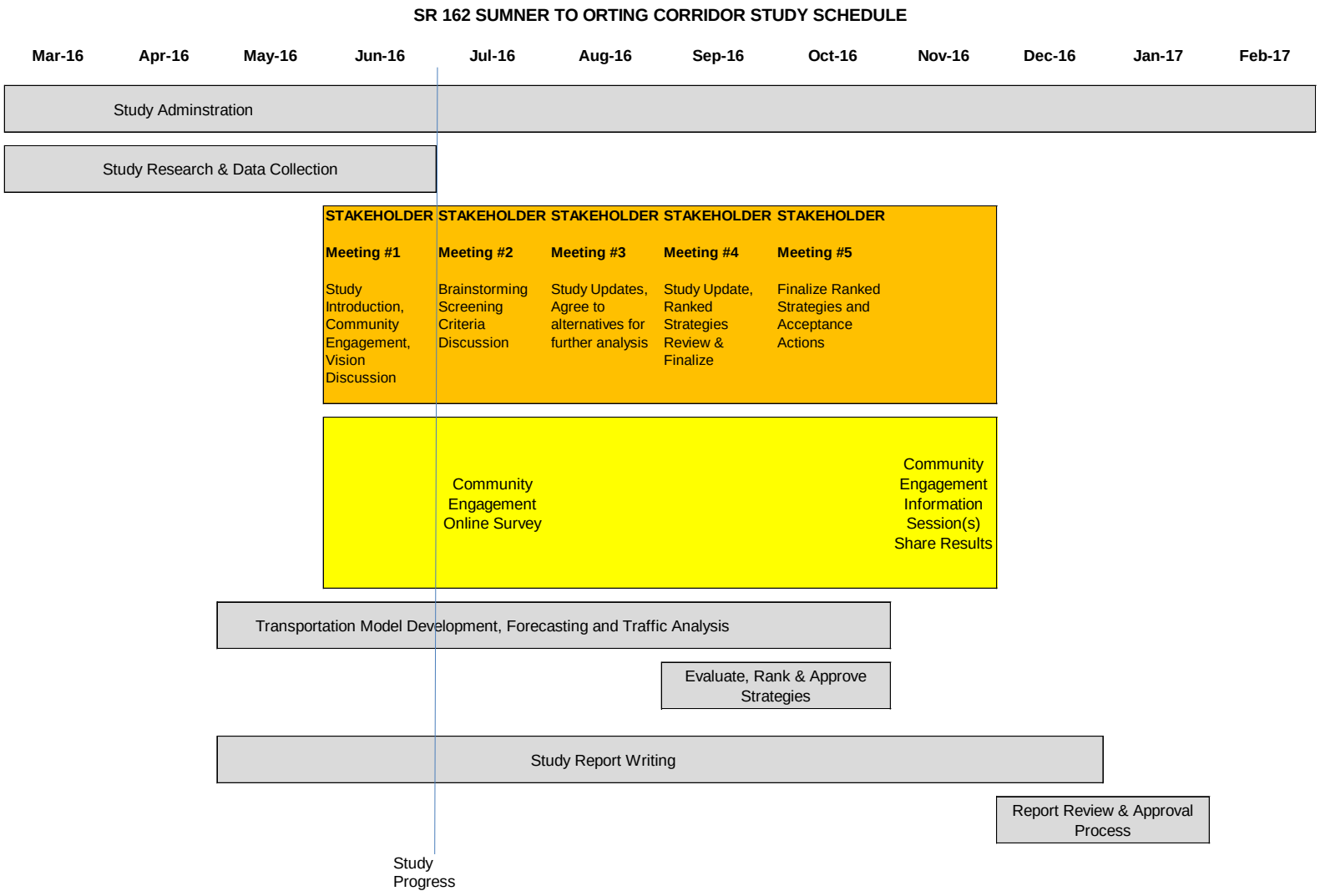
Appendix B

Schedule



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Appendix C

SR 162 Sumner to Orting Corridor Study
Study Stakeholder Committee List

Stakeholder	Contact Person	E-mail address	Phone
Pierce County	Jesse Hamashima	jhamash@co.pierce.wa.us	253-798-2760
City of Bonney Lake	Jason Sullivan	sullivanj@ci.bonney-lake.wa.us	253-447-4355
City of Orting	Mark Bethune	mbethune@cityoforting.org	360-893-2219 x115
City of Sumner	Eric Meclenhall	ericm@ci.sumner.wa.us	253-299-5524
Puget Sound Regional Council	Sean Ardussi	sardussi@psrc.org	206-464-7080
Tehaleh/Newland Communities	Tom Uren	turen@newlandco.com	253-275-3361
Muckleshoot Indian Tribe	Dezerae Hayes	dezerae.hayes@muckleshoot.nsn.us	253-876-3321
Nisqually Indian Tribe	Heidi Thomas	thomas.heidi@nisqually-nsn.gov	360-456-5221
The Puyallup Tribe of Indians	Andrew Strobel	andrew.strobel@puyalluptribe.com	253-573-7879
Squaxin Island Tribe	Teresa Wright.	twright@squaxin.us	360-432-3901
Confederated Tribes and Bands of the Yakama Nation	Alvin Pinkham	apinkham@yakama.com	509-865-5121 x6735
Pierce Transit	Darin Stavish	dstavish@piercetransit.org	253-983-3329
Sound Transit	Eric Chipps	eric.chipps@soundtransit.org	206-398-5020
WSDOT Headquarters	Scott Zeller	zellers@wsdot.wa.gov	360-705-7253
WSDOT Planning	Dennis Engel	engele@wsdot.wa.gov	360-357-2651

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Appendix D

Risk Management Matrix

RISK MANAGEMENT MATRIX	
STUDY DATE: June 22, 2016	
STUDY NAME: SR 162 Sumner to Orting Corridor Study	
SPONSOR: WSDOT	
STUDY CONTACT:T.J. Nedrow (360) 357-2728 nedrowt@wsdot.wa.gov	
STUDY DESCRIPTION: The Study will identify and prioritize a range of countermeasures that have the potential to reduce congestion along the corridor.	

DATE:	June 22, 2016

RISKS WILL BE MANAGED, DOCUMENTED AND REPORTED

ID	Risk Description	Organization	Probability	Impact	Risk Response (Threats /Opportunities)	Description of Risk Response
	What Risks may be associated with this study?					How will you respond to this risk and what actions will you take to match that response?
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17	OPPORTUNITIES					
18						
19						
20						

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SR 162 Sumner to Orting Corridor Study

Study Charter

June 30, 2016

WSDOT

Olympic Region Planning
P. O. Box 47440
Olympia, WA 98504-7440
Phone 360-357-2600

Photos courtesy of WSDOT, *Biking Puget Sound - Bill Thorness*

Title VI Notice to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7082.

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855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Notificación de Titulo VI al Público

