



Tacoma Dome Link Extension

Draft Environmental Impact Statement

TRANSPORTATION TECHNICAL REPORT

Appendix J1

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Attachments

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Attachment C	I-5 Clear Zone Analysis
Attachment D	Parking Inventory and Impact Evaluation
Attachment E	Ridership and Traffic Forecasting Memorandum

Acronyms and Abbreviations

ADA	Americans with Disabilities Act
APS	accessible pedestrian signals
BMP	best management practice
CFR	Code of Federal Regulations
EB	eastbound
EIS	environmental impact statement
FHWA	Federal Highway Administration
FWLE	Federal Way Link Extension
GIS	geographic information system
HOVs	high-occupancy vehicles
HRS	highway of regional significance
HSS	Highway of Statewide Significance
I-5	Interstate 5
I-705	Interstate 705
King County Metro	King County Department of Transportation Metro Transit Division
L.O.S.	level of service
LPI	leading pedestrian interval
Metro	King County Metro
mph	miles per hour
NB	northbound
NEPA	National Environmental Policy Act
OMF	Operations and Maintenance Facility
OMF South	Operations and Maintenance Facility South
PSRC	Puget Sound Regional Council
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SB	southbound
Sea-Tac Airport	Seattle-Tacoma International Airport
SEPA	State Environmental Policy Act
SF	South Federal Way
Sound Transit	Central Puget Sound Regional Transit Authority
SOVs	single-occupancy vehicles
SR	State Route
TDLE	Tacoma Dome Link Extension
USACE	United States Army Corps of Engineers
v/c	volume-to-capacity
VHD	vehicle hours delay
VHT	vehicle hours traveled
VMT	vehicle miles traveled
WB	westbound
WSDOT	Washington State Department of Transportation

1 INTRODUCTION

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand the regional light rail system south from the terminus of the Federal Way Link Extension (FWLE) at the Federal Way Downtown Station to the Tacoma Dome area in Tacoma. This project is known as the Tacoma Dome Link Extension (TDLE) project. This technical report provides a summary of the transportation conditions for the TDLE Draft Environmental Impact Statement (EIS). The transportation analysis identifies and evaluates the impacts of the project alternatives for the following transportation elements during both operations and construction:

- Regional transportation, including vehicle miles of travel, vehicle hours of travel, vehicle hours of delay, and mode share.
- Transit, including regional and local transit services, corridor and station ridership, and transit operations.
- Arterial and local streets, including corridor analysis, intersection level of service, property access, and local traffic circulation.
- Freight mobility and access.
- Nonmotorized facilities (bicycle and pedestrian) around stations as well as circulation/connections to existing and planned networks.
- Safety (all modes).
- Public parking.
- Navigation.

This technical report discusses each transportation element individually. The discussion of each element covers the affected environment for the existing year (2019, when the data were collected) and the expected short-term (during construction) and long-term environmental impacts for the design year (2042) (comparing the No-Build Alternative with the build alternatives), including potential mitigation.

1.1 Tacoma Dome Link Extension Project

TDLE would expand the regional light rail system south from the Federal Way Downtown Station, which is the terminus of FWLE, opening in 2025–2026, to the Tacoma Dome area near the existing Tacoma Dome Station. The representative project included in the Sound Transit 3 Plan (Figure 1-1) was intended to serve as a starting point for alternatives development for TDLE. The alternatives under consideration for TDLE are discussed in detail in Chapter 2, Alternatives Considered, of the Draft EIS.

Project elements include:

- Approximately 10 miles of new dedicated guideway. Most of the guideway would be elevated, and there would be no at-grade vehicle or pedestrian crossings. The guideway extends across ancestral and reservation lands of the Puyallup Tribe of the Puyallup Reservation (Puyallup Tribe of Indians), as well as the cities of Federal Way, Milton, Fife, and Tacoma, and unincorporated Pierce County.
- New stations in South Federal Way and Fife, and two in Tacoma (one near E Portland Avenue and one near the Tacoma Dome area).

- A new rail-only fixed-span bridge crossing the Puyallup River.
- New parking facilities with approximately 500 stalls each at the stations in South Federal Way and Fife in either surface or garage park-and-ride configurations.

The project would also include construction of multiple traction power substations (TPSS), emergency access spaces, stormwater management features, and various infrastructure realignments and upgrades. TDLE would connect Pierce and South King County residents to the regional light rail network, including direct access to Seattle-Tacoma International Airport (Sea-Tac Airport) and downtown Seattle.

1.2 Study Area

The study area for this transportation analysis includes the State Route (SR) 99 and Interstate 5 (I-5) corridors from S 320th Street in Federal Way to approximately Interstate 705 (I-705) in the City of Tacoma. Pacific Highway, which extends through the Federal Way, South Federal Way and Fife segments of the TDLE corridor, is designated as SR 99 to 54th Avenue E in Fife. SR 99 and Pacific Highway are both used in this analysis and refer to the same roadway. West of 54th Avenue E, Pacific Highway continues as a local surface street to the eastern approach of the Fishing Wars Memorial Bridge.

For purposes of review, the transportation study area was divided into four segments within the larger study area: Federal Way, South Federal Way, Fife, and Tacoma. Figure 1-2 shows the overall transportation study area and four segments. The light rail travel time between the South Federal Way and Tacoma Dome stations is anticipated to take approximately 20 minutes.

1.3 Organization of this Technical Report

In addition to Chapter 1, Introduction, this report includes the following chapters:

- Chapter 2, Methods and Assumptions, summarizes the analysis methods used to assess the alternatives in this report.
- Chapter 3, Relevant Plans, Policies, and Coordination, provides information regarding guiding regulations, plans, and policies, including agency participation in the planning and analysis process.
- Chapter 4, Affected Environment, discusses the existing 2019 transportation conditions for all elements of the transportation environment.
- Chapter 5, Long-Term Impacts, describes long-term impacts on all modes of travel for the No-Build and all build alternatives.
- Chapter 6, Construction Impacts, discusses expected impacts on all elements of the transportation environment due to project construction activities.
- Chapter 7, Indirect Impacts, describes the project impacts that could occur later in time or some distance from the project.
- Chapter 8, Potential Mitigation Measures, describes the potential measures that could be implemented to mitigate the potential effects of the project.
- Chapter 9, Cumulative Impacts, describes the potential additional cumulative transportation effects of other projects that were not included in the traffic and ridership modeling.
- Chapter 10, References, lists the sources used in preparing this report.

The following attachments support information presented in this report:

- Attachment A, Transportation Methods Report.
- Attachment B, Traffic Operations.
- Attachment C, I-5 Clear Zone Analysis.
- Attachment D, Parking Inventory and Impact Evaluation.
- Attachment E, Ridership and Traffic Forecasting Memorandum.

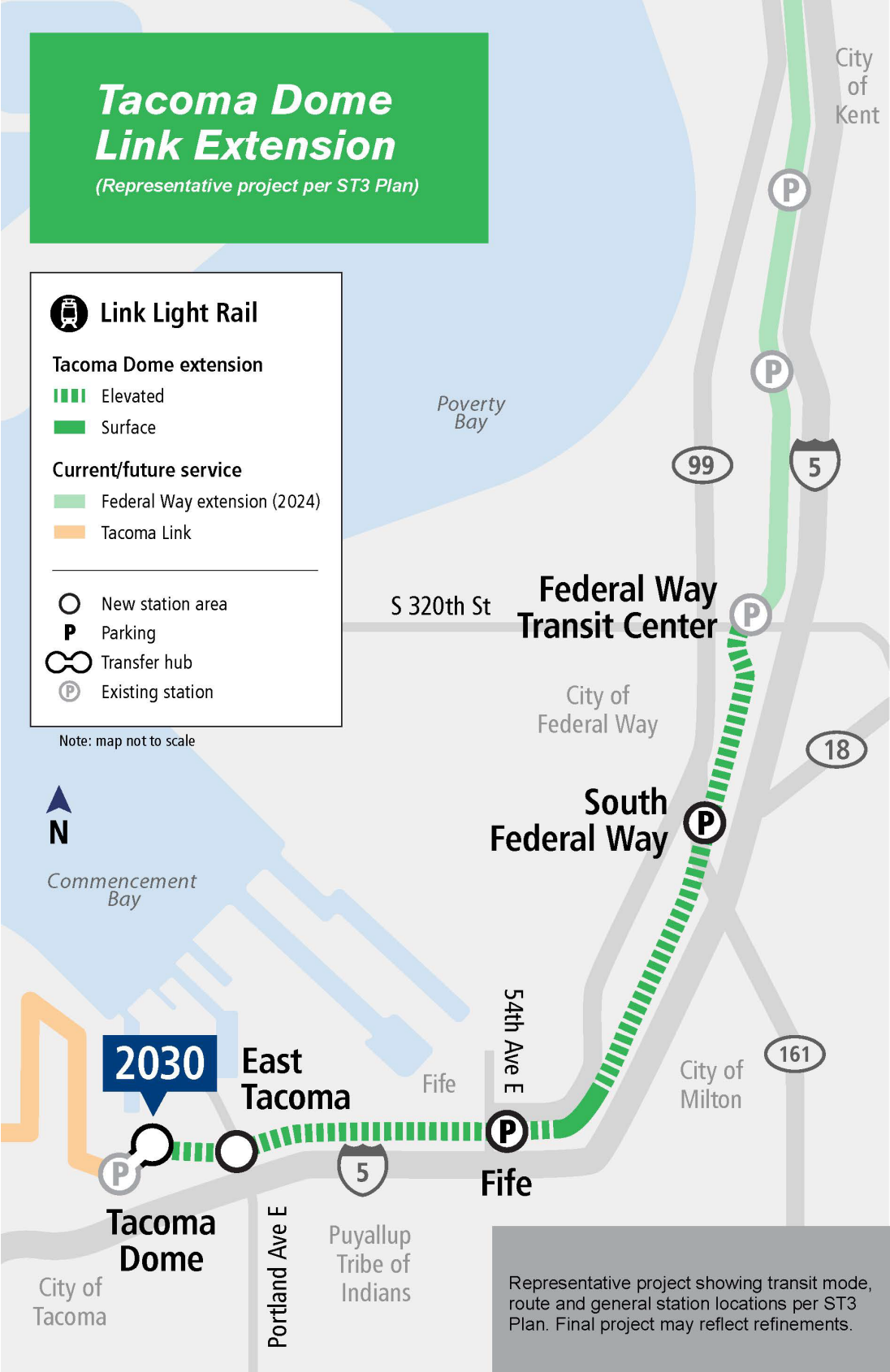


Figure 1-1 Representative Project Map (2016)



Tacoma Dome Link Extension

2 METHODOLOGY

The methodology and assumptions used to analyze the transportation impacts for the TDLE Draft EIS are discussed in detail in a Transportation Methods Report included in Attachment A. The following information is included in the TDLE Transportation Methods:

- Introduction.
- Guiding Regulations, Plans, and/or Policies.
- Data Needs and Sources.
- Study Area and Area of Effect.
- Affected Environment.
- Environmental Impact Analysis.
- Transportation Resource Analysis and Measures.
- Mitigation Measures.
- Proposed Figures, Maps, or Other Data.
- Documentation.
- Data Developed for Use by Other Disciplines.
- References.

3 RELEVANT PLANS, POLICIES, AND COORDINATION

3.1 Guiding Regulations, Plans, and/or Policies

The transportation analysis is guided by the following laws and regulations:

- National Environmental Policy Act (NEPA).
- State Environmental Policy Act (SEPA).
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Public Law 109-59.
- Title 23 of the Code of Federal Regulations (CFR) 23 Part 450 (implementing Title 23 of the United States Code, Section 111, which requires the U.S. Secretary of Transportation to approve access revisions to the Interstate System).
- 23 CFR Part 710 (Right-of-Way Regulations for Federal Assisted Transportation Programs.)
- Washington State Growth Management Act (Revised Code of Washington 36.70A.070).

In addition to the laws and regulations identified above, analysis of the local transportation impacts is guided by the policy direction established in the numerous plans or policy documents adopted by jurisdictions within the project corridor. These include, but are not limited to:

- 2016 Washington State Public Transportation Plan (WSDOT 2016).
- Washington Transportation Plan – 2040 and Beyond (Washington State Transportation Commission, 2018).
- WSDOT's Connecting Washington Package and Washington State Highway System Plan (WSDOT 2018a).
- WSDOT 2019–2022 Statewide Transportation Improvement Program (WSDOT 2019a).
- WSDOT Design Manual (M22-01.21; 2022) (WSDOT 2022).
- WSDOT Freight System Plan (WSDOT 2017).
- WSDOT Draft Rail System Plan (WSDOT 2019b).
- Sound Transit's Sound Transit 2 and Sound Transit 3 Programs (Sound Transit 2008, 2016).
- Strategic Plan for Public Transportation 2011–2021 (King County Metro 2011).
- METRO CONNECTS (King County Metro 2016).
- Destination 2040 Long Range Plan (Pierce Transit 2016).
- Transit Development Plan: 2019–2024 (Pierce Transit 2019a).
- Regional Transportation Plan – 2022–2050 (PSRC 2022).
- Puget Sound Regional Council (PSRC) VISION 2050: A Plan for the Central Puget Sound Region (PSRC 2020).

- Puget Sound Gateway Program Construction and Implementation Plan (WSDOT 2018b.)
- Comprehensive and/or Transportation Plans for the cities of Federal Way (2015), Fife (2005), and Tacoma (2010, 2015), as well as King County (2022) and Pierce County (2023).
- Tacoma Municipal Code.
- Tacoma Right-of-Way Design Manual (2016).
- Six-Year Capital Improvement Programs for the cities of Federal Way, Fife, and Tacoma, as well as King County and Pierce County.

4 AFFECTED ENVIRONMENT

This chapter describes the traffic-related operations and performance on all regional and local roadway facilities, transit (road-based and rail), freight, bicycles and pedestrians, safety, parking, and navigable waterways.

4.1 Transportation Conditions and Trends

Regional transportation modeling from the PSRC travel demand model and the Sound Transit incremental ridership model reflect conditions for the 2016 base year. The Sound Transit incremental ridership model was calibrated using observed 2016 regional transit ridership data, and estimates of regional travel measures from the travel demand model are shown in the same base year for consistency. The 2016 base year was used to forecast future transit ridership in 2042 for the build and no-build alternatives.

Prior to COVID-19 and between 2016 and 2029 Sound Transit ridership increased (Sound Transit 2017, 2019), while King County Metro ridership remained steady (King County Metro 2022), and Pierce Transit ridership experienced a modest decline (Pierce Transit 2019b). During the COVID-19 pandemic, transit ridership experienced a sudden and dramatic decline across all modes and agencies. Since 2020, transit ridership on Sound Transit, King County Metro, and Pierce Transit services continues to recover, but remains lower than pre-pandemic 2019 ridership for all three agencies as of 2024 (APTA 2020, 2024). Since the incremental ridership model was calibrated based on observed transit data in 2016 and trends in regional transit ridership remains lower than 2019 ridership, continue to change, the 2016 base year still provides the most meaningful base year from which to forecast future transit ridership in 2042.

Analysis of existing conditions and traffic on arterials and local streets uses 2019 observed traffic counts on roadway segments and at intersections along the TDLE corridor. Traffic on regional and local roadways experienced a decline during the height of the COVID-19 pandemic in 2020. The decline in overall traffic volumes on regional roadways, such as I-5 and Pacific Highway, was pronounced but have returned, as of 2023, to levels similar to the pre-pandemic 2019 average annual daily traffic (ADT) figures. In the TDLE study area, WSDOT annual counts for northbound and southbound traffic on Pacific Highway and I-5 are shown in Table 4-1. This WSDOT count information is similar to traffic volumes on major regional roadways used for analysis in the Draft EIS based on the observed traffic data and regional estimates. Since the ADT counts in 2023 are similar to 2019, the traffic analysis generally reflects current conditions as of 2023 and is therefore appropriate to use for the TDLE technical analysis.

Table 4-1 2019 and 2023 Estimated Traffic Volumes

Regional Roadway	Segment	Location	2019 Average Daily Traffic (ADT)	2023 Average Daily Traffic (ADT)
I-5	Federal Way Segment	North of SR 18	188,000	185,000
I-5	South Federal Way Segment	South of SR 18 Off-Ramps	142,000	140,000
I-5	Fife Segment	East of 54th Avenue E/SR 99 On-Ramp	195,000	193,000
I-5	Tacoma Segment	East of SR 705/SR 7 Off-Ramp	230,000	228,000
Pacific Highway	Federal Way Segment	North of 16th Avenue S	33,000	34,000
Pacific Highway	South Federal Way Segment	South of SR 18	26,000	27,000
Pacific Highway	Fife Segment	East of 54th Avenue E	24,000	25,000

Source: WSDOT 2024

4.2 Regional Transportation

This section describes the existing regional transportation within the study segments including descriptions of the regional roadways, regional travel measures for 2016, and screenline operations in 2016.

4.2.1 Regional Roadways

4.2.1.1 Existing Regional Roadways

The TDLE roadway network includes regional roadways, including highways and arterials that connect the TDLE study area to the region's major population and employment areas. All study segments are served by I-5, which is a north-south facility in Federal Way and an east-west facility in Fife and Tacoma. In addition to I-5, regional roadways throughout the study segments include SR 18, SR 161, SR 509, Pacific Highway (SR 99), SR 167, SR 7, and I-705.

Table 4-2 summarizes the regional roadway, roadway classification, number of travel lanes, speed limits, average daily traffic ranges, and nonmotorized facilities within the study area.

Table 4-2 Existing Major Freeway and Highway Facilities

Regional Roadway	Roadway Classification	Number of Travel Lanes	Speed Limit (mph)	2019 Average Daily Traffic (ADT) ¹	Bicycle Lanes ¹	Pedestrian Facilities ²
I-5	Interstate	7-10	60	188,000 – Federal Way 202,700 – South Federal Way 198,000 – Fife 214,000 – Tacoma	No	No
SR 18	Freeway/ Principal Arterial	4-6	35-60	70,000 – east of SR 161 45,000 – west of SR 161	No	Yes, west of SR 161
SR 161	Principal Arterial	4-5	40	41,000	Partial	Yes

Table 4-2 Existing Major Freeway and Highway Facilities (continued)

Regional Roadway	Roadway Classification	Number of Travel Lanes	Speed Limit (mph)	2019 Average Daily Traffic (ADT) ¹	Bicycle Lanes ¹	Pedestrian Facilities ²
SR 509	Freeway/Expressway	4	60	31,000 – Fife	No	No
Pacific Highway (SR 99)	Principal Arterial	4-6	40-45	33,000 – Federal Way 28,000 – South Federal Way 27,000 – Fife	Partial	Partial
SR 167	Freeway/Principal Arterial	4	35-60	29,000	No	No
SR 7	Freeway	6-8	55	26,000	No	No
I-705	Freeway	4-6	60	42,000	No	No

Source: Parametrix; WSDOT 2024

Notes:

- (1) Partial bicycle lane indicates that a striped shoulder is present without sharrows in either one or both directions of travel.
(2) Partial pedestrian facility indicates that a striped shoulder or sidewalk is provided on only one side of the roadway.

I-5: Within the TDLE study area, I-5 is classified as an Urban Interstate and a Highway of Statewide Significance (HSS) by WSDOT. I-5 is the primary north-south limited-access corridor for local, regional, interstate, and international personal travel and commerce and has a posted speed limit of 60 miles per hour (mph) within the study area. Travel lanes on I-5 range from eight to 10 lanes depending on the study segment. There are five interchanges along I-5 in the TDLE study area at the following locations:

- S 348th Street/SR 18/SR 161 in Federal Way.
- 54th Avenue E in Fife.
- Port of Tacoma Road in Fife.
- E Portland Avenue and SR 167 (E Bay Street/River Road E) in Tacoma.
- I-705 and E 26th Street in Tacoma.

SR 18: SR 18 is an almost 30-mile-long state highway serving southeastern King County. In the study area, SR 18 begins at Pacific Highway in South Federal Way and provides connections to I-5, SR 167, SR 164, SR 169, and I-90 to the northeast. SR 18 is classified as an Urban Other Freeway/Expressway by WSDOT and has a posted speed limit of 60 mph east of SR 161 and 35 mph between Pacific Highway and SR 161. SR 18 has six travel lanes at the intersection with SR 161 but narrows to four lanes farther east. SR 18 is also classified as an HSS by WSDOT.

SR 161: SR 161 is an approximately 35-mile-long state highway serving Pierce and King counties. This highway is a regional facility that provides connections from South Federal Way to Milton and Puyallup. SR 161 is located within the South Federal Way Segment and begins south of the SR 18/16th Avenue S intersection. SR 161 is designated by WSDOT as a highway of regional significance (HRS). The posted speed limit ranges from 35 to 45 mph, and travel lanes range from four to six.

SR 509: SR 509 is a 35-mile-long state highway extending from I-705 in Tacoma to SR 99 south of downtown Seattle. It can be accessed via the local network in Fife and Tacoma at 54th Avenue E, Alexander Avenue E, Port of Tacoma Road, and E Portland Avenue. SR 509 is a WSDOT facility with an Urban Other Freeway/Expressway classification in the TDLE study area, and also serves a substantial volume of Port of Tacoma related traffic. The posted speed limit varies between 25 and 60 mph. The number of lanes varies between two and four in the study area.