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de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Titulo VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Titulo VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con el Coordinador de Titulo VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.

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INTRODUCTION AND STUDY DESCRIPTION

State Route (SR) 162 is an important north-south link for the Orting community and the surrounding area of southeast Pierce County. This mostly 2-lane highway is classified as an urban minor arterial

The study was funded through the Legislative Evaluation & Accountability Program (LEAP) as part of the Connecting Washington Projects package as developed on June 28, 2015. A total of $450,000 was allocated over the 2015-2017 and 2017-2019 biennium.

The WSDOT 2007-2026 Highway System Plan (HSP) (Appendix L) identifies two sections on the SR 162 corridor needing further study (2007) MP 0.00 to 3.21 (SR 410 I/C to pioneer Way & MP 3.21 to 7.10 Pioneer Way to 144th Street East).

STUDY PURPOSE AND NEED, VISION, AND GOAL AND OBJECTIVES

Purpose and Need

The purpose of the SR 162 Sumner to Orting Corridor Study is to identify ranked strategies that increase mobility by reducing delay for all users of the corridor, while maintaining or improving the safe operation of the highway.

The need exists to address current and future congestion on the corridor and at signalized intersections, most pronounced during the peak commute periods imposing delays and inconvenience for motorized travelers that creates challenges, and may have a significant impact on the reliability and mobility at certain times of day.

Draft SR 162 Corridor Vision

Together with the community, a corridor vision will be developed. A draft SR 162 Corridor Vision is provided below for your consideration.

> *Actively preserve the essence and character of the Orting and Sumner Valley while managing corridor performance that supports the local communities and the traveling public.*

Study Goal

STUDY GOAL

The study will identify ranked strategies that address corridor improvements which result in improved travel-time, predictability and the safe operation of the SR 162 corridor from Sumner to Orting.

Study Objectives

STUDY OBJECTIVES

The study will engage partners, transportation service providers, and the communities to develop a plan that will:

- Provide a safe and efficient transportation corridor that enhances the mobility and connectivity within the corridor;
- Provide an appropriate balance between the different users (through mobility and local access) along the corridor;
- Identify ranked near-term, mid-term, and long-term improvement strategies for the corridor that include operational improvements and demand management strategies;
- Ensure that the strategies provide safe alternative modes of transportation;
- Ensure that the strategies are compatible with existing land use and transportation plans.