Pacific Highway (SR 99): Pacific Highway, also designated as SR 99, is a 49-mile-long state highway from Everett to Fife. Pacific Highway, which extends through the Federal Way, South Federal Way and Fife segments of the TDLE corridor, is designated as SR 99 to 54th Avenue E in Fife. SR 99 and Pacific Highway are both used in this analysis and refer to the same roadway. West of 54th Avenue E, Pacific Highway continues as a local surface street to the eastern approach of the Fishing Wars Memorial Bridge. Pacific Highway provides direct access to the local network and destinations throughout the study area. Pacific Highway primarily accommodates north-south travel and portion designated SR 99 is classified by WSDOT as an Urban Other Principal Arterial roadway and HSS. The posted speed limit ranges from 35 to 45 mph, and travel lanes on Pacific Highway range from four to six lanes.

SR 167: SR 167, commonly known as the Valley Freeway, is an almost 30-mile-long state highway from I-5 in Tacoma to I-405 in Renton. The limited-access segment of SR 167 currently terminates in Puyallup southeast of the project study area. In the TDLE study area, SR 167 continues west along River Road E as a managed-access highway with an interchange just east of E Portland Avenue. The highway is designated as an HSS along the managed-access section along River Road E. The travel lanes on SR 167 diverge just north of Pioneer Way E, with northbound lanes continuing to E 26th Street and southbound lanes continuing from the I-5 ramp interchange. Two travel lanes in each direction are provided on SR 167 with a posted speed limit ranging between 35 and 45 mph.

SR 7: SR 7 is an almost 60-mile-long state highway serving Pierce and Lewis counties from Tacoma to Morton. Within the TDLE study area, this highway is a regional facility that connects the north and south sections of the Tacoma Segment near the Tacoma Dome. At its northern end, the highway begins as a limited-access roadway that extends from the I-5/I-705 interchange about 0.75 mile south to an interchange with S 38th Street. The northbound and southbound travel lanes of SR 7 are separated by 200 feet by a former rail line. SR 7 is designated an HSS by WSDOT. SR 7 maintains three to four travel lanes in each direction and has a posted speed limit of 55 mph.

I-705: I-705 is classified as an Urban Interstate and an HSS by WSDOT and is a spur route of I-5 in Tacoma. I-705 is the primary north-south limited-access corridor for local and regional travel into the downtown Tacoma area. I-705 extends roughly 1.5 miles from the I-5 interchange into downtown Tacoma. Travel lanes on I-705 range from four to six, with a posted speed limit of 60 mph. There are two interchanges along I-705 within the study area, one at E 26th Street and the second at SR 509/S 21st Street.

Local roadways and arterials throughout the four segments are described and inventoried in Section 4.3.1.

4.2.2 Regional Travel Measures

The regional travel measures of vehicle miles traveled (VMT), vehicle hours traveled (VHT), and vehicle hours delay (VHD) are used to summarize regional travel patterns across the Puget Sound region and are primarily useful for comparison purposes between existing and future conditions (summarized in Section 5.1) with and without the proposed TDLE. Table 4-3 summarizes existing conditions in 2016 for VMT, VHT, and VHD as estimated by the regional travel demand model. The Sound Transit incremental ridership model was calibrated from 2016 regional transit ridership data, and estimates of regional travel demand are shown in the same 2016 base year for consistency in regional and screenline estimates.

Table 4-3 Existing 2016 Regional Travel Measures – Daily VMT, VHT, and VHD by Mode

Mode of Travel	Vehicle Miles Traveled	Vehicle Hours Traveled	Vehicle Hours Delay
Passenger Vehicles	79,500,000	2,800,000	735,700
Heavy Trucks	9,000,000	260,000	82,300
Transit	205,000	15,000	2,600
Total	89,000,000	3,100,000	820,600

Source: PSRC Travel Demand Model – Base Forecast Scenario 2016, data rounded by Fehr & Peers April 2020

4.2.3 Screenline Traffic Volume Performance

Screenlines are imaginary lines drawn across major roadways within the study area. Data at these screenlines provide a snapshot of traffic conditions (such as volumes, roadway volume/capacity ratios, and vehicle mode share) along the corridor. Five regional screenlines were evaluated to assess regional north-south and east-west travel along the project corridor. The five regional screenlines provide a regional snapshot of traffic operations using the PSRC regional travel demand models for passenger vehicle travel and the Sound Transit model for transit travel in the 2016 base year, including daily vehicle volumes, roadway/segment volume-to-capacity (v/c) ratios, and vehicle mode share, which separates vehicle travel by single-occupancy vehicles (SOVs), high-occupancy vehicles (HOVs) (two or more occupants), and transit. The v/c ratio is a measurement of the operating capacity of the roadway, where the number of vehicles passing through the segment is divided by the number of vehicles that could theoretically pass through that segment when at capacity. Capacity deficiencies can materialize when roadway v/c ratios begin to exceed 0.9. A v/c ratio above 1.0 indicates that vehicle demand exceeds the roadway capacity and resulting congestion could impede the efficient movement of vehicles.

Figure 4-1 shows the screenline locations contained in the four segments.

- Screenline #1: East-west crossing, located approximately along S 360th Street.
- Screenline #2: North-south crossing, located near 54th Avenue E.
- Screenline #3: North-south crossing, along Puyallup River.
- Screenline #4: North-south crossing, located approximately near East L Street.
- Screenline #5: East-west crossing, located approximately along S 48th Street.

The screenlines were evaluated using the PSRC regional travel demand models for passenger vehicle travel and the Sound Transit model for transit travel. The 2016 PM peak hour traffic volumes and v/c ratios for the five screenline locations within the study area are summarized in Table 4-4.

Table 4-4 Existing 2016 PM Peak Hour Screenline Performance

Screenline	Direction	PM Peak Hour Vehicle Volumes	PM Peak Hour Volume/ Capacity Ratio
Screenline #1: East-West South of Federal Way	Northbound	16,900	0.64
	Southbound	27,300	1.03
Screenline #2: North-South in Fife	Eastbound	11,500	0.71
	Westbound	15,000	0.90
Screenline #3: North-South at Puyallup River	Eastbound	8,700	0.73
	Westbound	13,400	1.15
Screenline #4: North-South near Tacoma Dome	Eastbound	9,500	0.67
	Westbound	13,100	0.76
Screenline #5: East-West at S 48th Street	Northbound	16,100	0.52
	Southbound	24,800	0.73

Source: PSRC Travel Demand Model – Base Forecast Scenario 2016, volumes rounded by Fehr & Peers April 2020

As shown in Table 4-3, three of the five screenlines (Screenlines #1, #2, and #3) have directional volumes at or close to capacity during the PM peak hour, which indicates substantial congestion in the southbound direction (the peak direction in the PM peak hour).¹ This level of congestion is expected during the PM peak period as commuters are leaving large employment centers, such as downtown Seattle north of the study segments. The other two screenlines (Screenlines #4 and #5) do not exhibit the same level of congestion, with v/c ratios below 0.8 across the entire screenline. Congestion does exist in the area, especially along I-5 due to heavy merging and diverging traffic and impacts from the SR 16 and I-705 interchanges in Tacoma. All v/c ratios in the southbound/westbound direction, the peak direction of travel during the PM peak hour, are higher than the corresponding northbound/eastbound v/c ratios at each individual screenline (off-peak direction during the PM peak hour).

The northbound/eastbound direction of travel does not currently show the same level of congestion across all screenlines as the southbound/westbound direction of travel.² This indicates on aggregate that these major roadways (Pacific Highway, I-5, SR 509, and SR 167) have available capacity in the northbound/eastbound direction of travel during the PM peak hour.

4.2.4 Screenline Mode of Travel

Table 4-5 shows the total person demand and their mode of travel at the five screenline locations during the PM peak hour from the regional travel demand models. More than 63 percent of the northbound traffic and about 60 percent of the southbound traffic are SOV across all screenlines. High-occupant vehicles account for about 33 percent of northbound traffic and nearly 36 percent of southbound traffic. Approximately 6 percent of southbound traffic and less than 2 percent of northbound traffic is attributed to transit. The mode share for persons

¹ The data used in the regional traffic analysis was provided from the regional travel demand model. This model only evaluates the PM peak period because this is the period of the day when traffic volumes are highest and congestion is greatest. Therefore, the analysis included in the Draft Environmental Impact Statement is reported for the PM peak period.

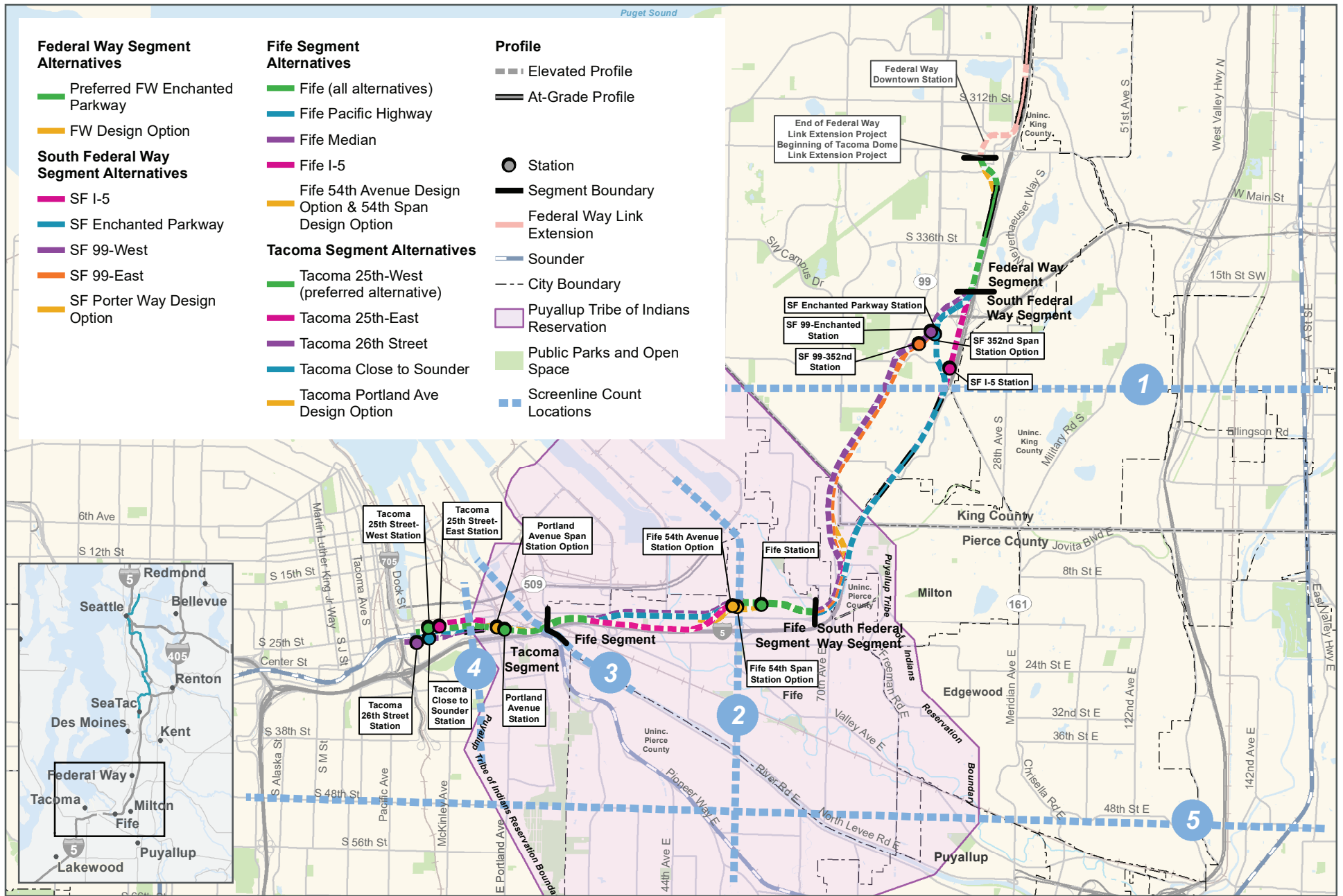
² It should be noted that while I-5 only provides north-south travel, its configuration through the Fife-area is east-west. Therefore, northbound/eastbound and southbound/westbound are used to describe travel along I-5 in some parts of the study area.

in the AM peak hour would be similar to the PM peak hour, with northbound/eastbound being the peak direction of travel in the morning.

Table 4-5 Existing 2016 PM Peak Hour Mode Share

Screenline	Direction	Travel Mode Share Total Persons	Travel Mode Share SOV	Travel Mode Share HOV	Travel Mode Share Transit
Screenline #1: East-West South of Federal Way	Northbound	24,500	63%	36%	1%
	Southbound	40,500	58%	37%	5%
Screenline #2: North-South in Fife	Eastbound	16,200	69%	30%	1%
	Westbound	21,600	63%	34%	3%
Screenline #3: North-South at Puyallup River	Eastbound	12,400	67%	32%	1%
	Westbound	19,300	61%	36%	3%
Screenline #4: North-South near Tacoma Dome	Eastbound	13,100	70%	28%	2%
	Westbound	19,100	62%	32%	6%
Screenline #5: East-West at S 48th Street	Northbound	22,400	63%	36%	1%
	Southbound	35,200	60%	35%	5%

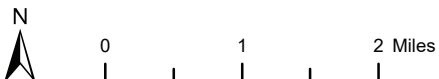
Source: PSRC Travel Demand Model and Sound Transit Incremental Ridership Model – Base Forecast Scenario 2016, modified by Fehr & Peers April 2020



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

FIGURE 4-1
Screenline Count Locations

Tacoma Dome Link Extension



4.3 Transit Operations

This section inventories and evaluates existing regional and local transit facilities, operations, and services within the study area.

King County Metro (Metro), Pierce Transit, and Sound Transit provide transit service in the study areas with regional and local bus fixed-route, Sounder commuter rail, and T Line light rail service to transit centers, park-and-rides, and bus stops. Table 4-6 shows the current daily boardings and transit trips served by regional transit for the entire Sound Transit three-county transit district. The regional transit system serves riders with over 600,000 daily boardings.

Table 4-6 2016 Weekday Transit Ridership

	2016 ²
Total Regional Daily Transit Trips ¹	467,000
Total Regional Daily Transit Boardings ³	605,000
Total Regional Link Boardings ³	70,000

Source: Ridership & Traffic Forecast Technical Memorandum, Fehr & Peers April 2020

Notes:

- (1) Transit trips count each passenger only once between the origin and destination of their trip. Transit trips include all trips on bus, Sounder, Central and T Line services, and the Seattle Streetcar.
- (2) The Sound Transit Ridership model was calibrated for 2016 as the base or existing year and boardings in that year are included for reference.
- (3) Boardings count each time a passenger boards a transit vehicle; passengers who transfer between transit lines in a single trip count as multiple transit boardings. Transit boardings include all boardings on bus, Sounder, Central and T Line services, and the Seattle Streetcar. Regional Link Boardings include boardings on Central and T Line services only.

Regional transit ridership from 2016 was used to calibrate the Sound Transit incremental ridership model to project potential transit ridership to 2042. The description of existing transit service and connections at transit centers and park-and-rides in the following sections presents more recent 2020 service information. The following sections discuss 2016 ridership in the context of recent (2019–2024) traffic, transit service, and conditions at transit facilities.

4.3.1 Transit Centers and Park-and-Rides

Transit centers and park-and-ride facilities are the major transit facilities within the TDLE study area. Park-and-rides in the study area include the Federal Way Downtown Station, Federal Way/S 320th Street Park and Ride, South Federal Way Park and Ride, and Tacoma Dome Station, which includes two park-and-ride structures. In addition to those listed, Metro and Pierce Transit partner with churches or unaffiliated parking lots in the area to provide more available parking.

Pierce Transit and Sound Transit provide transit service to facilities in King and Pierce counties. Metro provides bus service to facilities in King County only. Metro provides local and express bus service and Pierce Transit provides local service in the Federal Way and South Federal Way segments. Pierce Transit also provides local service in the South Federal Way, Fife, and Tacoma segments.

The T Line provides service within the City of Tacoma between the Tacoma Dome Station and the Theater District. Sound Transit's Regional Express buses and Sounder commuter trains provide regional service within the Tacoma study area to destinations in Pierce and King

counties. Table 4-7 lists the existing transit facilities in the study area. A total of approximately 3,700 park-and-ride spaces are currently provided at the transit facilities in the study area.

Table 4-7 Study Area Transit Centers and Park-and-Rides

Transit Facility	Type of Facility	Rider Amenities	Served by Routes	Park-and-Ride Stalls	Utilization
Federal Way Downtown Station	Transit center and park-and-ride	Bicycle lockers and racks, ORCA vending machines	King County Metro: RapidRide A Line, 177, 179, 181, 182, 183, 187, 193, 187, DART 901, DART 903 Sound Transit: 574, 577, 501 Pierce Transit: 402, 500, 501	1,190	69% ¹
Federal Way/ S 320th Street Park and Ride	Park-and-ride	Bicycle lockers	King County Metro 177, 178, 193	877	30% ¹
South Federal Way Park and Ride (S 348th Street west of SR 99)	Park-and-ride	None	King County Metro 178 and 182	515	19% ²
Tacoma Dome Station	Transit center and park-and-ride	Permit parking, ticket vending machines, bicycle lockers and racks	Sound Transit 574, 586, 590, 594, Sounder, T Line Pierce Transit 13, 41, 42, 102, 400, 500, 501 Amtrak Greyhound Bus Service FlixBus	2,337	99% ³

Notes:

- (1) WSDOT Annual Park-and-Ride Utilization 2019
- (2) Field visit conducted February 25, 2020
- (3) Sound Transit Parking Utilization, August 2019

4.3.2 Transit Service

4.3.2.1 Regional and Local Bus Service

As of 2023, 16 bus routes serve destinations in the TDLE study area, including local and regional service provided by Sound Transit, Metro, and Pierce Transit. A mix of routes connect the study area communities to regional destinations including downtown Tacoma, downtown Seattle, Sea-Tac International Airport, the University of Washington Seattle campus, and the Federal Way Downtown Station. Bus frequency and hours of service are discussed below in Section 4.2.4, Transit Levels of Service. In the study area, peak-only service is provided northbound in the morning and southbound in the evening. During the peak periods, the number of buses and routes operating in the peak direction are greater than the number of buses operating in the opposite “reverse-peak” direction.

In the Federal Way Segment, Metro provides three peak-only routes (Routes 177/178, Route 182, Route 193), all of which provide service to the Federal Way/S 320th Street Park and Ride. Routes 177 and 178 provide service between the Federal Way S/320th Street Park and Ride and downtown Seattle along the same alignment; however, Route 178 begins at the South

Federal Way Park and Ride. Route 178 provides 15- to 30-minute headways (how often a vehicle passes by a point along the route). When combined beginning at the Federal Way/S 320th Street Park and Ride, the AM headways are as low as 6 minutes. Route 193 provides service between the Federal Way/S 320th Street Park and Ride and First Hill. Route 182 provides all-day service between northeast Tacoma and the Federal Way Transit Center, with peak headways of 20 to 60 minutes and off-peak headways of 60 minutes. It serves the South Federal Way Park and Ride. Pierce Transit Route 402 provides all-day service between Puyallup, Milton, and south Federal Way with 30-minute headways.

In the South Federal Way and Fife segments, Routes 500 and 501 provide all-day service with 30- and 60- minute headways, respectively, between south Federal Way, Milton, Fife, and Tacoma. Pierce Transit is the only bus transit provider in the Fife Segment.

Within the Tacoma Segment, Sound Transit's Regional Express buses have average headways that range between 5 and 30 minutes in the peak periods. Sound Transit Route 590 between the Tacoma Dome and downtown Seattle has the most frequent service, with headways of 5 to 8 minutes during the AM peak and PM peak periods. Route 594, which begins at Lakewood Station, provides off-peak service along the same route with 15- to 30-minute headways. Route 586 is a peak-only service between the Tacoma Dome and the University of Washington Seattle campus, with northbound headways of 9 to 34 minutes during the AM peak and southbound headways of 30 minutes in the PM peak. Because it primarily serves the University of Washington, the service span for this route is different from traditional peak operations, with northbound service from 5:15 to 9 a.m. and southbound service from 2:30 to 7:20 p.m. Route 574 provides all-day service between the Lakewood Transit Center and Sea-Tac Airport, with 20- to 30-minute headways. The service span for this route is designed to coincide with shifts at Sea-Tac Airport and operates from 2:15 to 12:40 a.m. Almost all Pierce Transit service in the Tacoma study area provides local connections, with 30- to 60-minute headways all day, with the exception of Route 102, which provides peak-only service between Gig Harbor and the Tacoma Dome.

Existing bus routes within the study area are listed in Tables 4-8 and 4-9.