GROUND RULES

Stakeholder Committee members agree to:

- Start and stop on time
- Be constructive and come to meetings prepared
- Seek first to understand, and then to be understood
- Value constructive feedback
- One speaker at a time
- Innovate and stay open to new ideas
- Silence is consent
- Decisions by consent
- Maintain a focus on strategies that benefit the roadway segment.
- Share information openly, honestly, and promptly.
- Be patient when information may not be readily available.
- Articulate concerns as early as possible.
- Respect each other's time and commitment.
- Offer solutions to go with problems.
- Make group decisions openly.
- Respect the decisions made by the group.

ROLES AND RESPONSIBILITIES

The Study Lead agrees to:

- Effectively manage the scope, schedule, and budget.
- Keep partners informed of study progress.
- Complete all necessary documentation to support recommendations.
- Provide technical expertise when requested.
- Manage logistics for meetings.
- Brief local decision-makers and produce briefing materials and reports when requested by stakeholders.

Study Stakeholder Committee members agree to:

- Comment on materials promptly when requested.
- Provide expertise and perspective when requested.
- Provide data and technical information when requested.
- Arrive for meetings on time.
- Confirm attendance or lack thereof.
- Delegate a substitute member when necessary.
- Be prepared for and actively participate in meetings.

WSDOT Multidiscipline, Multimodal Study Team agree to

- Participate in bi-monthly meetings, or as deemed necessary throughout the study cycle.
- Review of all study materials.

COMMUNICATION

Between meetings:

- E-mail: WSDOT copied on all correspondence; full team (including stakeholders) copied when appropriate.
- WSDOT will maintain and update a project website.
- Meetings are only called when necessary.

- ## COMMUNICATION

At meetings:

- At least one representative from each of the Stakeholder Committee partners should be present.
- Informed alternates are acceptable and encouraged if the designated Stakeholder partner cannot attend.
- Meetings end with clear understanding of expectations and assignments for next steps.
- Decisions are documented at the close of every meeting.

DECISION MAKING

WSDOT will communicate with the *Study Stakeholder Committee* regarding which decisions are within the purview of each group.

At times, WSDOT will reach consensus on a decision and report those to the Stakeholder Committee. In other cases, WSDOT will bring issues to the group for discussion and analysis at the Stakeholder Team meetings.

- Stakeholders will strive to reach agreement by consensus at a level that can be characterized as partners being willing to accept the proposed action.
- Minority opinions will be reflected in the final report on recommendations.
- Stakeholders will avoid spending an inordinate amount of time working toward consensus on any issue at the expense of reaching consensus on other issues.
- Stakeholders agree not to revisit decisions once they have been made.

CONFLICT IDENTIFICATION & RESOLUTION

When an issue arises that cannot be easily resolved, the partners agree to:

- Determine if the issue should be resolved within the group or be taken to higher levels.
- Ensure the appropriate decision makers are at the table to resolve the issue.
- Remember that controversial projects are unlikely to receive funding; the intent of all parties is to resolve issues so projects can be funded.

The WSDOT Project Team and Stakeholders will work to resolve conflicts respectfully and when making group decisions will strive for consensus. If consensus cannot be achieved, the involved parties will meet together, separate from the group to resolve the conflict on their own. If consensus still cannot be reached, WSDOT has the authority to choose the solution most consistent with the project goals, except for specific decisions requiring federal agency concurrence.

SR 162 Sumner to Orting Corridor Study

Communication Plan

June 30, 2016

WSDOT

Olympic Region Planning
P. O. Box 47440
Olympia, WA 98504-7440
Phone 360-357-2600

Photos courtesy of WSDOT, & *Biking Puget Sound - Bill Thorness*

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Introduction:

SR 162 is an important north-south link for the Orting community and the surrounding area of southeast Pierce County. This mostly 2-lane highway is classified as an urban minor arterial

The purpose of the State Route (SR) 162 Sumner to Orting Corridor Study is to identify ranked strategies that increase mobility by reducing delay for travelers using the highway corridor, while maintaining or improving the safe operation of the highway.

The need exists to address congestion in the corridor especially at the signalized intersections. The congestion is most pronounced during the peak commute periods. It imposes delays and inconvenience for travelers. This inconvenience creates challenges for travelers, and may have significant impact on the reliability and mobility at certain times of the day.