Table 4-8 Bus Transit Serving the Federal Way, South Federal Way, and Fife Segments

Route	Service Period	Peak Headway	Off-Peak Headway	Service Area
Metro 177/178	Peak	5-30	-	Federal Way/S 320th Park and Ride, Downtown Seattle/South Federal Way Park and Ride, Federal Way/S 320th Park and Ride, Downtown Seattle
Metro 182	Daily	20-60	60	Northeast Tacoma, South Federal Way Park and Ride, Federal Way Transit Center
Metro 193	Peak	15-30	-	Federal Way/S 320th Park and Ride to First Hill
PT 402	Daily	30	30	South Hill, Puyallup, Milton, Federal Way Transit Center
PT 500	Daily	30	30	Tacoma, Fife, Milton, Federal Way
PT 501	Daily	60	60	Tacoma, Fife, Milton, Federal Way

Source: Pierce Transit schedule data 2020; King County Metro schedule data 2020

Table 4-9 Bus Transit Serving the Tacoma Segment

Route	Service Period	Peak Headway	Off-Peak Headway	Service Area
PT 13	Daily	60	60	University of Puget Sound, Tacoma Dome
PT 41	Daily	30	30	Tacoma Mall, 72nd Street Transit Center (South Tacoma), Tacoma Dome Station
PT 42	Daily	30	30	Tacoma Dome, Eastside/McKinley
PT 102	Peak	15-45	-	Gig Harbor, Tacoma Dome
PT 400	Daily	30	30	Puyallup, Downtown Tacoma
PT 500	Daily	30	30	Tacoma, Fife, Milton, Federal Way
PT 501	Daily	60	60	Tacoma, Fife, Milton, Federal Way
ST 574	Daily	30	20-30	Lakewood to SeaTac Airport
ST 586	Peak	10-30	-	Tacoma, University District
ST 590/594	Daily	5-10	30	Lakewood, Tacoma, Seattle

Source: Pierce Transit schedule data 2020, Sound Transit schedule data 2020

Greyhound provides long-distance service to destinations throughout the United States from the transit center at Tacoma Dome Station. Bolt Bus provided service between Vancouver, British Columbia, and Eugene, Oregon, with service to Tacoma accessed at the Greyhound bus station; however, service ceased in July 2021. FlixBus currently provides a similar range bus service to Tacoma Dome Station.

4.3.2.2 Sounder

Sound Transit operates Sounder commuter rail between Lakewood/Tacoma and Seattle, with a stop at the Tacoma Dome Station in the Tacoma Segment. Trains operate northbound and southbound, with a total of 13 trips per day at the Tacoma Dome Station in each direction on weekdays, and eight of these weekday trips in each direction serve stations south of Tacoma Dome. Northbound morning trains operate every 20 to 30 minutes between 4:30 and 8 a.m., and three afternoon trains operate between 4 and 5:15 p.m. every 30 to 45 minutes. An additional northbound train provides midmorning (10:30 a.m.) service to Seattle. Three southbound morning trains operate between 7 and 9 a.m. (every 30 to 75 minutes), and 10 southbound trains operate in the afternoon from 3:30 to 7:30 p.m. (every 13 to 45 minutes). A second Sounder commuter rail line operates between Everett and Seattle.

4.3.2.3 T Line

Sound Transit operates the T Line, which provides service between the Tacoma Dome Station and the Saint Joseph Medical Center in the Hilltop neighborhood. Stations along the route serve the University of Washington Tacoma campus, Tacoma Convention Center, and MultiCare Tacoma General Hospital. The T Line operates between 5 a.m. and 10:30 p.m. on weekdays, with service every 12 minutes between 6:30 a.m. and 8 p.m. and every 24 minutes before 6:30 a.m. and after 8 p.m. in both the southbound and northbound directions on weekdays. Service is provided every 12 minutes on Saturdays and every 24 minutes on Sundays; however, the span of service on weekends is shorter than on weekdays. There are no existing fares to ride the T Line.

4.3.2.4 Amtrak

Amtrak provides long-distance intercity and state-supported rail service, with a stop in Tacoma near the Tacoma Dome. Amtrak operates two routes that pass through the Tacoma Segment. The Amtrak Cascades (state-supported) route provides service between Vancouver, British Columbia, and Eugene, Oregon. Meanwhile, the Coast Starlight (long-distance) route provides service between Seattle and Los Angeles, California. The Tacoma Amtrak station was relocated to a newly constructed station within Freighthouse Square, located north of Tacoma Dome on E 25th Street, when train service began on the Point Defiance Bypass segment via DuPont in 2021. There is one daily round trip of the Coast Starlight route and four daily round trips of the Amtrak Cascades route. WSDOT is developing a Service Development Plan for Amtrak Cascades for potential service improvements, including additional trains at the Tacoma Dome Station.

4.3.3 Screenline Performance

The 2016 PM peak period transit ridership for all modes at the study area screenlines is presented in Table 4-10.

Table 4-10 Existing 2016 PM Peak Period Transit Ridership by Screenline Location

Screenline Location	Direction	Existing
Screenline #1: East-West South Federal Way	NB	130
	SB	1,420
Screenline # 2: North-South Fife	EB	100
	WB	460
Screenline #3: North-South Puyallup River	EB	90
	WB	460
Screenline #4: North-South Tacoma Dome	EB	160
	WB	850
Screenline #5: East-West S 48th Street	NB	160
	SB	1,320

Source: Sound Transit Incremental Ridership Model – Base Forecast Scenario 2016, modified by Fehr & Peers April 2020

Notes: EB – eastbound; NB – northbound; SB – southbound; WB – westbound

4.3.4 Transit Levels of Service

Transit level of service (L.O.S.) performance measures for service frequency, hours of service, passenger load, and reliability were analyzed for the PM peak period, unless otherwise noted. Transit L.O.S. is assessed with four performance measures: service frequency, hours of service, passenger load, and reliability. For transit L.O.S. performance, L.O.S. A indicates frequent peak-period service, more hours served during the day, high on-time performance, and minimal passenger crowding in a transit vehicle. Conversely, L.O.S. F indicates infrequent or irregular service, minimal service hours, poor reliability, and passenger crowding in the vehicle. Unless noted, existing transit levels of service were assessed for bus service only.

4.3.4.1 Service Frequency

Service frequency L.O.S. is the number of times within the PM peak hour that a bus or light rail train stops at a specific location. Shorter transit headways minimize transit rider wait times, resulting in better service frequency L.O.S. Transit routes that have headways of less than 10 minutes are considered L.O.S. A, whereas headways longer than 60 minutes reflect L.O.S. F. Table 4-11 shows thresholds for each transit L.O.S. level.

Table 4-11 Service Frequency Transit L.O.S. Thresholds

L.O.S.	Average Headway (minutes)	Vehicles per Hour	Comments
A	<10	>6	Passengers do not need schedules
B	10-14	5-6	Frequent service, passengers consult schedules
C	15-20	3-4	Maximum desirable time to wait if bus/train missed
D	21-30	2	Service unattractive to choice riders
E	31-60	1	Service available during the hour
F	>60	<1	Service unattractive to all riders

Source: Transit Capacity and Quality of Service Manual

Most of the study area does not have direct bus service connecting the corridor communities to major regional destinations such as Sea-Tac International Airport or downtown Seattle. Most routes operate with PM peak period service headways of 21 minutes or longer (L.O.S. D or worse). The exception is service from downtown Seattle to Tacoma, which operates with a PM peak period service headways of 5 to 8 minutes (L.O.S. A or B). Figure 4-2 provides a summary of the PM peak period transit service frequencies by L.O.S.

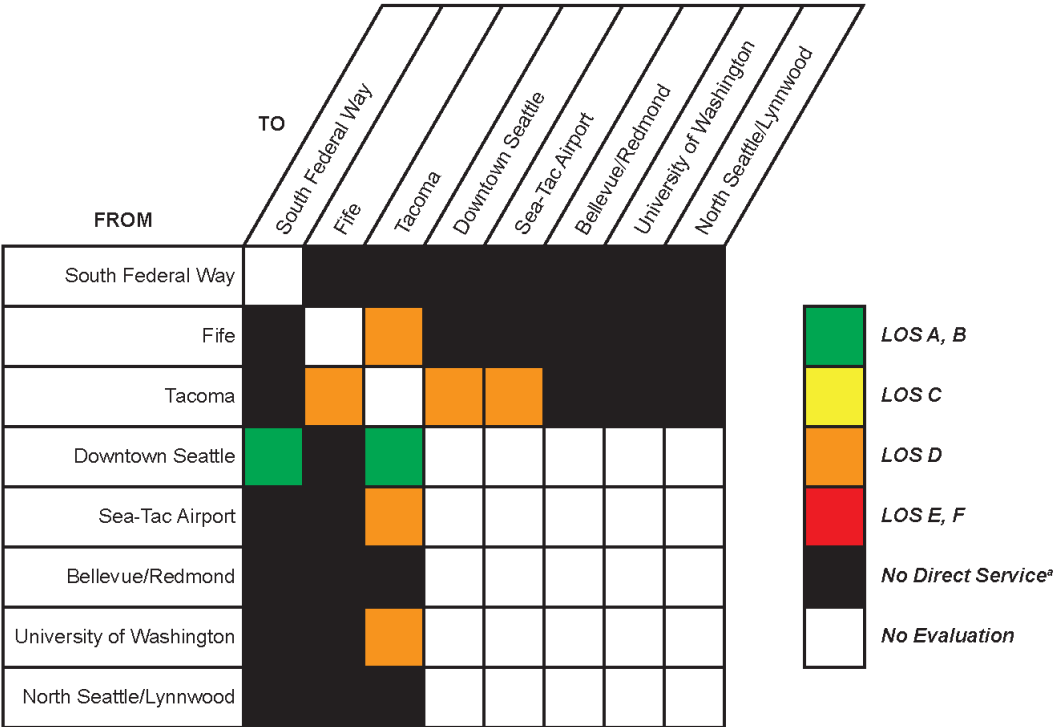
4.3.4.2 Hours of Service

Hours of service L.O.S. is the total transit operating hours provided within a 24-hour (daily) period. Hours of service L.O.S. is intended to measure the availability of transit service to riders and potential users. The longer that transit service is provided throughout the day, the better the L.O.S. Table 4-12 shows the thresholds for each L.O.S. level.

Table 4-12 Hours of Service Transit L.O.S. Thresholds

L.O.S.	Hours of Service	Comments
A	19-24	Night or "owl"
B	17-18	Late evening service provided
C	14-16	Early evening service provided
D	12-13	Daytime service provided
E	4-11	Peak hour service only or limited midday service
F	0-3	Very limited or no service

Source: Transit Capacity and Quality of Service Manual



(a) No direct service or requires one or more bus transfers

Figure 4-2 2020 PM Peak Hour Transit Level of Service for Service Frequency

The L.O.S. for hours of service between the study segments and regional destinations, such as Tacoma, downtown Bellevue, Redmond, the University of Washington, Northgate, and Lynnwood, connected by bus is shown in Figure 4-3. From the transit center at Tacoma Dome Station, the Tacoma Segment is well-connected to downtown Seattle and Sea-Tac Airport for much of the day (L.O.S. A). South Federal Way has limited direct service to downtown Seattle (L.O.S. E/F). The Fife Segment has direct service to Tacoma (L.O.S. C).

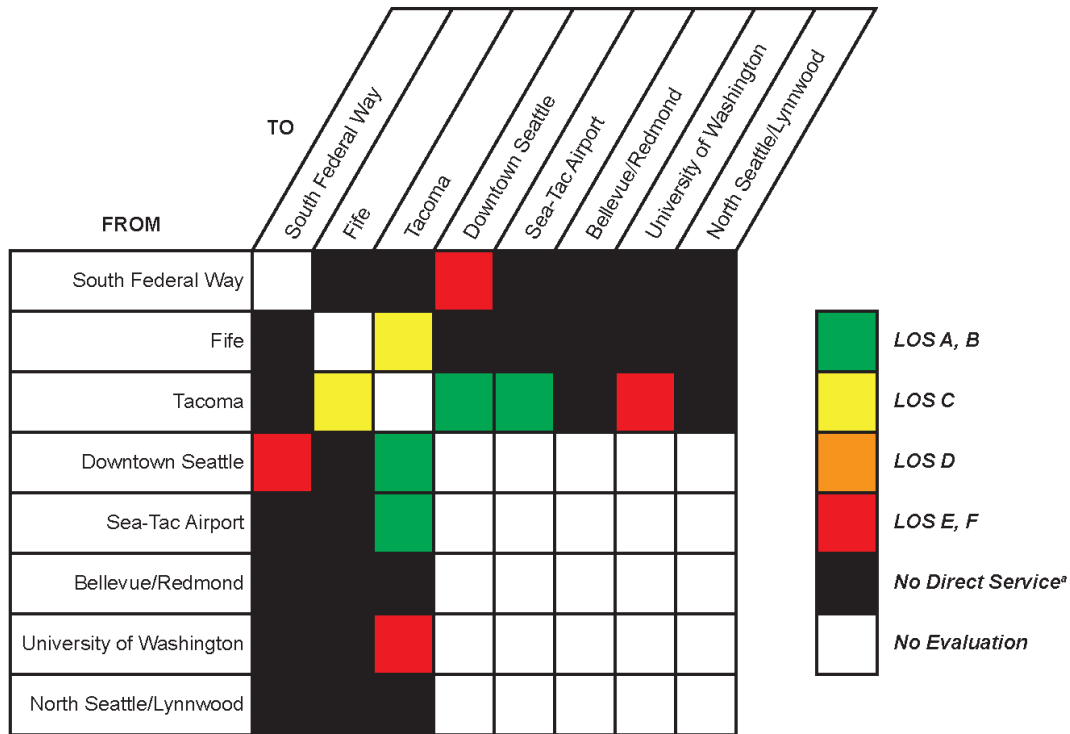


Figure 4-3 2020 Transit Level of Service for Hours of Service

4.3.4.3 Passenger Load

Passenger load L.O.S. is intended to measure passenger comfort and the ability of a rider to find a seat on the bus or train during the PM peak hour. Passenger load L.O.S. also measures crowding in the transit vehicle. On buses, passenger load L.O.S. is defined by the number of passengers per seat (load factor). Passenger load L.O.S. A indicates that riders can spread out on the vehicle along with the potential to use empty seats for carry-on items instead of using their laps or the floor. A passenger load L.O.S. at or worse than L.O.S. D might reflect overcrowding, and service frequency would need to increase to improve L.O.S. In addition, large passenger volumes can cause the bus to dwell longer at stops as a result of slow passenger loading. The longer dwell time can negatively affect travel time and service reliability. Tables 4-13 and 4-14 show the thresholds for each L.O.S. level for bus, commuter rail, and light rail.

Table 4-13 Bus and Commuter Rail Passenger Load Transit L.O.S. Thresholds

L.O.S.	Load Factor (passenger per seat)	Comments
A	0.00-0.50	No passenger needs to sit next to another
B	0.51-0.75	Passengers can choose where to sit
C	0.76-1.00	All passengers can sit
D	1.01-1.25	Comfortable standee load for design
E	1.26-1.50	Maximum schedule load
F	>1.50	Crush load

Source: Transit Capacity and Quality of Service Manual

Table 4-14 Light Rail Passenger Load Transit L.O.S. Thresholds

L.O.S.	Square Feet per Passenger	Comments
A	>10.8	At most some passengers must stand
B	8.2-10.8	No passengers need to stand next to another
C	5.5-8.1	Passengers can choose where to stand
D	3.9-5.4	Comfortable standee load for design
E	2.2-3.8	Maximum schedule load
F	<2.2	Crush load

Source: Transit Capacity and Quality of Service Manual

Notes:

(1) This includes the potential for some cars to not have any standing passengers.

Table 4-15 shows that the average weekday PM peak hour passenger load L.O.S. for bus and Sounder service at each screenline is L.O.S. B or better. The L.O.S. reflects the average of all passenger loads on buses or Sounder service that cross a given screenline. L.O.S. B means passengers have the option to choose where they sit while L.O.S. A means no passenger needs to sit next to another passenger and empty seats area available to store carry-on items. At all screenlines, average passenger load L.O.S. for buses is L.O.S. A for northbound trips and L.O.S. B for all but one segment for southbound trips. The passenger load L.O.S. for the remaining southbound bus segment is L.O.S. A.

At each screenline, some of the peak hour bus service may experience higher passenger loads than others; however, the average weekday PM peak hour passenger load ranges from 0.02 to 0.63 (L.O.S. B or better). The screenlines capture Sounder riders starting south of the Auburn Sounder Station. Many southbound Sounder passengers disembark at Tukwila, Kent, and Auburn, and the passenger loads are L.O.S. B or better when the Sounder train reaches Screenline #1. On Sounder service, the average passenger load L.O.S. was L.O.S. A at all screenlines.

Table 4-15 2020 Average Weekday PM Peak Hour Route Passenger Load – L.O.S. for All Buses and Sounder at Screenlines

	Direction	Average Load	Average Capacity ¹	Load Factor (passengers/seat)	L.O.S.
Bus Screenlines					
Screenline #1: East-West South Federal Way	NB	12	40	0.30	A
Screenline #1: East-West South Federal Way	SB	22	40	0.55	B
Screenline #2: North-South Fife	EB	16	40	0.40	A
Screenline #2: North-South Fife	WB	25	40	0.63	B
Screenline #3: North-South Puyallup River	EB	9	40	0.23	A
Screenline #3: North-South Puyallup River	WB	24	40	0.60	B
Screenline #4: North-South Tacoma Dome	EB	15	40	0.38	A
Screenline #4: North-South Tacoma Dome	WB	22	40	0.55	B
Screenline #5: East-West S 48th Street	NB	7	40	0.18	A
Screenline #5: East-West S 48th Street	SB	16	40	0.40	A

Table 4-15 2020 Average Weekday PM Peak Period Route Passenger Load – L.O.S. for All Buses and Sounder at Screenlines (continued)

	Direction	Average Load	Average Capacity ¹	Load Factor (passengers/seat)	L.O.S.
Sounder Screenlines					
Screenline #1: East-West South Federal Way	NB	31	1,015	0.03	A
Screenline #1: East-West South Federal Way	SB	453	1,015	0.45	A
Screenline #2: North-South Fife	EB	N/A	N/A	N/A	N/A
Screenline #2: North-South Fife	WB	N/A	N/A	N/A	N/A
Screenline #3: North-South Puyallup River ²	EB	N/A	N/A	N/A	N/A
Screenline #3: North-South Puyallup River ²	WB	N/A	N/A	N/A	N/A
Screenline #4: North-South Tacoma Dome	EB	23	1,015	0.02	A
Screenline #4: North-South Tacoma Dome	WB	164	1,015	0.16	A
Screenline #5: East-West S 48th Street ²	NB	31	1,015	0.03	A
Screenline #5: East-West S 48th Street ²	SB	453	1,015	0.45	A

Source: Sound Transit Incremental Ridership Model – Base Year 2016, modified by Fehr & Peers April 2020

Notes:

- (1) Vehicle capacity assumptions:
 - a. Metro bus: 40 passengers
 - b. Pierce Transit bus: 40 passengers
 - c. Sound Transit Express bus: 40 passengers
 - d. Sounder: 1,015 (seven-car trains)
- (2) Both the South Federal Way and S 48th Street screenlines cross the Sounder line between Auburn and Sumner stations; therefore, the average load for Sounder is identical for both screenlines. Furthermore, the S 48th Street screenline crosses the Sounder line twice; the Auburn to Sumner segment was included, while the Puyallup to Tacoma segment was not included to avoid double counting.

4.3.4.4 On-Time Reliability

Reliability of service L.O.S. was analyzed between major transit hubs within or to and from the TDLE corridor. The reliability L.O.S. measures the degree to which a transit vehicle meets or misses the scheduled headway at its arrival station. This includes both a transit vehicle arriving late and a transit vehicle leaving early from a stop. A bus leaving early would mean some transit riders would miss their bus. Two methods were used to determine transit reliability. For transit routes with scheduled headways greater than 10 minutes, on-time reliability was evaluated in terms of on-time performance, defined as a departure being 1 minute early to 5 minutes late. For transit routes operating at scheduled headways of 10 minutes or less, headway adherence was used to determine reliability.³ Reliability was calculated using the *Transit Capacity and Quality of Service Manual* methodology (TRB 2013), which compares the standard deviation of actual headways with scheduled headways of transit routes at major transit centers and park-and-ride lots within the study area. Table 4-16 shows the thresholds for each L.O.S. level.

³ Sound Transit does not measure reliability by headway adherence for service with scheduled headways of 10 minutes or less. The former method was used to assess schedule reliability for routes with headways of 10 minutes or less.

Table 4-16 Reliability of Transit Service L.O.S. Thresholds

L.O.S.	On-Time Percentage	Comments ¹
A	95.0-100.0%	One late transit vehicle every 2 weeks
B	90.0-94.9%	One late transit vehicle every week (no transfer)
C	85.0-89.9%	Three late transit vehicles every 2 weeks (no transfer)
D	80.0-84.9%	Two late transit vehicles every week (no transfer)
E	75.0-79.9%	One late transit vehicle every day (with a transfer)
F	<75.0%	One late transit vehicle at least daily (with a transfer)

Source: Transit Capacity and Quality of Service Manual

Notes:

(1) Individual's perspective based on five round trips per week.

Service reliability between major transit hubs for Sound Transit Express bus and Sounder service, including on-time performance and L.O.S. results, is shown in Table 4-17. These are the only services analyzed for this metric because only Sound Transit provides connections between major regional transit hubs within the TDLE corridor. The four bus routes shown provide service between Tacoma and Sea-Tac Airport, the University of Washington, and downtown Seattle, and all use I-5 for most of the route.

As shown, Sound Transit Express buses operate with poor on-time performance due to traffic congestion and wide variations in roadway travel times, with the average on-time performance of 79 percent (L.O.S. E). Sounder service, which is not influenced by traffic congestion, has an average on-time performance of 95 percent (L.O.S. A).

Table 4-17 2019 PM Peak Hour Transit On-Time Performance and Reliability at Transit Hubs

Transit Hub	On-Time Performance Percentage ¹	Reliability L.O.S.
ST 574: Lakewood to SeaTac	78%	E
ST 586: Tacoma to University District	77%	E
ST 590: Tacoma to Seattle	80%	D
ST 594: Lakewood to Seattle	80%	D
ST Express Bus Average	79%	E
Sounder	95%	A

Source: Sound Transit 2020 Service Implementation Plan, adopted November 2019

Notes:

(1) Schedules for the Sound Transit Express bus routes noted fixed time points and estimated time points. Fixed time points include those that have high boarding activity and often occur before the bus enters I-5. Estimated time points are located at stops that are more likely to have passengers exiting the bus and low boarding activity. Estimated time points are not counted toward on-time performance. The percentages reported typically do not reflect highway traffic variability.

4.4 Arterials and Local Streets

This section describes existing conditions for arterials and local streets, including roadway network, daily and peak hour volumes, and intersection operations.

4.4.1 Roadway Network

In addition to the regional roadways that would connect the study segments to other regional population and employment centers, there are numerous local arterials and roadways that would connect drivers within the study segments to the proposed TDLE station locations. Local roadways and arterials throughout the three study segments range anywhere from two to eight lanes. Average daily traffic volumes, speed limits, and functional classification for the major arterials and local roadways in the three study segments are shown in Table 4-18.

Table 4-18 Existing Local Roadway Facilities and 2019 Average Daily Traffic

Regional Roadway	Arterial Classification ¹	Number of Travel Lanes	Speed Limit (mph)	Average Daily Traffic (ADT)	Bicycle Lanes ²	Pedestrian Facilities ³
Federal Way						
S 336th Street	Minor Arterial	3-5	35	25,000	Partial	Yes
16th Avenue S (SR 161)	Principal Arterial	5-7	35	23,000	Partial	Yes
South Federal Way						
16th Avenue S (SR 161)	Principal Arterial	5-7	35	23,000	Partial	Yes
S 352nd Street	Principal Collector	3	30	9,000	Partial	Yes
S 356th Street	Minor Arterial	5	35	15,000	Yes	Yes
Milton Road S/20th Avenue S	Principal Collector	2-3	30	8,000	Partial	Partial
70th Avenue E	Minor Arterial	2-5	35	12,000	Partial	Partial
Fife						
54th Avenue E	Principal Arterial	5	35	18,000	Partial	Yes
12th Street E	Collector Arterial	3	35	16,000	Partial	Yes
Port of Tacoma Road	Principal Arterial	5	35	14,000	No	Partial
Alexander Avenue E	Minor Arterial	3	25	7,000	No	Partial
20th Street E	Minor Arterial	3	35	16,000	Partial	Yes
Tacoma						
Puyallup Avenue	Principal Arterial	5	30	15,000	No	Yes
E Portland Avenue	Principal Arterial	5-6	30	32,000	No	Yes
Pacific Avenue	Principal Arterial	4	25	14,000	No	Yes
East D Street/E McKinley Avenue	Minor Arterial	2-3	30	8,000	Yes	Yes
East L Street ⁴	Collector Arterial	2	25	1,000	Partial	Yes
East 25th Street	Unclassified Arterial	2	30	2,600	No	Yes
E 26th Street ⁵	Collector Arterial	2-5	30	16,000	No	Yes
E 34th Street	Collector Arterial	2	30	5,000	No	Yes

Source: Parametrix

Notes:

- (1) Table includes only roads classified as collector arterials and above.
- (2) Partial bicycle lane indicates that a striped shoulder is present without sharrows in either one or both directions of travel.
- (3) Partial pedestrian facility indicates that a striped shoulder or sidewalk is provided on only one side of the roadway.
- (4) East L Street ADT reflects existing conditions, with the East L Street bridge over I-5 under construction; ADT with an open East L Street bridge would likely be higher.
- (5) E 26th Street is classified as an arterial west of East G Street only.

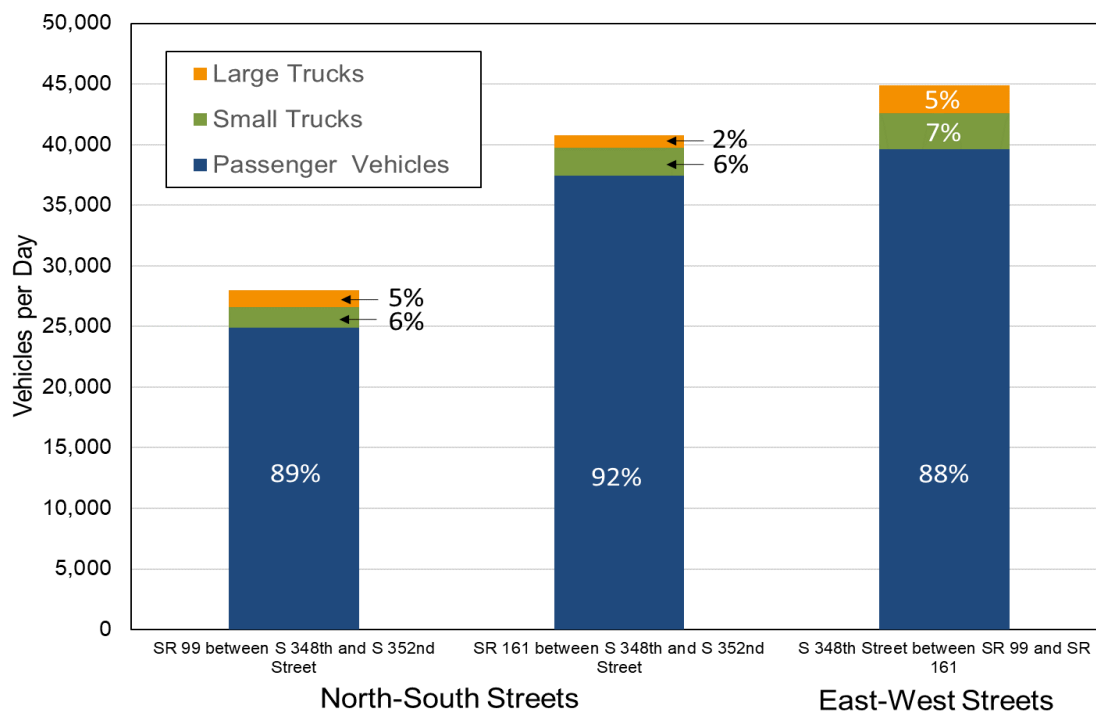
4.4.2 Daily Vehicle Classification Counts

To assess how traffic volumes fluctuate by vehicle type and time of day, 13 multimodal vehicle classification counts were conducted in November and December 2019 within the study area. In South Federal Way three locations were counted, in Fife five locations were counted, and in Tacoma five locations were counted as shown in Figures 4-4 through 4-6. Data were collected for 3 days on Tuesday, Wednesday, and Thursday of a week. These roadway count locations were chosen based on arterial classification, truck volumes, and proximity to future proposed station locations. Small/medium trucks include Federal Highway Administration (FHWA) vehicle Classes 5 through 7 and are defined as single-unit trucks with two to four axles. Large trucks include FHWA vehicle Classes 8 through 13, along with Class 4 (motor buses) and are defined as three-axle (or more) trucks with separation between the driver unit and the trailer. School and motor buses (Class 4) are considered heavy vehicles for these calculations due to their size.

4.4.2.1 Federal Way and South Federal Way Segment Vehicle Classification Counts

Figure 4-4 shows total, passenger vehicle, small/medium truck, and large truck volumes on Pacific Highway south of S 348th Street, Enchanted Parkway (SR 161) south of S 348th Street and on S 348th Street east of Pacific Highway.

In the South Federal Way Segment, large truck traffic makes up a small percentage of overall traffic on Pacific Highway, SR 18, and SR 161. The large trucks that are present in the study segment use Pacific Highway and SR 161 as alternate routes of I-5, the main freight route in the study segment. Both S 348th Street and Pacific Highway have a large truck percentage of roughly 5 percent of all vehicle traffic. Truck volumes make up a smaller percentage of total traffic on Pacific Highway, SR 161, and S 348th Street in South Federal Way when compared with Fife and Tacoma roadway locations.



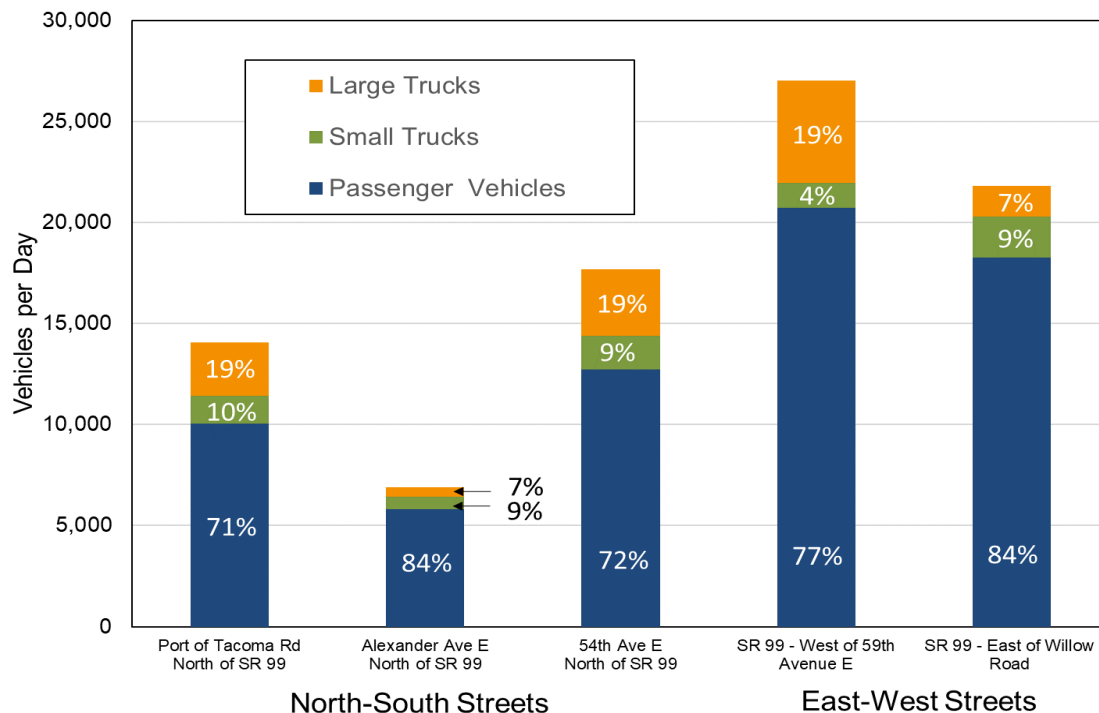
Source: Traffic counts performed by IDAX and compiled by Parametrix. Counts performed from November 19 through 21, 2019.

Figure 4-4 Weekday Traffic Volumes by Vehicle Type – South Federal Way Segment

4.4.2.2 Fife Segment Vehicle Classification Counts

Figure 4-5 shows total, passenger vehicle, small/medium truck, and large truck volumes on key arterials in Fife: Port of Tacoma Road north of Pacific Highway, both east of Willow Road E and west of 59th Avenue E, 54th Avenue E north of Pacific Highway, and Alexander Avenue E north of SR 99.

The daily counts show that 54th Avenue E and Port of Tacoma Road are two of the primary access routes to the Port of Tacoma and Tacoma Tideflats industrial area. Trucks also use 70th Avenue E to cross I-5 and then use Pacific Highway between 70th Avenue E and 54th Avenue E to reach the port access routes as well as I-5. The major freight routes of 54th Avenue E, Port of Tacoma Road, and Pacific Highway expectedly comprise the highest large truck percentages at roughly 19 percent of all vehicle traffic.



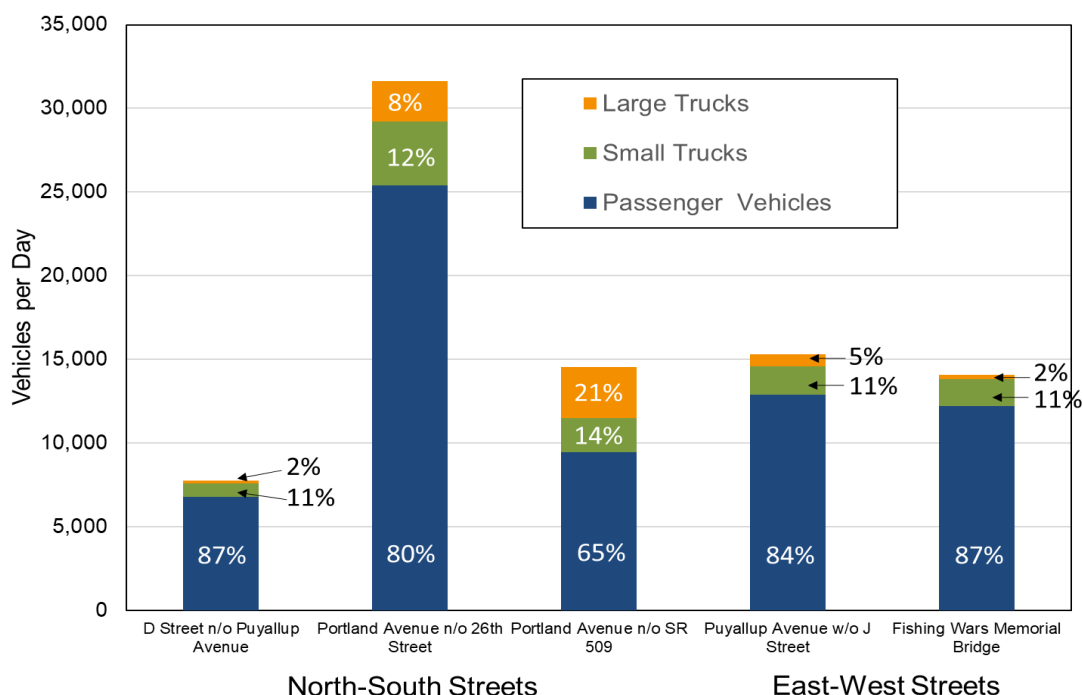
Source: Traffic counts performed by IDAX and compiled by Heffron Transportation. Counts performed from November 19 through 21, 2019, at three locations and from December 3 through 5, 2019, at the remaining locations.

Figure 4-5 Weekday Traffic Volumes by Vehicle Type – Fife Segment

4.4.2.3 Tacoma Segment Vehicle Classification Counts

Figure 4-6 shows total, passenger vehicle, small/medium truck, and large truck volumes in Tacoma at five locations: East D Street north of Puyallup Avenue, Puyallup Avenue west of East J Street, E Portland Avenue north of E 26th Street, Fishing Wars Memorial Bridge, and E Portland Avenue north of the SR 509 ramps. East D Street and E Portland Avenue are access routes to the Port of Tacoma, similar to the north-south arterials in Fife.

The daily counts show that E Portland Avenue maintains the highest large truck percentage of streets accessing the Port of Tacoma at approximately 21 percent just north of SR 509. East D Street did not show a similarly high percentage of large trucks, with just 2 percent noted north of Puyallup Avenue. On the east-west streets of Puyallup Avenue and the Fishing Wars Memorial Bridge, large trucks comprised only 5 and 2 percent, respectively.



Source: Traffic counts performed by IDAX and compiled by Parametrix. Counts performed on East D Street and Fishing Wars Memorial Bridge from November 19 through 21, 2019, and on Portland and Puyallup on December 3 through 5, 2019.

Figure 4-6 Weekday Traffic Volumes by Vehicle Type – Tacoma Segment

4.4.3 Study Intersections

The 86 intersections listed in Table 4-19 and shown in Figures 4-7 through 4-10 summarize the study intersections in each of the four segments. These study intersections were identified based on the proximity to TDLE alternatives as well as professional judgment in coordination with staff from Federal Way, Fife, and Tacoma. AM and PM peak period L.O.S. analysis was conducted at all study intersections.

Table 4-19 Study Intersections for AM and PM Peak Hours

I.D.	Intersection Location
Federal Way Segment	
1	SR 99 (Pacific Highway) at S 336th Street
2	SR 99 (Pacific Highway) at 16th Avenue S
South Federal Way Segment	
1	SR 99 (Pacific Highway) at S 348th Street
2	SR 161/Enchanted Parkway at S 348th Street
3	I-5 Southbound Ramps at SR 18 Mainline
4	SR 99 (Pacific Highway) at S 352nd Street
5	S 352nd Street and western SF 99-352nd Station Access (Future Intersection)
6	S 352nd Street and eastern SF 99-352nd Station Access (Future Intersection)
7	SR 161/Enchanted Parkway at S 352nd Street
8	SR 99 (Pacific Highway) at S 356th Street
9	S 356th Street and western SF 99-352nd Station Access (Future Intersection)

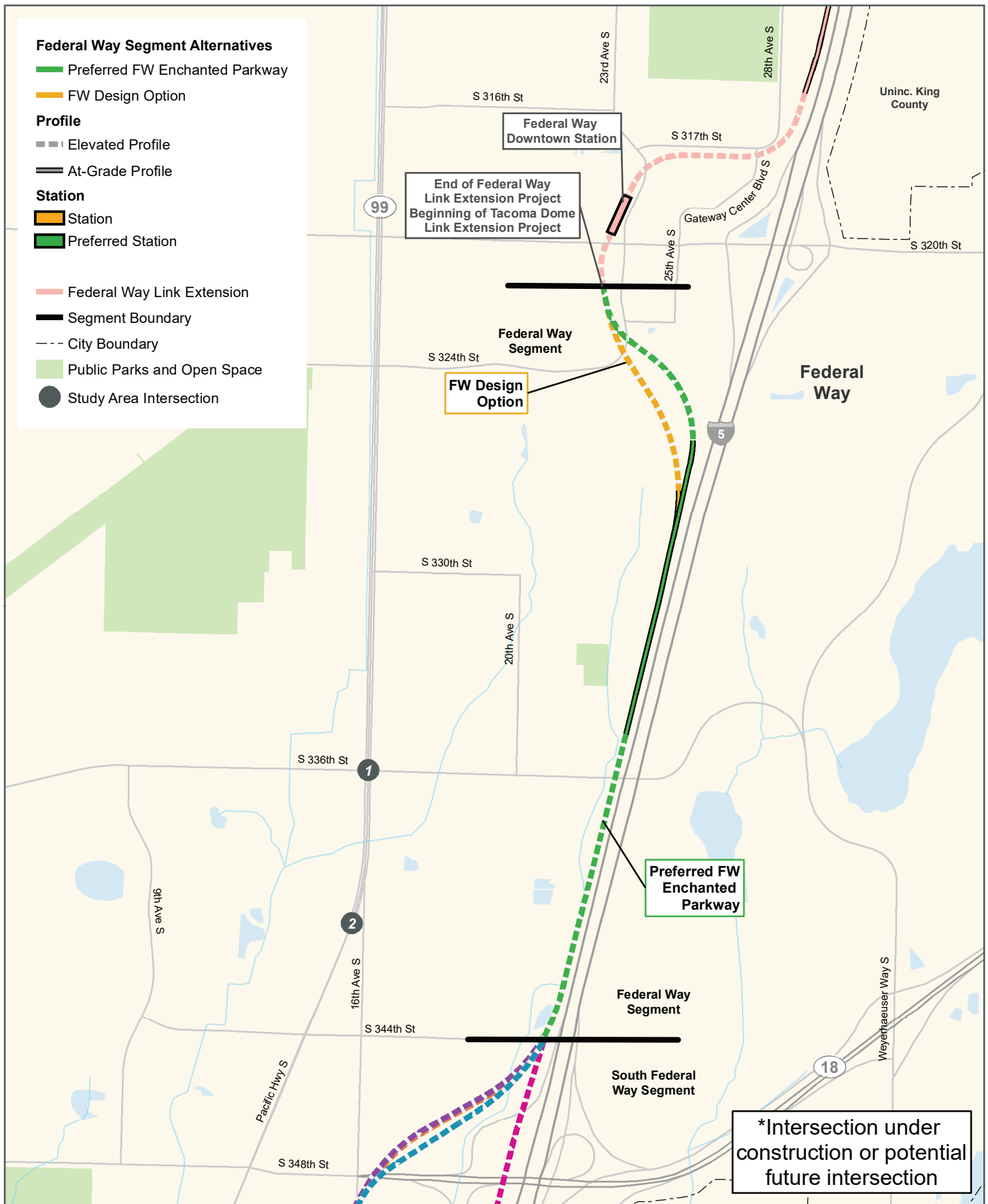
Table 4-19 Study Intersections for AM and PM Peak Hours (continued)

I.D.	Intersection Location
10	S 356th Street and eastern SF 99-352nd Station Access (Future Intersection)
11	SR 161/Enchanted Parkway at S 356th Street
12	I-5 SB Off-Ramp Roundabout at S 356th Street (Future Intersection)
13	SR 161 (Enchanted Parkway at SR 18 Westbound Off-Ramp)
14	SR 161 (Enchanted Parkway) at Milton Road S/20th Avenue S
15	SR 99 (Pacific Highway) at Porter Way
Fife Segment	
1	Port of Tacoma Road at SR 509 Westbound Ramp
2	Port of Tacoma Road at SR 509 Eastbound Ramp (12th Street E)
3	Port of Tacoma Road at Pacific Highway
4	34th Avenue E at Pacific Highway
5	Alexander Avenue E at SR 509 Westbound
6	Alexander Avenue E at SR 509 Eastbound
7	Alexander Avenue E at 12th Street E
8	Alexander Avenue E at Pacific Highway
9	54th Avenue E/Taylor Way E at SR 509
10	54th Avenue E at SR 167 Ramp (Future Intersection)
11	52nd Avenue E and 12th Street E (Future Intersection)
12	54th Avenue E at 12th Street E
13	54th Avenue E at SR 99 (Pacific Highway)
14	54th Avenue E at I-5 Southbound Ramps
15	54th Avenue E at I-5 Northbound Ramps
16	54th Avenue E at 20th Street E
17	54th Avenue E at Valley Avenue E
18	52nd Avenue E at SR 99/Pacific Highway E
19	SR 99 (Pacific Highway) at I-5 Southbound Ramps (Future Intersection)
20	20th Street E at I-5 Northbound Ramps (Future Intersection)
21	59th Avenue Court E at SR 99 (Pacific Highway)
22	59th Avenue Court E at 12th Street E
23	62nd Avenue E at 12th Street E
24	62nd Avenue E at SR 99 (Pacific Highway)
25	70th Avenue E at SR 99 (Pacific Highway)/Wapato Way E at SR 99
26	70th Avenue E at 20th Street E
Tacoma Segment	
1	Pacific Avenue at SR 509
2	Pacific Avenue at Puyallup Avenue
3	Pacific Avenue at E 25th Street
4	Pacific Avenue at E 26th Street
5	Pacific Avenue at E 34th Street
6	A Street at Puyallup Avenue (S 24th Street)
7	A Street Highway at E 25th Street
8	A Street Highway at E 26th Street