The study was funded through the Legislative Evaluation & Accountability Program (LEAP) as part of the Connecting Washington Projects package as developed on June 28, 2015. A total of $450,000 was allocated over the 2015-2017 and 2017-2019 biennium.

The WSDOT 2007-2026 Highway System Plan (HSP) (Appendix L) identifies two sections on the SR 162 corridor needing further study (2007) MP 0.00 to 3.21 (SR 410 I/C to pioneer Way & MP 3.21 to 7.10 Pioneer Way to 144th Street East).

Target Audience:

WSDOT's Olympic Region Planning office is the study lead. The study's structure consists of a stakeholders committee and an internal *WSDOT Multidiscipline, Multimodal Study Team.* The *Study Stakeholders Committee* consists of representatives from the following entities:

Agencies/Tribes/Interest Groups

- WSDOT, Planning
- WSDOT, Headquarters
- Pierce County
- Puget Sound Regional Council
- City of Sumner
- City of Orting
- City of Bonney Lake
- Muckleshoot Indian Tribe
- Pierce Transit
- Puyallup Tribe of Indians
- Squaxin Island Tribe
- Nisqually Indian Tribe
- Confederated Tribes and Bands of the Yakama Nation
- Newland Communities (Tehaleh developer)

Note: The study team will also coordinate with Public Safety, Foothills Trail Coalition and the Tacoma Wheelman Bicycle Group.

How does this study affect your audience?

Land use zoning for the region is mixed and predominately rural with tracts designated for residential development.

A major development is planned in the region. The Tehaleh development is a proposed 4,200 acre employment-based community. This planned community may feature up to 9,200 homes with a 419 acre employment center, fire station, seven public schools and a park and trail system. This development is proposed to have connection to SR 162, and may adversely impact the current and future operation of the highway.

Key Messages

- It is important to understand the local issues, plans and perspective along state highway corridors to adequately plan for the future;
- Engage local and regional partners and the community in fulfilling study objectives and anticipated outcomes;
- WSDOT is looking for input from partners and community members along the corridor, and will actively seek input as the study progresses;
- Coordinated and collaborative approach in enhancing the corridor.

Key Dates

- **Spring 2016**
  Stakeholder Communication; Public Outreach; Data Collection & Analysis
- **Summer 2016**
  Travel Demand Model Development; Refine Options with Stakeholders' Concurrence
- **Fall 2016**
  Finalize alternatives; Identify strategies; Stakeholders Acceptance
- **Spring 2017**
  Community Engagement Information Session; Study Report Complete

Communication Tool Options

- Study Management Plan
- SR 162 Orting to Sumner Corridor Study webpage:
  www.wsdot.wa.gov/planning/studies/sr162corridor

Communication Objectives

- Clearly communicate the study's process and schedule to stakeholders and interested parties;
- Explain WSDOT's focus on Practical Solutions as its new approach to project development;
- Provide an open and transparent decision-making process through constructive two-way communication between all study members;
- Provide early and ongoing opportunities for stakeholders and the community to raise issues or concerns;
- Build widespread community understanding of findings and decisions;
- Engage local and regional partners and the community in the planning process;
- Seek integrated input from stakeholders and the community in the planning process;
- Identify performance gaps in the corridor;
- Identify strategies to address the performance gaps near-term , mid-term, and long-term.

Public Involvement Approach

The SR 162 study is due to be completed in spring 2017. The WSDOT team has tailored public involvement to align with the study process and outreach will occur primarily at key milestones.

WSDOT's approach will follow these principles:

- **Involve stakeholders** in the study throughout its process, focus on the need for and benefits of the study, and manage expectations.
- **Ensure stakeholders know who to contact** for information, questions, and concerns, and that we respond to them within one business day.
- **No surprises:** WSDOT is the best source of information about the study, and will always strive to provide honest, timely information to the public and the media.
- **Lead with the web** so it is the first and most current place most people go for information about the study.
- **Explain** the study's results in a way that people can understand. This means using graphics in place of text to help explain complex concepts, avoiding jargon, using active voice, and following WSDOT Plain Talk style guidelines.
- **Track interested parties** by maintaining a contact list and provide frequent updates at all key milestones and ahead of public meetings.

Study Contacts

- Dennis Engel, WSDOT Olympic Region Planning Manager, 360-357-2651
- T.J. Nedrow, WSDOT Olympic Region Study Lead, 360-357-2728
- Claudia Bingham Baker, WSDOT Communications Manager, 360-357-2789