Table 4-19 Study Intersections for AM and PM Peak Hours (continued)

I.D.	Intersection Location
9	I-705 Northbound Off-Ramp at E 26th Street
10	East C Street at E 25th Street
11	East C Street at Tacoma Dome Parking Lot Driveway
12	East C Street at E 26th Street
13	East D Street at E Dock Street Extension
14	East D Street at Puyallup Avenue
15	East D Street at E 25th Street
16	East D Street at Tacoma Dome Parking Lot Driveway
17	East D Street at E 26th Street
18	East D Street (E McKinley Way) at East C Street (E Wiley Avenue)
19	E McKinley Avenue at E 34th Street
20	East E Street at Puyallup Avenue
21	East F Street at Puyallup Avenue
22	East G Street at Puyallup Avenue
23	East G Street at E 25th Street
24	East L Street at Puyallup Avenue
25	East L Street at E 26th Street
26	East L Street at E 27th Street (E Wiley Avenue) (Under Construction)
27	East L Street at E 28th Street (Under Construction)
28	East L Street at E 34th Street
29	E Portland Avenue at SR 509 Westbound On-Ramp
30	E Portland Avenue at SR 509 Eastbound Off-Ramp
31	E Portland Avenue at Puyallup Avenue
32	E Portland Avenue at E 25th Street
33	E Portland Avenue at E 26th Street
34	E Portland Avenue at E 27th Street (I-5 Southbound On-Ramp)
35	E Portland Avenue at E 28th Street (I-5 Northbound On-Ramp/Off-Ramp)
36	E Portland Avenue at E 32nd Street
37	E Bay Street at SR 167 Access Ramps
38	E Bay Street at E 27th Street (I-5 Southbound Off-Ramp)
39	East R Street (E Bay Street) at E 28th Street (I-5 Northbound On-Ramp)
40	East R Street at E 30th Street
41	East R Street at E 32nd Street
42	East R Street and E 29th Street Roundabout
43	E Bay Street/River Road E (SR 167) at Pioneer Way E

Source: Parametrix



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

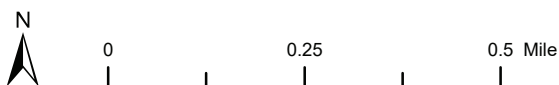


FIGURE 4-7
Study Area Analysis Intersections
Federal Way Segment

Tacoma Dome Link Extension

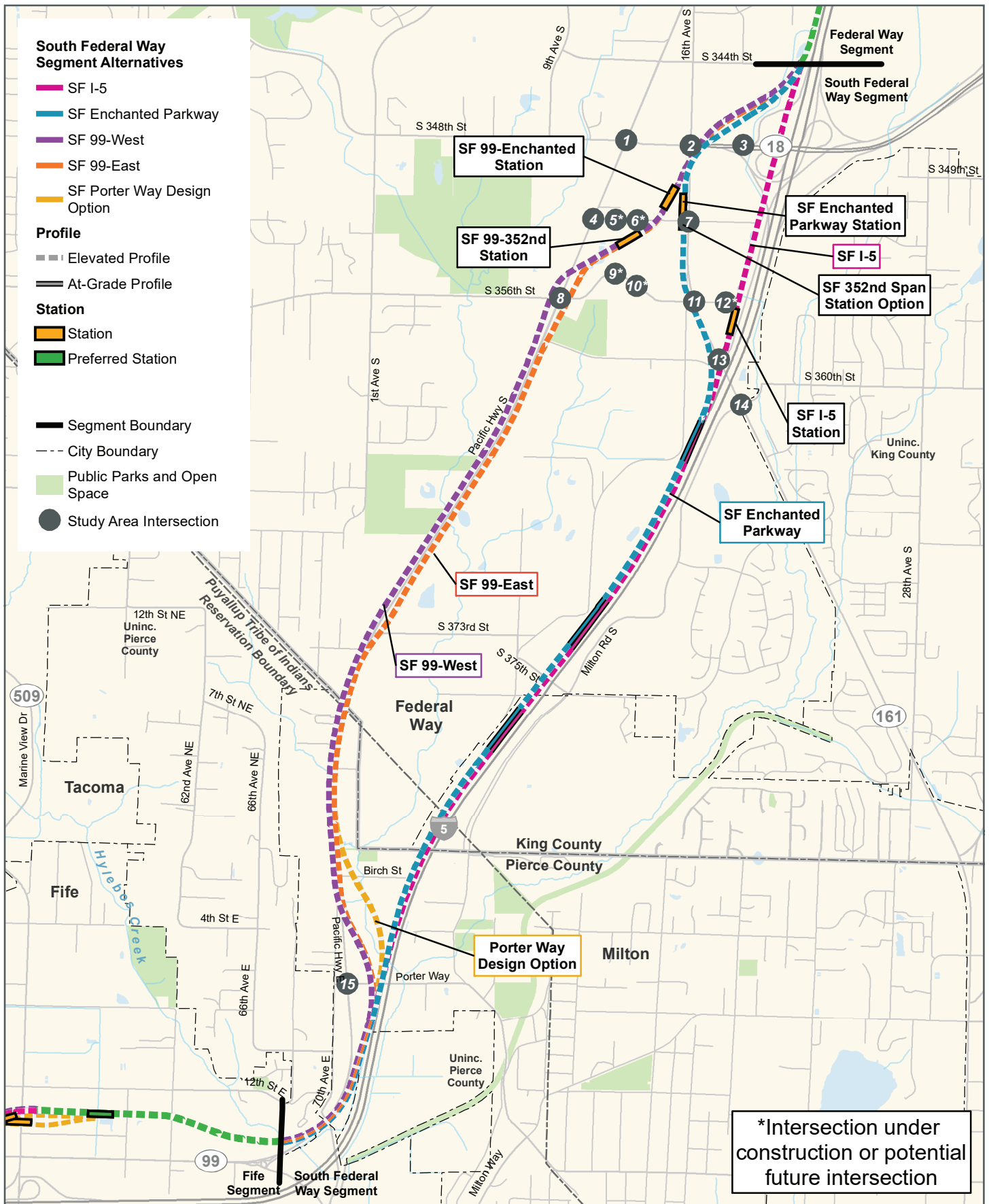
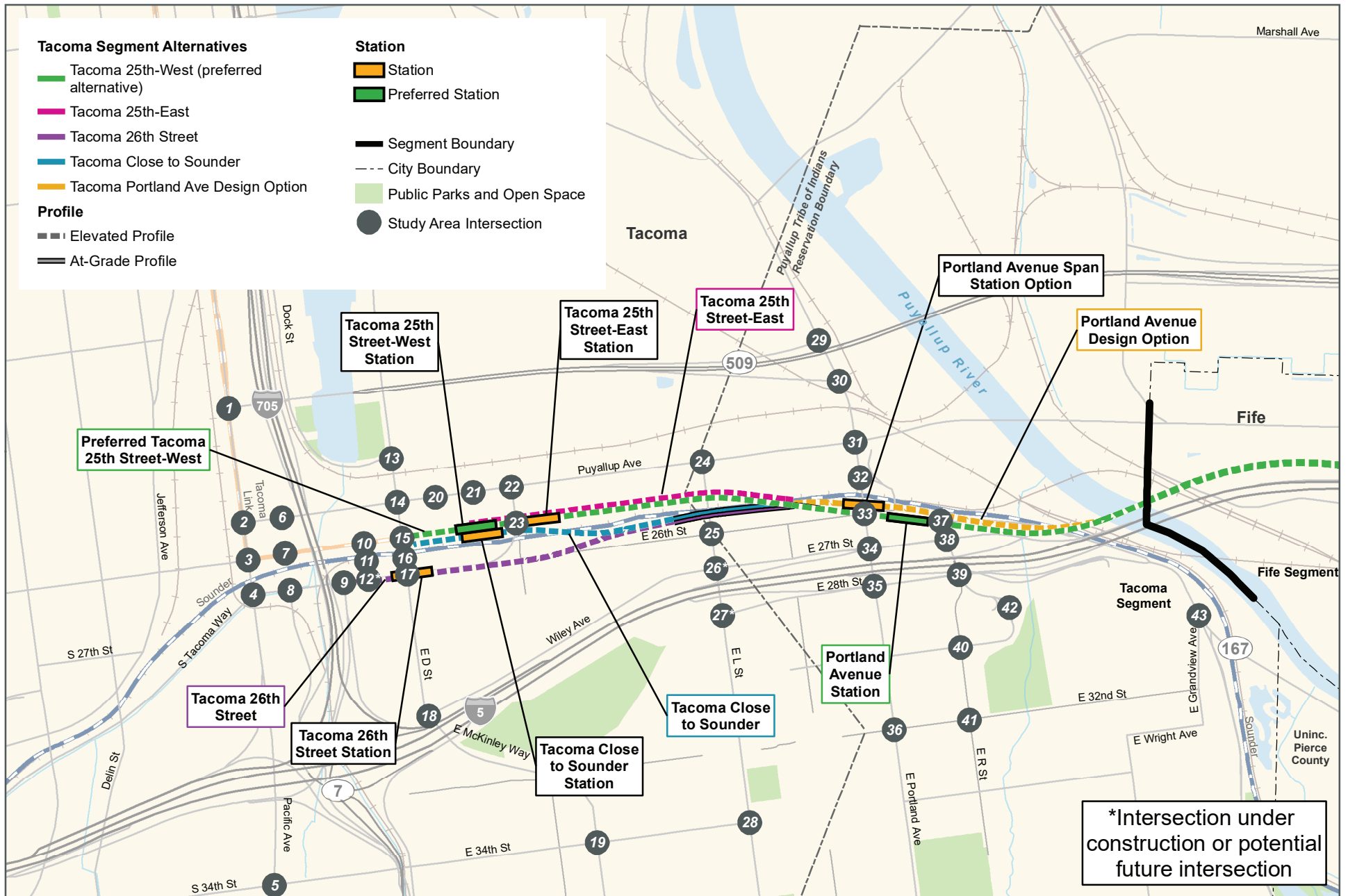


FIGURE 4-8
Study Area Analysis Intersections
South Federal Way Segment



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

FIGURE 4-9
Study Area Analysis Intersections



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

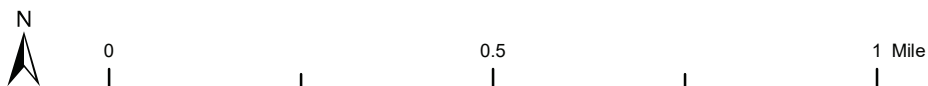


FIGURE 4-10
Study Area Analysis Intersections
Tacoma Segment
Tacoma Dome Link Extension

4.4.4 Peak Hour Intersection Volumes

Weekday intersection turning movement counts were collected in November 2019 and some data for intersections in the Fife segment were collected by the City of Fife in April and May 2019. The AM peak period was counted between 7 and 9 a.m., and the PM peak period between 4 and 6 p.m. These new intersection counts were supplemented with historical counts or data from traffic impact studies from local jurisdictions due to construction occurring at some of the study intersections. Historical counts and count data from traffic impacts studies were grown or adjusted by a growth factor of 0.5 percent annually at each intersection in the Federal Way, South Federal Way, and Tacoma segments and 0.3 percent annually in the Fife Segment to reflect traffic change between the count year and 2019, if needed, and balanced with current counts to account for different years when intersection counts were taken. The intersection turning movement counts included the total number of general-purpose vehicles, medium and large freight vehicles, pedestrians, and bicycles. A common peak hour was developed for each of the segments during both peak periods. Peak hour traffic volumes are summarized in the traffic operations outputs included in Attachment B.

4.4.5 Analysis Tools

The operations analysis for the study intersections used the software programs Synchro/SimTraffic (version 10.3) for signalized and unsignalized intersections and SIDRA (version 8) for roundabout controlled intersections. Synchro is a macroscopic analysis and optimization software application that supports the Transportation Research Board Highway Capacity Manual's methodology (2000, 2010, and 6th Edition methods) for signalized and unsignalized intersections and creates optimized signal timing plans for intersections. Synchro analyzes intersections in isolation and does not consider the effect of downstream congestion. SimTraffic summarizes intersection operations and accounts for nearby intersection interactions and therefore was used to calculate signalized and unsignalized intersection operations.

SimTraffic outputs include average intersection delay and L.O.S., while Synchro is used to summarize average intersection v/c ratios. Intersection L.O.S. is defined in terms of average intersection delay on a scale ranging from A to F, depending on the delay conditions at the intersection. L.O.S. A represents the best conditions with minimal delay, and L.O.S. F represents the worst conditions with severe congestion. The L.O.S. at an unsignalized intersection is also defined in terms of delay, but only for the worst operating movement, which is typically on the minor street or stopped approaches. SIDRA is an analytical traffic evaluation software application that uses lane-by-lane and vehicle path models to provide capacity estimates. Roundabouts were evaluated consistent with the WSDOT's SIDRA Policy and Settings (WSDOT 2019c). Table 4-20 summarizes the criteria used to define L.O.S. for signalized and unsignalized intersections.

Table 4-20 L.O.S. Thresholds for Signalized and Unsignalized Intersections

L.O.S. ¹	Average Control Delay (seconds per vehicle [sec/veh])		Traffic Flow Characteristics
	Signalized/ Roundabout Intersections	Unsignalized Intersections	
A	< 10	< 10	Virtually free flow; completely unimpeded.
B	> 10 and < 20	> 10 and < 15	Stable flow with slight delays; less freedom to maneuver.
C	> 20 and < 35	> 15 and < 25	Stable flow with delays; less freedom to maneuver.
D	> 35 and < 55	> 25 and < 35	High density but stable flow.
E	> 55 and < 80	> 35 and < 50	Operating conditions at or near capacity; unstable flow.
F	> 80	> 50	Forced flow; breakdown conditions.

Source: Transportation Research Board Highway Capacity Manual 2010

Notes:

- (1) The L.O.S. criteria are based on control delay, which includes initial deceleration delay, final deceleration delay, stopped delay, and queue move-up time.

Another common method of measuring traffic congestion is v/c ratio, defined as a measurement of the operating capacity of the roadway where the number of vehicles passing through the segment is divided by the number of vehicles that could theoretically pass through that segment when at capacity. The v/c ratio is measured on a decimal scale with 0.0 representing excessive capacity and anything greater than 1.0 representing congestion because volume has exceeded roadway capacity. A v/c ratio can be calculated for either the intersection as a whole or by approach. Table 4-21 shows the relationship between v/c ratio and the previously mentioned L.O.S. analysis procedure by average vehicle delay.

Table 4-21 V/C Ratios Linked to Planning and Operational L.O.S.

Analysis Procedure	A	B	C	D	E	F
Planning (v/c ratio)	0.00-0.60	0.61-0.70	0.71-0.80	0.81-0.90	0.91-1.00	>1.00
Operational Delay (sec)	0-10	10-20	20-40	40-60	60-80	>80

Source: Transportation Research Circular 212, Interim Materials on Highway Capacity. Highway Capacity Manual (2000).

The measures of effectiveness for roundabouts in order of importance are v/c ratios, percent stopped, queues, and L.O.S. If v/c is equal to or more than 0.9, microsimulation may be used to closely examine the volumes at the roundabout intersections. As shown in Table 4-22, L.O.S. F is assigned to individual lanes in roundabouts regardless of the control delay if the v/c ratio exceeds 1.0. For overall intersection and approaches at roundabouts, L.O.S. is measured solely against the control delay thresholds.

Table 4-22 L.O.S. Thresholds for Roundabouts

Control Delay at Roundabouts (sec/veh)	L.O.S. by Volume-to-Capacity Ratio ¹	
	v/c < 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

Source: Transportation Research Board Highway Capacity Manual 2010

Notes:

(1) For approaches and overall intersection assessment, L.O.S. is defined solely by control delay.

4.4.6 Agency Thresholds

The Puget Sound Regional Council (PSRC) defines the operating threshold in urban areas for state highways of statewide significance as either L.O.S. D or L.O.S. E mitigated, depending on the location. This includes ramp terminal intersections.

Outside of state highways, the cities of Federal Way, Fife, and Tacoma each have individual standards for intersection operations based on L.O.S. or v/c ratio. The City of Federal Way and City of Tacoma use v/c ratio, a measure of existing traffic relative to the amount of traffic the roadway was designed to accommodate, in their traffic operations standards. The City of Fife uses L.O.S. These standards apply to both the AM and PM peak periods. The following sections describe the agency thresholds for the Federal Way, Fife, and Tacoma segments.

4.4.6.1 Federal Way and South Federal Way Thresholds

As detailed in the City of Federal Way's Comprehensive Plan, the city's adopted operational standard is varying v/c ratios depending on intersection control and location. For unsignalized intersections, the v/c ratio standards are 1.0, and the v/c ratio standards are 1.2 for signalized intersections.

According to the PSRC, both SR 18 and Pacific Highway are HSS while SR 161 is an HRS in the South Federal Way Segment. The L.O.S. standard for intersections along SR 161 is L.O.S. E/mitigated meaning that congestion should be mitigated at this level of service or transit or other measures, while the L.O.S. standard for intersections along SR 18 and Pacific Highway are L.O.S. D.

For the purposes of this evaluation, the intersections of SR 161/S 348th Street (SR 18), I-5 Southbound Off-Ramp/SR 18, SR 161/Milton Road S, and the future I-5 Southbound Off-Ramps to S 356th Street were considered under the jurisdiction of WSDOT. All other intersections are under the City of Federal Way jurisdiction.

4.4.6.2 Fife Thresholds

As detailed in the 2005 City of Fife Comprehensive Plan Transportation Element, the City's "adopted L.O.S. standard is L.O.S. D or better, which represents stable operating conditions, but with a high density of vehicles. Intersections that fail to meet the standard are considered deficient and require improvements or modifications to meet the standard." The I-5 ramp terminal intersections as well as SR 99 through Fife are both noted as components of highways

of statewide significance. WSDOT standards of L.O.S. D or better are used to evaluate traffic operations at I-5 ramp terminal intersections and intersections on the portion of Pacific Highway designated as SR 99 through the Fife study segment.

4.4.6.3 Tacoma Thresholds

The City of Tacoma intersection performance thresholds are based on the type of roadway as defined in the City's Transportation Element.⁴ Multiple roadways in the Tacoma Segment are considered "Arterial Corridors," including E Portland Avenue, Puyallup Avenue, Pacific Avenue, East D Street/E McKinley Avenue, and S Tacoma Way.⁵ Intersections along an arterial should operate at L.O.S. E or better and have a v/c ratio of 0.99 or below. Intersections separate from an arterial corridor should operate at L.O.S. D and have a v/c ratio of 0.89 or below.

Any and all ramp terminal intersections in the Tacoma Segment were assumed to be under WSDOT jurisdiction. The I-5, I-705, and SR 509 ramp terminal intersections are noted as components of an HSS through the study segment. Along this portion of I-5 and I-705, the L.O.S. Standard is L.O.S. D with no corresponding v/c ratio standard. It should be noted that the L.O.S. standard is also L.O.S. D at the River Road E/E Bay Street intersection, which operates as SR 167, also an HSS in the study area.

4.4.7 Intersection Operations

An intersection operations analysis was prepared for the existing conditions for each segment. Analysis of traffic operations at these intersections references agency intersection L.O.S. standards and applies these standards to both the AM and PM peak periods.

4.4.7.1 Federal Way and South Federal Way Segments

The City of Federal Way provided Synchro models of existing AM and PM peak-hour traffic operations for use in this evaluation. The City-provided Synchro models were updated with the 2019 counts conducted for the study area intersections and this analysis. The traffic operations analysis of intersections with HOV lanes in the Federal Way and South Federal Way segments (on Pacific Highway S and on SR 18) was modeled indirectly using Synchro software by estimating the HOV percentages in the general-purpose traffic and assigned the remaining general traffic (non-HOV) in the through lanes with right-turn pockets at the intersections. The purpose of this adjustment is to approximate the general traffic congestion in the through lanes (non-HOV lanes) to reflect current conditions. HOV percentages were estimated for Pacific Highway and SR 18 HOV lanes based on local observations and with volume balancing between intersections for both AM and PM peak-hour periods. HOV volumes are typically between 15 and 20 percent of total through-traffic.

The roadway network and traffic volumes near the southern boundary of the South Federal Way Segment are anticipated to substantially change after the construction of the SR 167 Completion Project. Because of this planned change near the South Federal Way Segment southern boundary, the existing L.O.S. was not analyzed for the intersections of SR 99 (Pacific Highway)/Porter Way and 70th Avenue E at SR 99 (Pacific Highway). The existing AM and PM peak-hour intersection operations are reported in Table 4-23 with v/c ratio values for all study intersections and average delay/vehicle values and intersection L.O.S. reported for intersections controlled by WSDOT. The existing study intersection operations for the AM and PM peak hours in the Federal Way Segment

⁴ The most recent Transportation Element with information on L.O.S. and v/c ratio is from June 2010.

⁵ All arterials listed above are classified as either Principal or Minor arterials

are shown in Figures 4-11 and 4-12, respectively, and the existing study intersection operations for the AM and PM peak hours in South Federal Way Segment are shown in Figures 4-13 and 4-14, respectively. All study intersections in the Federal Way and South Federal Way segments currently meet the City of Federal Way and WSDOT standards for intersection operations.

Table 4-23 Existing (2019) Traffic Operations – Federal Way and South Federal Way Segments

I.D.	Intersection	Control Type	Agency (Standard)	AM Peak ^{1,2}			PM Peak ^{1,2}		
				L.O.S.	Delay (sec/veh)	V/C Ratio ³	L.O.S.	Delay (sec/veh)	V/C Ratio ²
Federal Way Segment									
1	SR 99/S 336th Street	Signal	Federal Way – (1.2 v/c ratio)			0.69			0.85
2	SR 99/S 340th Place	Signal	Federal Way – (1.2 v/c ratio)			0.54			0.79
South Federal Way Segment									
1	SR 99/S 348th Street/SR 18	Signal	Federal Way – (1.2 v/c ratio)			0.77			0.99
2	S 348th Street/SR 18/ SR 161 Enchanted Parkway	Signal	Federal Way – (1.2 v/c ratio)	D	40	0.83	E	67	0.94
3	SR 18/I-5 Southbound Ramp	Signal	WSDOT HSS (L.O.S. D)	A	6	0.53	B	15	0.75
4	SR 99/S 352nd Street	Signal	Federal Way – (1.2 v/c ratio)			0.50			0.65
5	S 352nd Street and western SF 99-352nd Station Access (Future Intersection)	N/A	N/A	-	-	-	-	-	-
6	S 352nd Street and eastern SF 99-352nd Station Access (Future Intersection)	N/A	N/A	-	-	-	-	-	-
7	SR 161/ Enchanted Parkway/ S 352nd Street	Signal	Federal Way – (1.2 v/c ratio), WSDOT HRS (Mitigated L.O.S. E) ⁴	B	18	0.77	C	32	0.74
8	SR 99/S 356th Street	Signal	Federal Way – (1.2 v/c ratio)			0.64			0.98
9	S 356th Street and western SF 99-352nd Station Access (Future Intersection)	N/A	N/A	-	-	-	-	-	-

Table 4-23 Existing (2019) Traffic Operations – Federal Way and South Federal Way Segments (continued)

I.D.	Intersection	Control Type	Agency (Standard)	AM Peak ^{1,2}			PM Peak ^{1,2}		
				L.O.S.	Delay (sec/veh)	V/C Ratio ³	L.O.S.	Delay (sec/veh)	V/C Ratio ²
10	S 356th Street and eastern SF 99-352nd Station Access (Future Intersection)	N/A	N/A	-	-	-	-	-	-
11	SR 161/ Enchanted Parkway/S 356th Street/16th Avenue S	Signal	Federal Way – (1.2 v/c ratio), WSDOT HRS (Mitigated L.O.S. E) ⁴	E	57	0.73	D	54	0.86
12	I-5 Southbound Off-Ramp at S 356th Street (Future Intersection) ⁵	N/A	N/A	-	-	-	-	-	-
13	SR 161/ Enchanted Parkway/SR 18 Westbound Ramp	Signal	Federal Way – (1.2 v/c ratio), WSDOT HSS (L.O.S. D)	B	18	0.53	C	28	0.75
14	SR 161/Milton Road S	Signal	WSDOT HRS (Mitigated L.O.S. E) ⁴	C	22	0.64	C	24	0.77
15	SR 99 (Pacific Highway)/ Porter Way	Signal	WSDOT HRS (Mitigated L.O.S. E) ⁴	Not in model	Not in model				

Source: Traffic operations models provided by City of Federal Way. All signal timings were optimized. Intersection operations analyzed using SimTraffic 10 for L.O.S. and delay and Synchro for overall intersection v/c ratio. SimTraffic results are the average of 10 simulation runs. Analysis completed by Casseday Consulting.

Notes:

- (1) L.O.S. = level of service; delay = seconds of delay per vehicle; v/c ratio = volume-to-capacity ratio for the overall intersection.
- (2) Cells highlighted in **gray bold and italicized** identify intersections that operate below the L.O.S. standard for the facility.
- (3) Intersections under City of Federal Way jurisdiction only summarized V/C ratio since that is the City of Federal Way's operational measurement.
- (4) The standard for WSDOT Tier 1 routes is LOS E/mitigated, meaning that congestion should be mitigated when PM peak hour L.O.S. is at or below E.
- (5) This intersection does not currently exist but would exist in 2042 horizon year conditions.

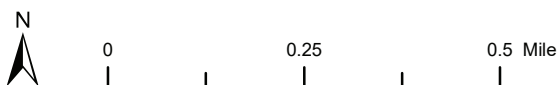
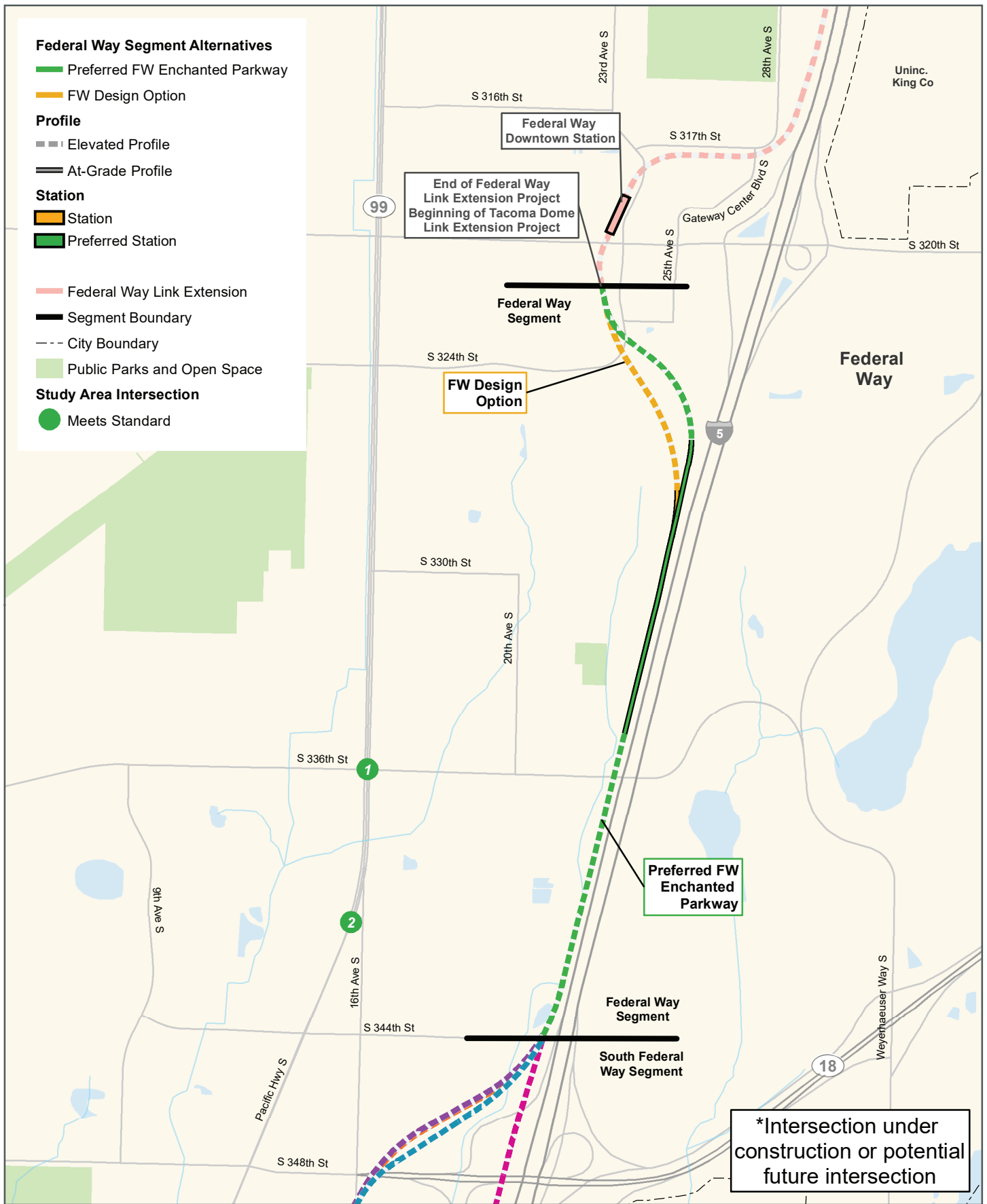
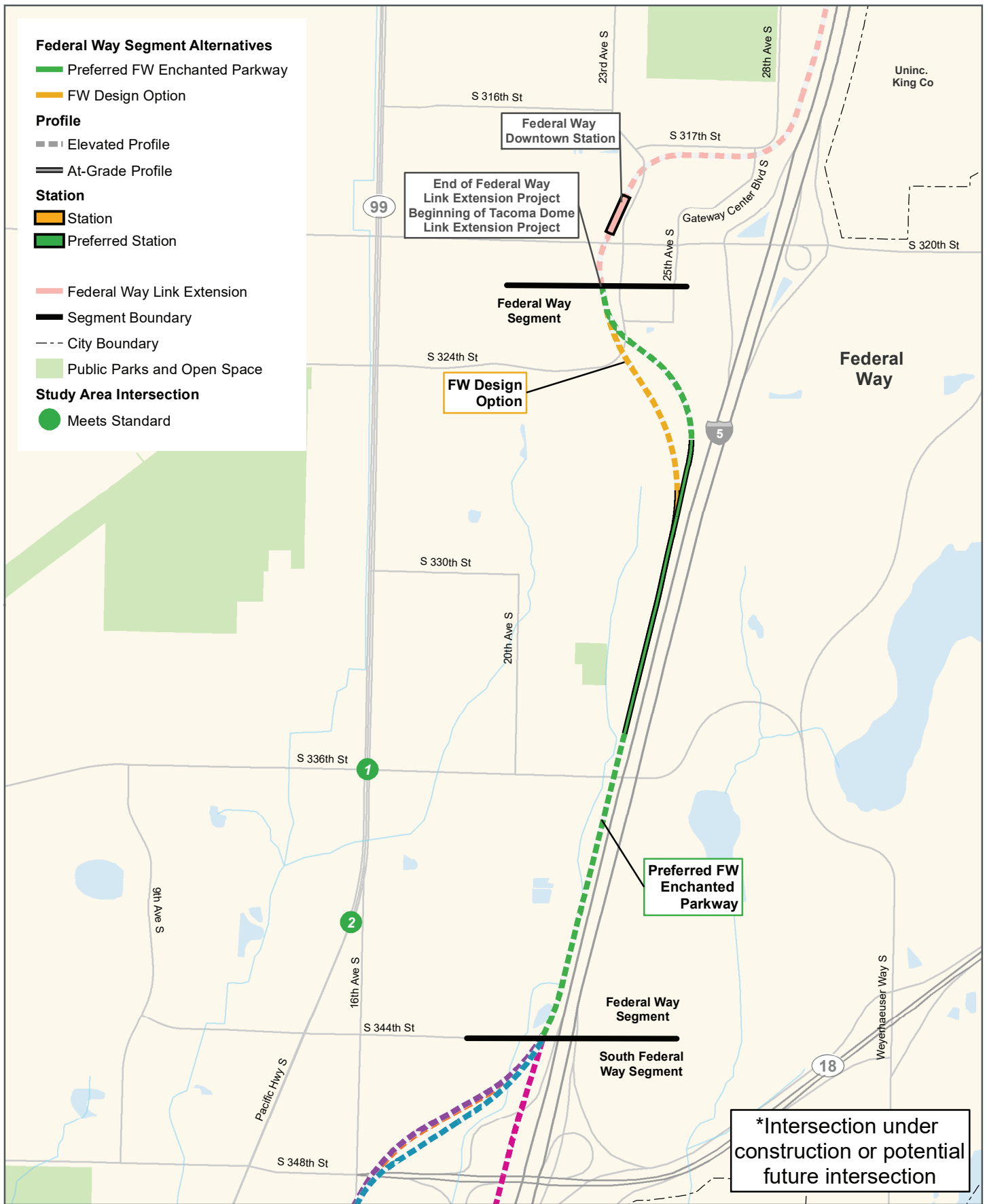


FIGURE 4-11
Existing Traffic Operations - AM Peak Hour
Federal Way Segment

Tacoma Dome Link Extension



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

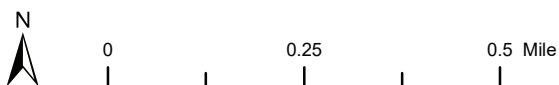
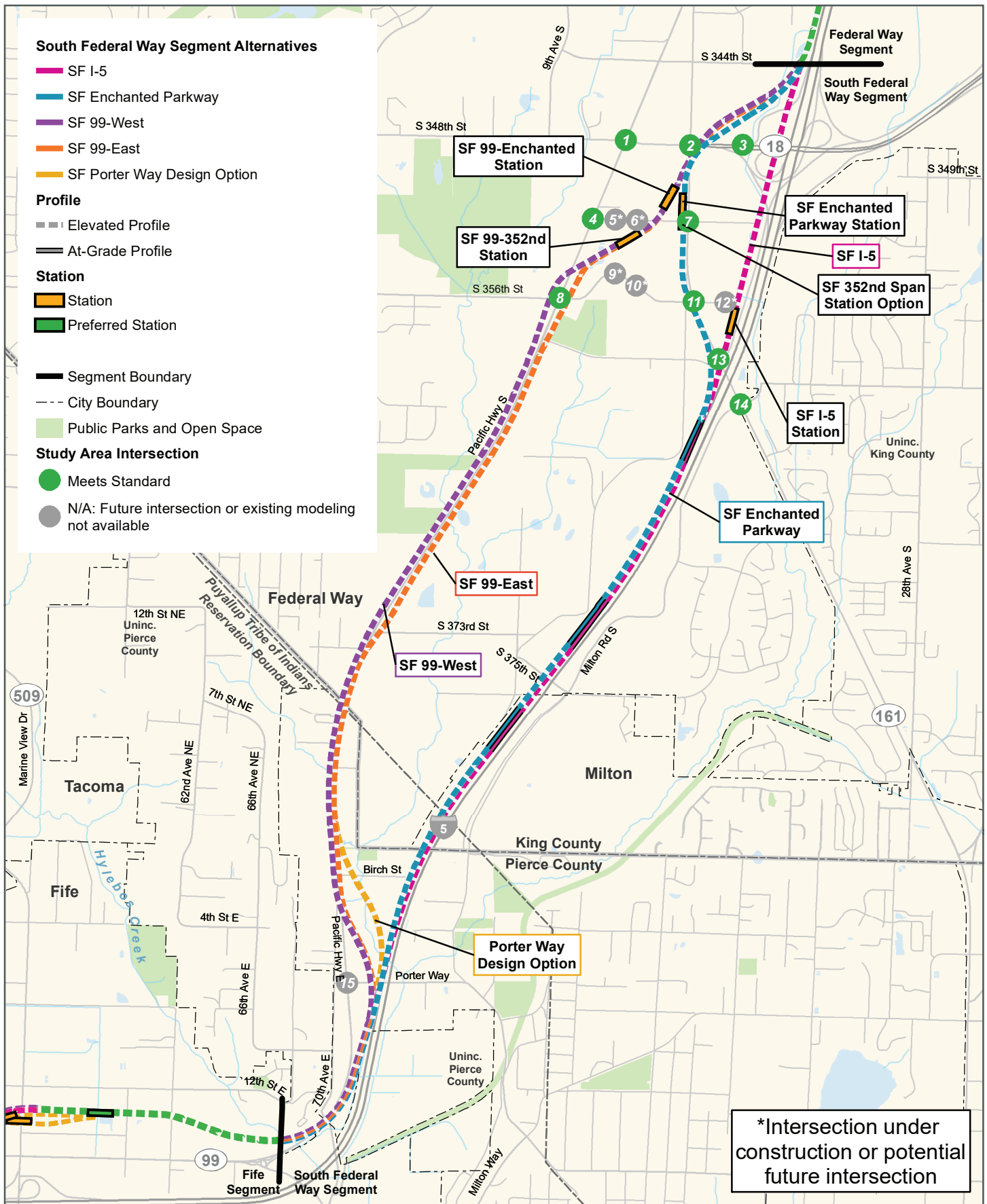


FIGURE 4-12
Existing Traffic Operations - PM Peak Hour
Federal Way Segment

Tacoma Dome Link Extension



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

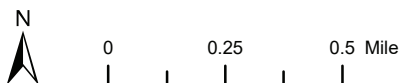
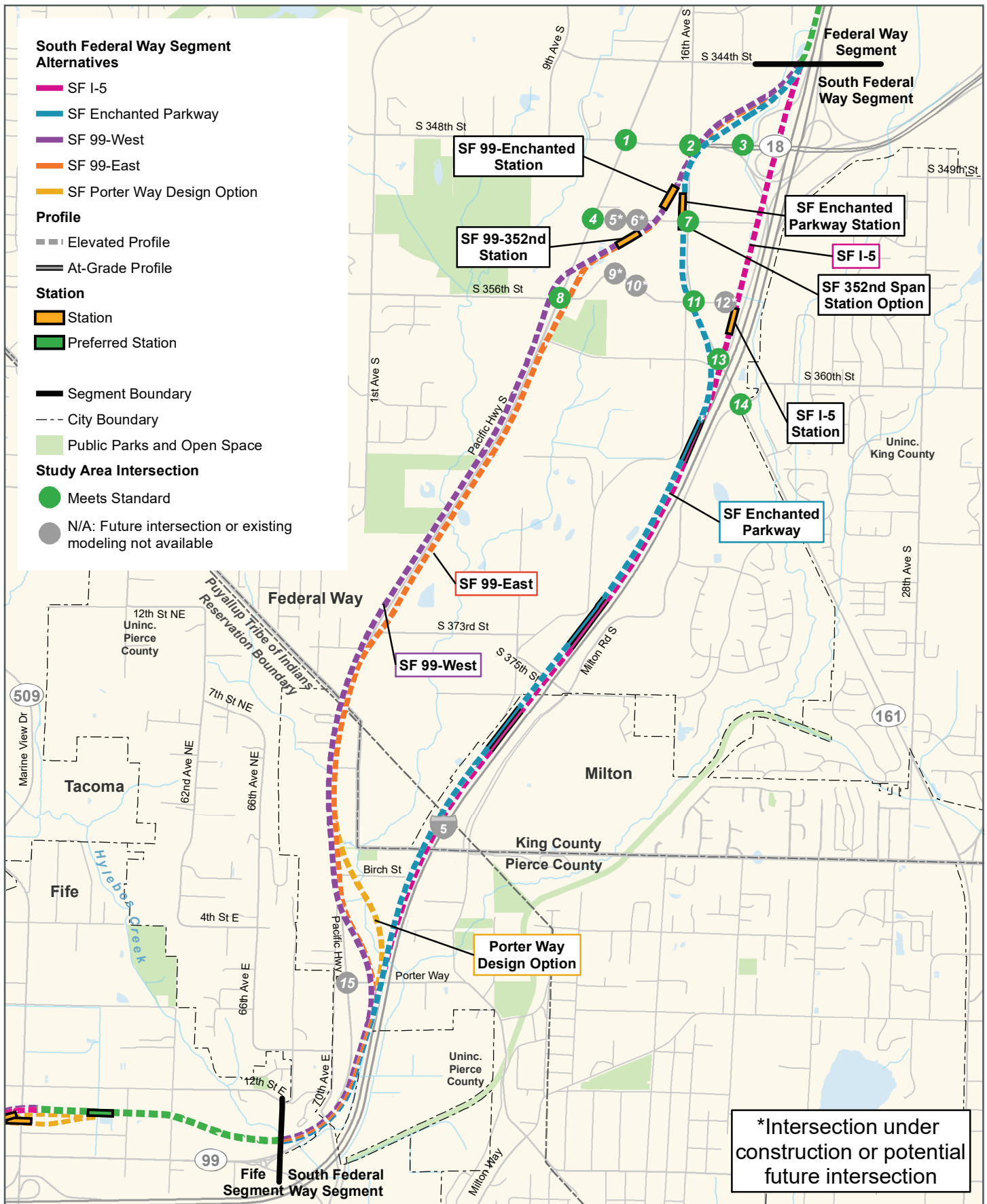


FIGURE 4-13
Existing Traffic Operations - AM Peak Hour
South Federal Way Segment

Tacoma Dome Link Extension



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

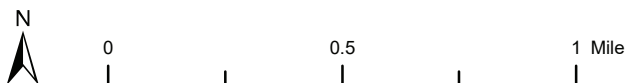


FIGURE 4-14
Existing Traffic Operations - PM Peak Hour
South Federal Way Segment

4.4.7.2 Fife Segment

The existing traffic operating conditions reflect year 2019 traffic volumes, based on the new traffic counts performed for the project, and current roadway conditions.

The roadway network and traffic volumes in the Fife Segment are anticipated to substantially change after the construction of the SR 167 Completion Project, as well as improvements to the I-5/54th Avenue E and Port of Tacoma Road interchanges. Because of these planned changes within the Fife Segment, the existing level of service was performed for select locations only to provide context. The existing L.O.S. at the sampling of study intersections are shown in Table 4-24. As shown, many of the intersections currently operate at L.O.S. E or F conditions, which is below the standard for both the City of Fife and WSDOT. The existing study intersection operations for the AM and PM peak hours in Fife are shown in Figures 4-15 and 4-16, respectively.

All Fife Segment study area intersections were evaluated for the future 2042 conditions with the planned improvements. Those future 2042 operations are presented in Section 5.3 of this report.

Table 4-24 Existing (2019) Traffic Operations – Fife Segment

I.D.	Intersection	Control Type	Agency (Standard)	AM Peak Hour		PM Peak Hour	
				L.O.S. ¹	Delay ¹	L.O.S.	Delay
3	Port of Tacoma Road at Pacific Highway	Signal	WSDOT HSS (L.O.S. D)	C	26.4	F	197.4
12	54th Avenue E at 12th Street SE	Signal	City of Fife (L.O.S. D)	B	11.6	B	16.0
13	54th Avenue E at SR 99	Signal	WSDOT HSS (L.O.S. D)	D	38.5	F	113.4
14	54th Avenue E at I-5 Southbound Ramps	Signal	WSDOT HSS (L.O.S. D)	E	60.0	B	14.7
15	54th Avenue E at I-5 Northbound Ramps	TWSC ²	WSDOT HSS (L.O.S. D)	B	12.8	F	212.2
16	54th Avenue E at 20th Street E	Signal	City of Fife (L.O.S. D)	D	46.2	D	41.5
18	52nd Avenue E at SR 99/Pacific Highway E	Signal	WSDOT HSS (L.O.S. D)	A	6.1	B	15.2
21	59th Avenue Court E at SR 99	Signal	WSDOT HSS (L.O.S. D)	A	7.3	F	98.5
22	12th Street E/59th Avenue Ct E	Signal	City of Fife (L.O.S. D)	A	6.3	A	6.1
24	62nd Avenue E at SR 99	TWSC	WSDOT HSS (L.O.S. D)	B	14.5	F	456.4
25	70th Avenue E at SR 99 (Wapato Way E at SR 99)	Signal	WSDOT HSS (L.O.S. D)	Not in model		F	62.9

Source: Future traffic operations models provided by WSDOT and City of Fife were combined and augmented to reflect year 2042 conditions with planned infrastructure and traffic control changes. All signal timings were optimized. Intersection operations analyzed using SimTraffic 10 and reflect average of 10 simulation runs. Analysis completed by Heffron Transportation Inc.

Notes:

- (1) L.O.S. = level of service; delay = seconds of delay per vehicle.
- (2) TWSC = two-way stop-controlled intersection.
- (3) Cells highlighted in **gray bold and italicized** identify intersections that operate below the L.O.S. standard for the facility.

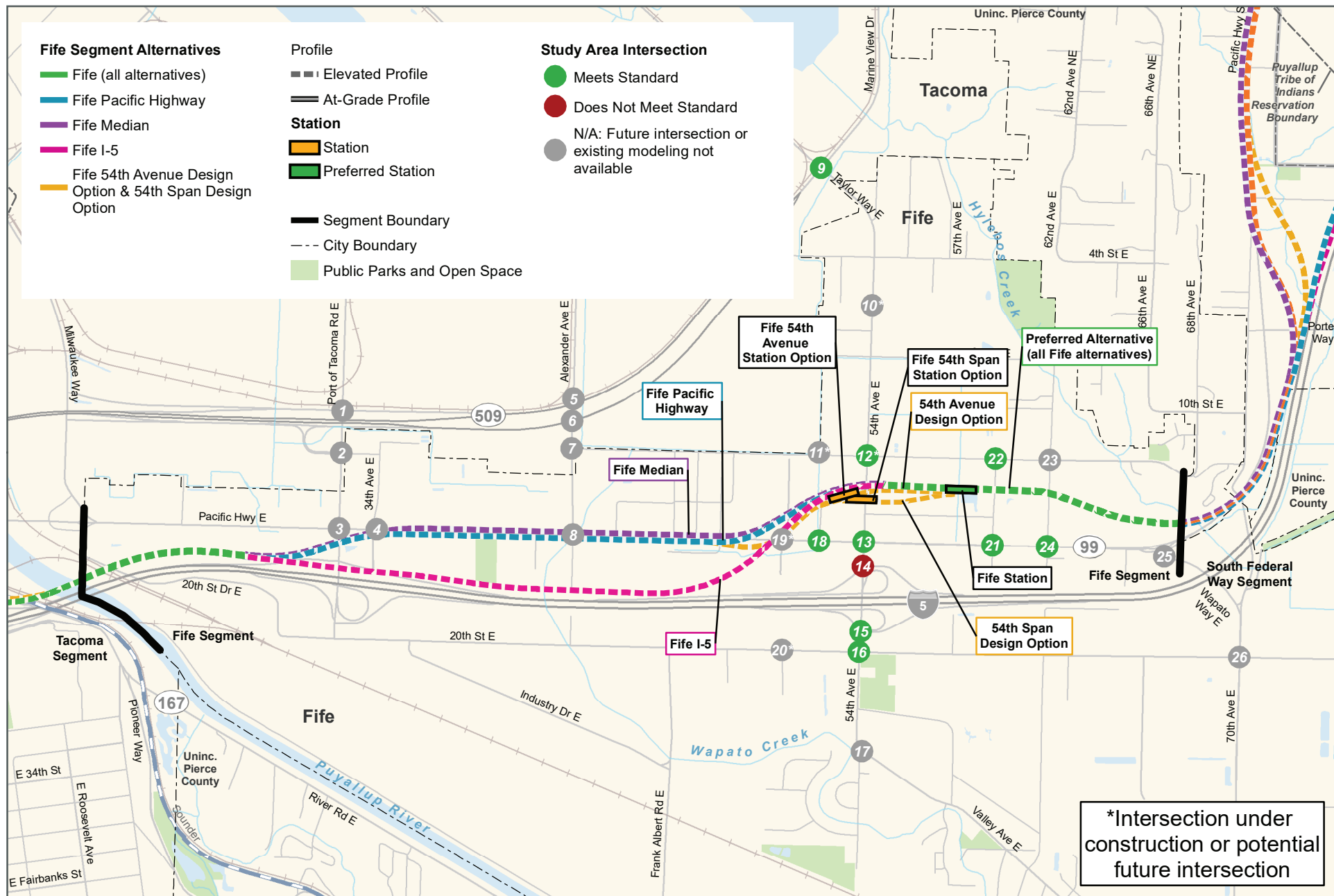
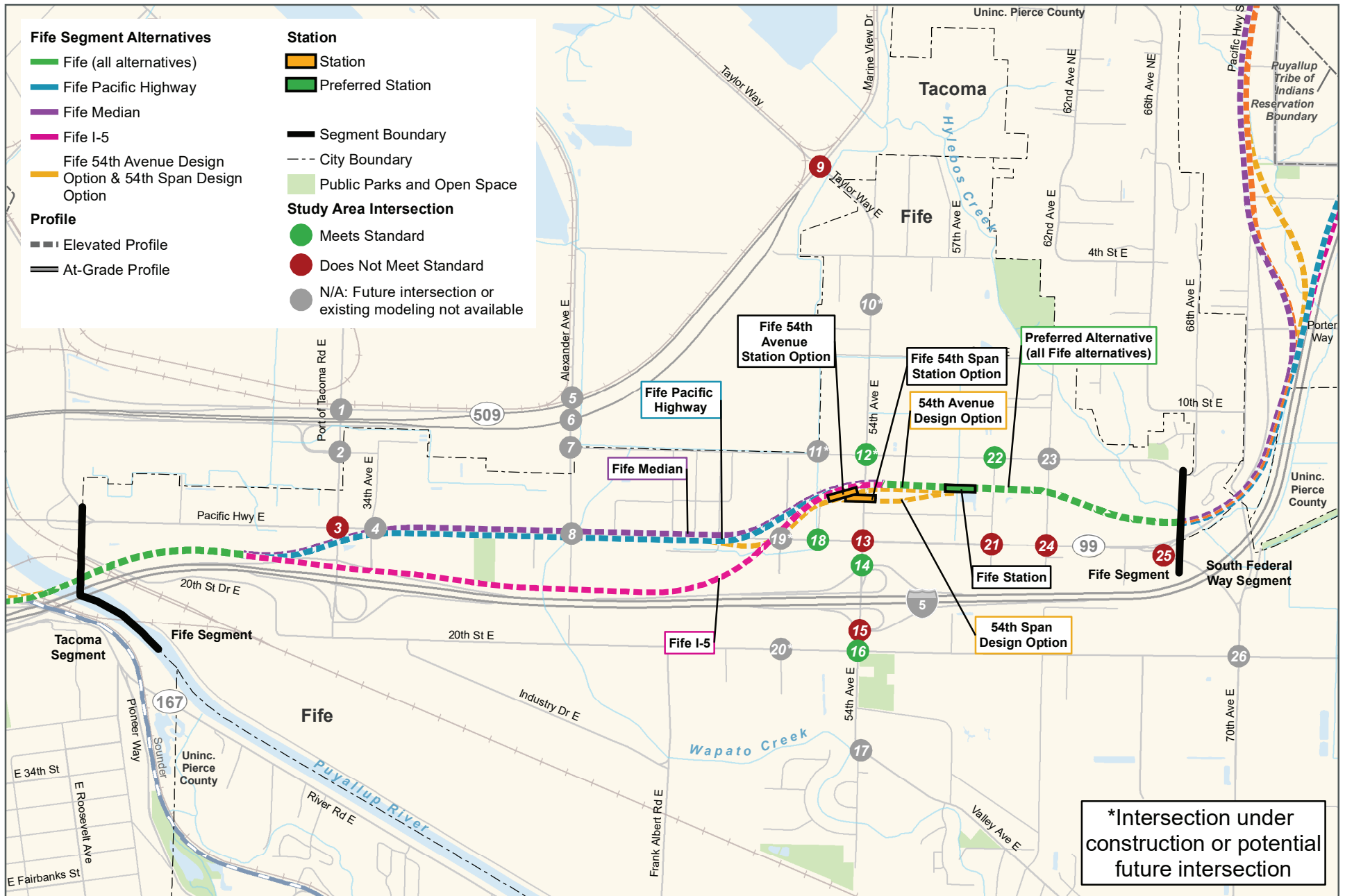


FIGURE 4-15
Existing Traffic Operations - AM Peak Hour
Fife Segment
Tacoma Dome Link Extension



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

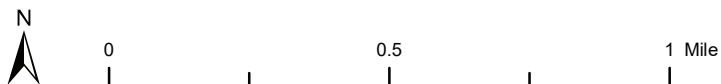


FIGURE 4-16
Existing Traffic Operations - PM Peak Hour
Fife Segment

Tacoma Dome Link Extension

4.4.7.3 Tacoma Segment

The existing traffic operating conditions reflect year 2019 traffic volumes, based on the new traffic counts performed for the project, and current roadway conditions. The City of Tacoma provided signal timing data for all signalized intersections in the Tacoma Segment. While signal timing data provided information such as pedestrian clearances and yellow/red times, no phasing or coordination information was provided. Because of this, existing traffic signals in the Tacoma Segment were coordinated and offset based on proximity and directional traffic volumes. Cycle lengths, phases, and splits were optimized for specific groups of intersections, including those signals on E Portland Avenue, Puyallup Avenue east of East C Street, Pacific Avenue/A Street, and the remaining signals near the Tacoma Dome. The East R Street interchange ramps along with other intersections not located along those corridors were assumed to be uncoordinated and were optimized independently. To reflect the influence of T Line on study intersections, intersections included a separate phase for T Line to replicate streetcar impacts on the intersection operations.

The existing AM and PM peak-hour intersection operations are reported in Table 4-25. Details included in the operations table include L.O.S., delay, and v/c ratio for the study intersections. To reflect current travel patterns and intersection operations, some minor traffic volume adjustments were made. The existing study intersection operations for the AM and PM peak hours in Tacoma are shown in Figures 4-17 and 4-18, respectively.

During the AM peak hour, most of the study intersections operate at or better than the intersection standards except for three two-way stop-controlled intersections. I-705 Northbound Off-Ramp/E 26th Street (Intersection #9), East C Street/Tacoma Dome Parking Lot (Intersection #11), and E Portland Avenue/E 26th Street (Intersection #33) all have minor street movements operating at either L.O.S. E or L.O.S. F. The worst movement, at East C Street/Tacoma Dome Parking Lot (Intersection #11), the westbound right turn, serves only five vehicles, which corresponds to a v/c ratio of 0.01.

Most intersections during the PM peak hour operate at or better than the intersection agency standards, except for two intersections that are both two-way stop-controlled intersections on E Portland Avenue. The intersections at E Portland Avenue/E 25th Street (Intersection #32) and E Portland Avenue/E 26th Street (Intersection #33) both operate below City of Tacoma agency standard at L.O.S. F. Neither movement operates with a v/c ratio above 0.99 (Tacoma v/c ratio standard).

Table 4-25 Existing (2019) Traffic Operations – Tacoma Segment

I.D.	Intersection	Control Type	Agency (Standard)	AM Peak ¹			PM Peak		
				L.O.S.	Delay (sec/veh)	V/C ratio	L.O.S.	Delay (sec/veh)	V/C ratio
1	Pacific Avenue/ S 21st Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	C	25.0	0.70	C	33.1	0.73
2	Pacific Avenue/ S 24th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	C	34.3	0.56	D	41.2	0.66
3	Pacific Avenue/ S 25th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	C	26.4	0.54	C	27.7	0.64
4	Pacific Avenue/ S Tacoma Way/ S 26th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	C	28.8	0.63	C	25.1	0.70

Table 4-25 Existing Traffic Operations – Tacoma Segment (continued)

I.D.	Intersection	Control Type	Agency (Standard)	AM Peak ¹			PM Peak		
				L.O.S.	Delay (sec/veh)	V/C ratio	L.O.S.	Delay (sec/veh)	V/C ratio
5	Pacific Avenue/ S 34th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	8.3	0.49	A	9.9	0.62
6	A Street/S 24th Street/Puyallup Avenue	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	3.7	0.56	A	7.0	0.71
7	A Street/S 25th Street/E 25th Street	Signal	Tacoma – Arterial (L.O.S. D) 0.89 v/c Ratio	B	11.4	0.38	B	14.4	0.50
8	A Street/S 26th Street/E 26th Street	Signal	Tacoma – Arterial (L.O.S. D) 0.89 v/c Ratio	A	8.5	0.50	A	4.7	0.50
9	I-705 Northbound Off-Ramp/E 26th Street	TWSC ²	WSDOT HSS (L.O.S. D)	F	94.4	1.05	D	32.1	0.43
10	East C Street/E 25th Street	Signal	Tacoma – Arterial (L.O.S. D) 0.89 v/c Ratio	C	22.0	0.46	C	31.6	0.36
11	East C Street/Tacoma Dome Parking Driveway	TWSC	Tacoma – Arterial (L.O.S. D) 0.89 v/c Ratio	F	91.0	0.01	D	29.5	0.02
12	East C Street/E 26th Street	TWSC	Tacoma – Arterial (L.O.S. D) 0.89 v/c Ratio	D	26.1	0.15	C	24.3	0.50
13	East D Street/ E Dock Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	5.7	0.38	A	6.4	0.54
14	East D Street/Puyallup Avenue	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	B	14.2	0.61	B	15.3	0.61
15	East D Street/E 25th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	C	23.8	0.49	C	32.7	0.41
16	East D Street/Tacoma Dome Parking Driveway	TWSC	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	B	11.9	0.01	A	4.5	0.01
17	East D Street/E 26th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	B	15.7	0.60	B	12.1	0.75
18	East D Street/McKinley Way/E Wiley Avenue	TWSC	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	7.2	0.08	B	10.2	0.31
19	McKinley Way/ E 34th Street	AWSC ³	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	8.2	0.41	B	11.1	0.48
20	East E Street/Puyallup Avenue	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	4.4	0.50	B	15.4	0.52
21	East F Street/Puyallup Avenue	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	3.4	0.43	A	6.6	0.34
22	East G Street/Puyallup Avenue	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	6.0	0.52	B	11.3	0.53

Table 4-25 Existing Traffic Operations – Tacoma Segment (continued)

I.D.	Intersection	Control Type	Agency (Standard)	AM Peak ¹			PM Peak		
				L.O.S.	Delay (sec/veh)	V/C ratio	L.O.S.	Delay (sec/veh)	V/C ratio
23	East G Street/ E 25th Street	Signal	Tacoma – Arterial (L.O.S. D) 0.89 v/c Ratio	C	23.7	0.42	C	31.0	0.58
24	East L Street/Puyallup Avenue	TWSC	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	B	12.8	0.13	C	19.2	0.11
25	East L Street/E 26th Street	TWSC	Tacoma (L.O.S. D) 0.89 v/c Ratio	A	5.0	0.04	A	5.6	0.05
26	East L Street/ E Wiley Avenue/ E 27th Street	TWSC	Tacoma (L.O.S. D) 0.89 v/c Ratio	A	5.0	0.07	A	4.6	0.13
27	East L Street/E 28th Street ⁴	TWSC	Tacoma (L.O.S. D) 0.89 v/c Ratio	-	-	-	-	-	-
28	East L Street/E 34th Street ⁴	TWSC	Tacoma (L.O.S. D) 0.89 v/c Ratio	-	-	-	-	-	-
29	E Portland Avenue/SR 509 Westbound On-Ramp	TWSC	WSDOT HSS (L.O.S. D)	A	4.5	0.25	B	13.6	0.46
30	E Portland Avenue/SR 509 Eastbound Off-Ramp	TWSC	WSDOT HSS (L.O.S. D)	B	12.8	0.28	B	12.9	0.67
31	E Portland Avenue/Puyallup Avenue	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	B	18.1	0.63	C	22.0	0.88
32	E Portland Avenue/E 25th Street	TWSC	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	C	23.8	0.27	F	61.3	0.73
33	E Portland Avenue/E 26th Street	TWSC	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	E	39.0	1.12	F	139.7	0.39
34	E Portland Avenue/E 27th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	B	13.4	0.67	D	42.0	0.72
35	E Portland Avenue/E 28th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	B	14.4	0.67	C	20.1	0.72
36	E Portland Avenue/E 32nd Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	7.2	0.63	B	11.6	0.65
37	E Bay Street/SR 167 Access Ramps	Yield Control	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	5.8	0.29	C	18.1	0.29
38	E Bay Street/ E 27th Street/I-5 SB Off-Ramp	Signal	WSDOT HSS (L.O.S. D)	B	12.6	0.56	B	14.2	0.58
39	East R Street/E Bay Street/E 28th Street/I-5 NB On-Ramp	Signal	WSDOT HSS (L.O.S. D)	C	20.8	0.54	C	31.8	0.62
40	East R Street/E 30th Street	TWSC	Tacoma (L.O.S. D) 0.89 v/c Ratio	A	5.5	0.17	A	5.9	0.23

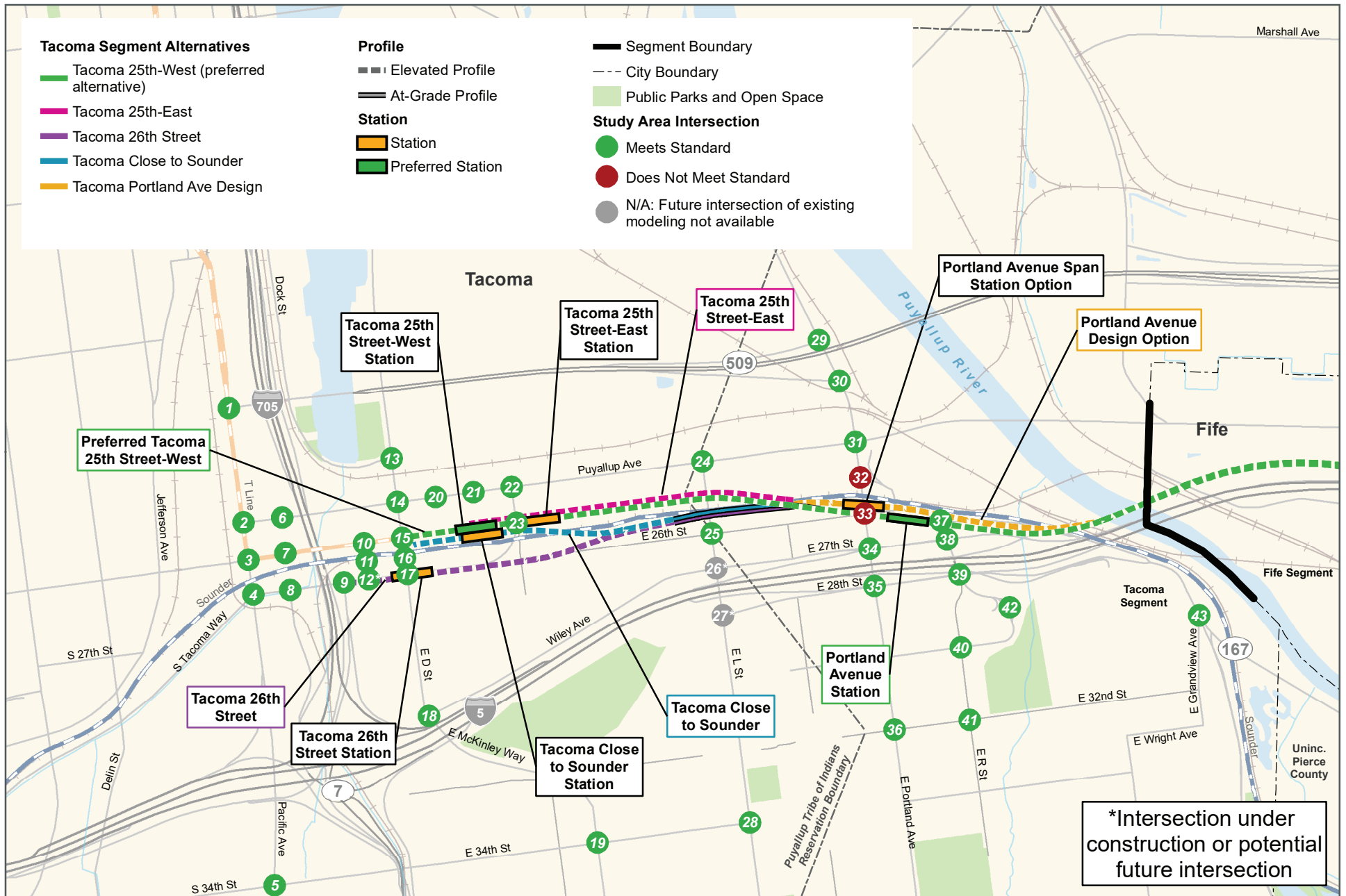
Table 4-25 Existing Traffic Operations – Tacoma Segment (continued)

I.D.	Intersection	Control Type	Agency (Standard)	AM Peak ¹			PM Peak		
				L.O.S.	Delay (sec/veh)	V/C ratio	L.O.S.	Delay (sec/veh)	V/C ratio
41	East R Street/ E 32nd Street	TWSC	Tacoma (L.O.S. D) 0.89 v/c Ratio	A	6.1	0.19	A	8.1	0.27
42	East R Street/E 29th Street Roundabout	Roundabout	Tacoma (L.O.S. D) 0.89 v/c Ratio	-	-	0.21	-	-	0.08
43	E Bay Street/River Road E (SR 167)/ Pioneer Way E	Signal	WSDOT HSS (L.O.S. D)	C	21.7	0.69	D	50.7	0.59

Source: Traffic operations models developed by Parametrix. Signal timing data provided by City of Tacoma. Intersection operations analyzed using SimTraffic 10 for L.O.S. and delay and Synchro for overall intersection v/c ratio. HCM 6th edition for stop-control intersections. SimTraffic results are the average of 10 simulation runs.

Notes:

- (1) L.O.S. = level of service; delay = seconds of delay per vehicle; v/c ratio = volume-to-capacity ratio for the overall intersection.
- (2) TWSC = two-way stop-controlled intersection.
- (3) AWSC = all-way stop-controlled intersection.
- (4) Cells highlighted in ***gray bold and italicized*** identify intersections that operate below the L.O.S. standard for the facility.
- (5) This intersection was under construction, so no results are presented for existing conditions.



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

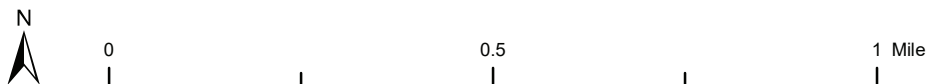


FIGURE 4-18
Existing Traffic Operations - PM Peak Hour
Tacoma Segment
Tacoma Dome Link Extension

4.5 Freight Mobility and Access

Freeways, arterials, and local streets are important for moving freight and goods in the study area. Truck mobility within the Puget Sound region, including the South Sound area, is largely supported by a system of designated freight routes.

WSDOT has designated the state freight corridors by modes based on annual freight tonnage moved by trucks, rail, and waterway freight corridors. This classification system is called the Freight and Goods Transportation System. The truck freight classifications range from T-1, with more than 10 million tons annually, to T-5, with more than 20,000 tons in 60 days, as summarized in Table 4-26. The study area contains several Freight and Goods Transportation System-designated freight routes which are shown in Figure 4-19.

Table 4-26 Freight Goods Transportation System Classification System

Freight Goods Transportation System Classification	Annual Gross Tonnage
T-1	Over 10,000,000
T-2	4,000,000 to 10,000,000
T-3	300,000 to 4,000,000
T-4	100,000 to 300,000
T-5	Over 20,000 in 60 days

Source: Washington State Freight and Goods Transportation System (FGTS) 2019 Update

The City of Tacoma also has a Freight Priority Network that includes a Heavy Haul Network to support commerce associated with the Port of Tacoma. This network establishes corridors within the City's transportation network, where designing roadways to accommodate freight as a priority modal user would be essential. The Heavy Haul Network is summarized in the City of Tacoma Transportation Master Plan and encompasses most of the streets in and near the Port of Tacoma. Design considerations include turn radii, paving and materials, and lane widths, as well as maintenance schedules.

As noted above in the daily classification counts, numerous streets in the Fife and Tacoma segments provide access to the Port of Tacoma, Tacoma Tideflats, and other industrial uses. These streets include E Portland Avenue, East D Street, Port of Tacoma Road, 34th Avenue E, Alexander Avenue E, and 54th Avenue E. E Portland Avenue and 54th Avenue E serve the highest volume of freight traffic, with approximately 5,000 daily trucks using the roadways. Port of Tacoma Road experienced less freight traffic, at about 4,000 trucks per day, while East D Street and Alexander Avenue E have approximately 1,000 trucks per day.

Of these Port of Tacoma access streets, E Portland Avenue north of SR 509 maintains the highest percentage of large trucks, at roughly 21 percent. Other T-1 roadways in the study segments have 10 percent large trucks. Small and medium trucks consistently made up about 15 percent of vehicle traffic on all T-1 freight routes providing access to the Port of Tacoma.

In addition, freight routes such as Pacific Highway E, SR 509, and Puyallup Avenue provide connections to the Port of Tacoma access roadways and are noted as either T-2 or T-3 freight routes. These roadways show large truck percentages close to 5 percent of all vehicles. The future SR 167 Completion Project is expected to change how trucks enter and exit the Port of Tacoma and Tideflats area, providing a limited-access connection direct to SR 509. It is expected that many trucks that now use 70th Avenue E, 54th Avenue E, Port of Tacoma Road, and E Portland Avenue would divert to the new SR 167.



Tacoma Dome Link Extension

Although roadways in Federal Way do not directly connect with any access roadways to the Port of Tacoma, SR 18 (S 348th Street), Pacific Highway, and SR 161 are T-1, T-2, and T-3 freight routes, respectively. S 348th Street maintains the highest volume of freight traffic at more than 5,000 vehicles, while SR 161 and Pacific Highway are notably lower at roughly 3,000 vehicles. Trucks are roughly 5 percent of all vehicles on major roadways in South Federal Way.

Tacoma Rail operates freight rail service from the Port of Tacoma to their Mountain Division, which connects Tacoma to Chehalis and Morton, Washington. A portion of the rail line between the Port of Tacoma and the Tacoma Rail Mountain Division, near and at the Tacoma Dome Station, is owned by Sound Transit. Tacoma Rail has operating rights along the portion of Sound Transit-owned rail line. Tacoma Rail typically operates between two and three freight trains during the week in the evenings, and occasionally operate a train during the day.

4.6 Nonmotorized Access

The study area of effect for nonmotorized facilities is a 1-mile radius around each station for pedestrian facilities and a 3-mile radius around each station for bicycle facilities. The 1-mile radius around TDLE station locations represents the maximum distance typical riders would walk to the station and the 3-mile radius represents the maximum distance typical riders would bike to the station.

4.6.1 Pedestrian Facilities

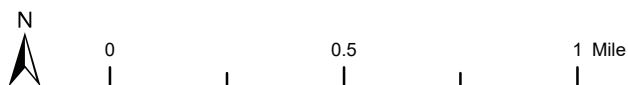
Existing sidewalks and sidewalk gaps were inventoried on study area streets within 1 mile of stations, shown for both sides of the street on Figures 4-20 through 4-22. Sidewalk gaps exist where there is a lack of a dedicated pedestrian facility on the side of a public street.

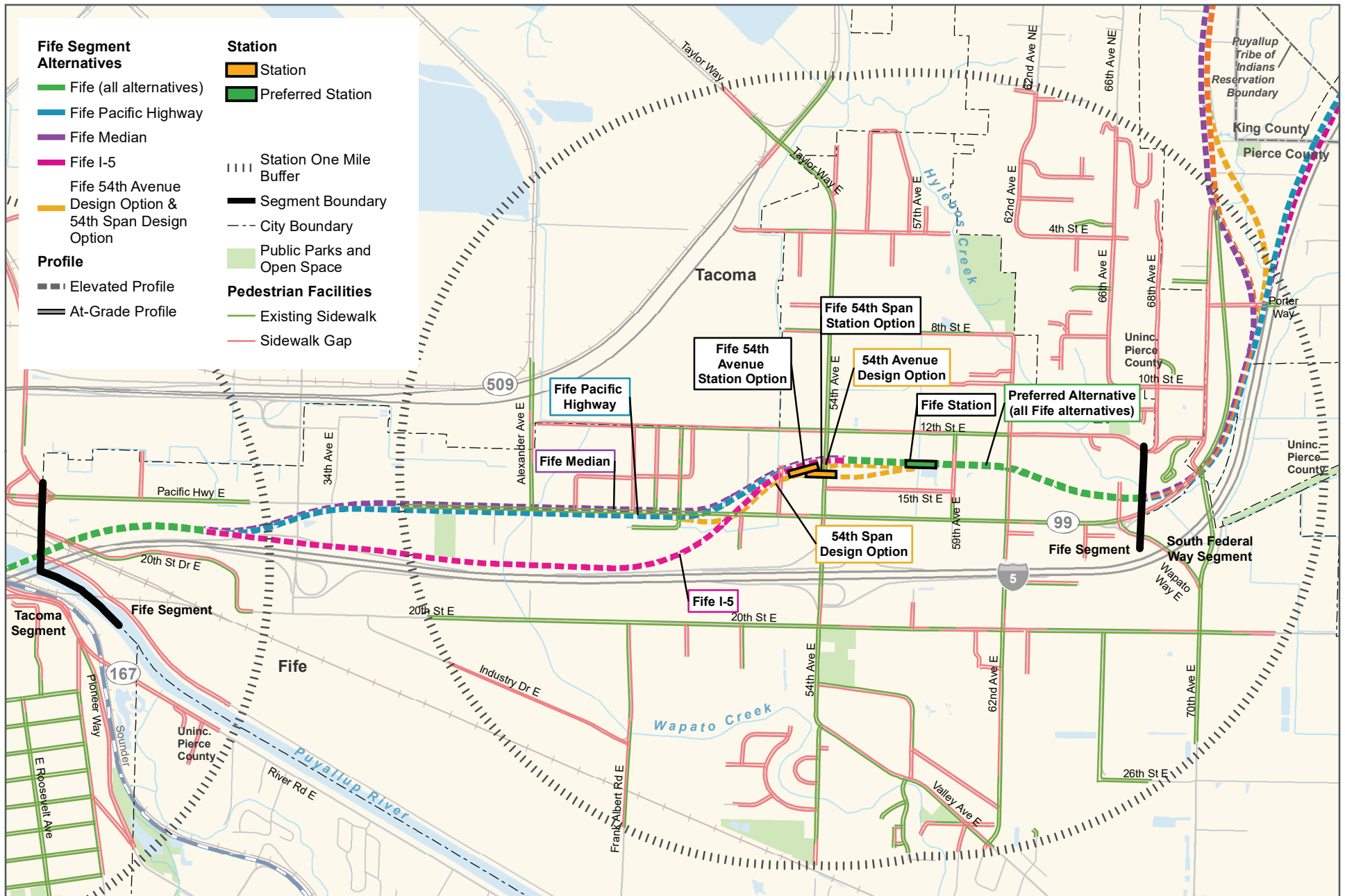
Pedestrian facilities that were within 1 mile of the South Federal Way station locations were inventoried; streets located in both the Federal Way and South Federal Way segments fall within 1 mile of the station locations. In the Federal Way Segment, sidewalks are currently provided on most arterials, including Pacific Highway and 16th Avenue S (SR 161). There are some gaps on sections of S 336th Street and S 344th Street as well as other nearby local streets. Accessible pedestrian signals (APS) and other pedestrian safety elements, such as leading pedestrian intervals (LPIs) and no right turn on red phases, may not be provided at all signalized intersections.

In the South Federal Way Segment, sidewalks are currently provided on most arterial streets within a 1-mile radius of the proposed station locations. There are some existing gaps in the network, including on streets near Todd Beamer High School and in neighborhoods on the east side of I-5. Marked crosswalks are provided at most major intersections in the study area. Facilities such as curb ramps and sidewalks in the study area do not consistently meet current Americans with Disabilities Act (ADA) standards. APS and other pedestrian safety elements, such as LPIs and no right turn on red phases, may not be provided at all signalized intersections. Existing block sizes and current land uses in the station area are not conducive to pedestrian connectivity. Several intersections within a mile of the station area are large, resulting in pedestrian delay and decreased mobility. Pedestrian connectivity between the station area and the east side of I-5, where a large portion of the residential population within 1 mile of the station is located, is possible only at the I-5 overcrossing along Enchanted Parkway; sidewalks on this bridge are narrow, and high traffic volumes and lack of buffer to the adjacent travel lane may inhibit or discourage use by some pedestrians. Other than the residential population to the east of I-5, much of the remaining residential population is located more than a mile west of the station locations. There are only a few major east-west roadways that provide access between these areas and the station area.



FIGURE 4-20
Existing Pedestrian Facilities
within One Mile of Station Alternatives
South Federal Way Segment
Tacoma Dome Link Extension





Data Sources: PSRC, King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma, Google Maps (2019).

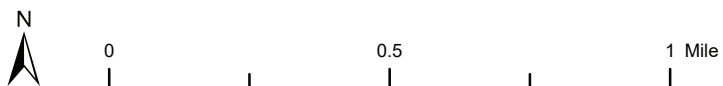
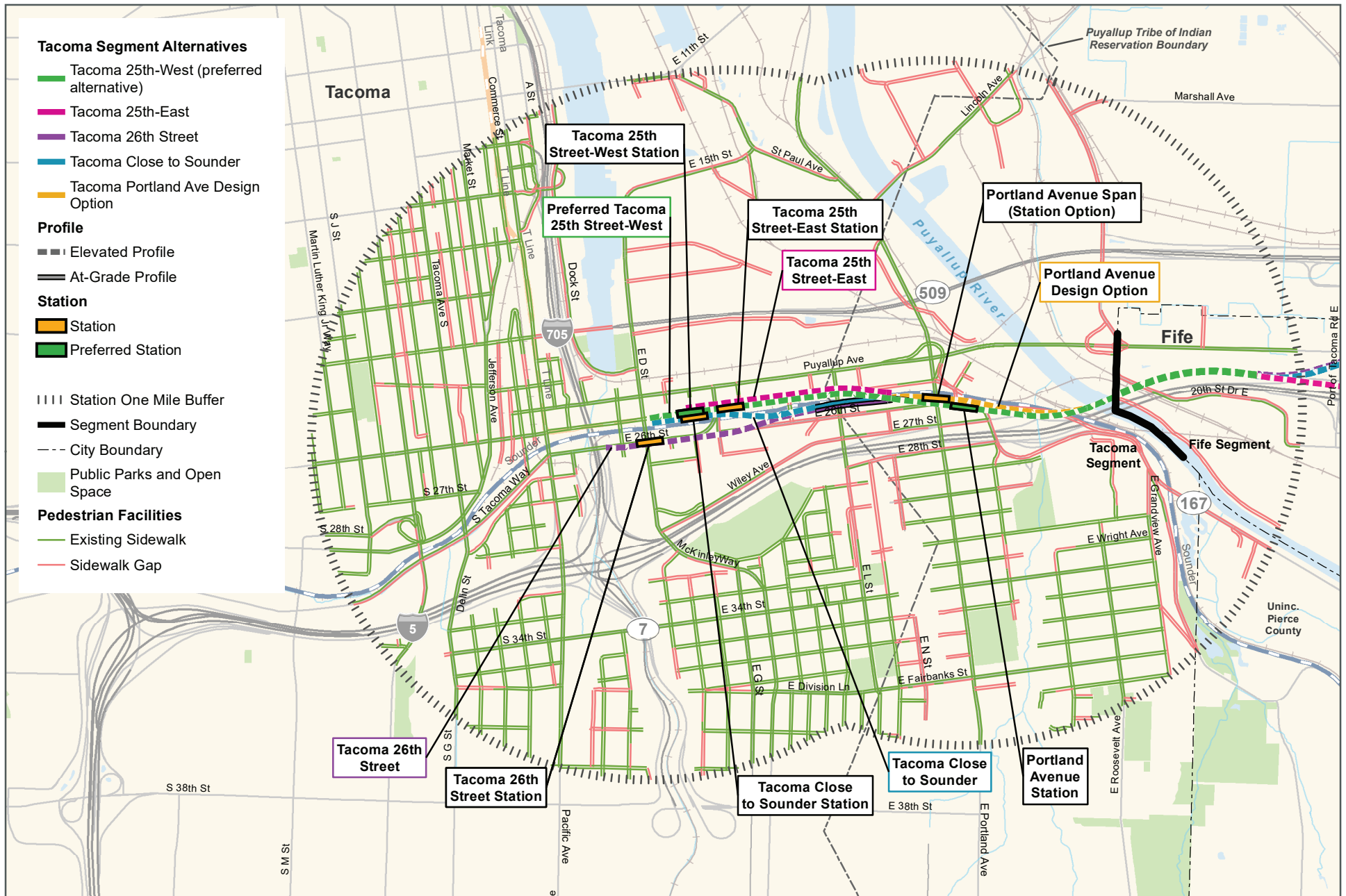
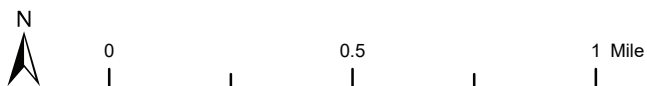


FIGURE 4-21
Existing Pedestrian Facilities within One Mile of Station Alternatives
Fife Segment
Tacoma Dome Link Extension



Data Sources: PSRC, King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma, Google Maps (2019).

FIGURE 4-22
Existing Pedestrian Facilities within One Mile of Station Alternatives
Tacoma Segment
Tacoma Dome Link Extension



In the Fife Segment, sidewalks are currently provided on some arterial streets within a 1-mile radius of the proposed stations. Notable existing gaps in the network include missing sidewalks on 59th Avenue E, 15th Street E, and 54th Avenue E at the overcrossing of I-5. Marked crosswalks are provided at most major signalized intersections. Curb ramps and sidewalks within the 1-mile radius do not consistently meet current ADA standards. APS and other pedestrian safety elements, such as LPIs and no right turn on red phases, may not be provided at all signalized intersections. In the immediate vicinity of the station, there is a lack of street grid, which reduces pedestrian connectivity. The Wapato Way E crossing of I-5 includes a shared-use path, while the crossings at 54th Avenue E and Porter Way both provide minimal pedestrian facilities. Much of the population near the station area is located on the south side of I-5 beyond a half-mile walking distance to the station.

In the Tacoma Segment, sidewalks are currently provided on some arterial streets within a 1-mile radius of the proposed stations near Portland Avenue and near the Tacoma Dome station locations. Near the proposed Portland Avenue Station, sidewalk gaps exist on many of the east-west streets north of I-5. Marked crosswalks are not currently provided at many intersections. Curb ramps and sidewalks within the 1-mile radius of the Portland Avenue Station do not consistently meet current ADA standards. APS and other pedestrian safety elements, such as LPIs and no right turn on red phases, may not be provided at all signalized intersections. There are two undercrossings of I-5 near the Portland Avenue Station — one at E Portland Avenue and one at E Bay Street. These undercrossings provide sidewalks but are adjacent to high-volume roadways with a higher percentage of large trucks. Near the proposed station locations in the Tacoma Dome vicinity, there are existing sidewalk gaps on E 25th Street and E 26th Street east of the stations and on the north side of Puyallup Avenue between E McKinley Avenue and the entrance to the Tacoma Dome parking garage. Crosswalks are provided at most intersections near the station locations proposed near the Tacoma Dome; marked crosswalks are missing at several of the intersections with Puyallup Avenue, including East D Street, East F Street, and East G Street. However, curb ramps and pedestrian signals are provided at these locations. Curb ramps and sidewalks within the 1-mile radius do not consistently meet current ADA standards.

4.6.2 Bicycle Facilities

On-street bicycle facilities are currently provided on several streets within a 3-mile radius of the proposed station locations, as shown in Figures 4-23 through 4-25. In the Federal Way Segment, bicycle lanes (striped shoulders with bicycle markings) are present along S 324th Street connecting to the BPA Trail, with shared lane markings connecting to Celebration Park on Celebration Park Road, 9th Avenue S, 332nd Street west of 13th Place S, and S 330th Street west of Pacific Highway. In the South Federal Way Segment, bicycle lanes (striped shoulders with bicycle markings) are provided on Enchanted Parkway (SR 161) south of S 352nd Street, along S 352nd Street, and along S 356th Street and provide connections into the immediate station area.

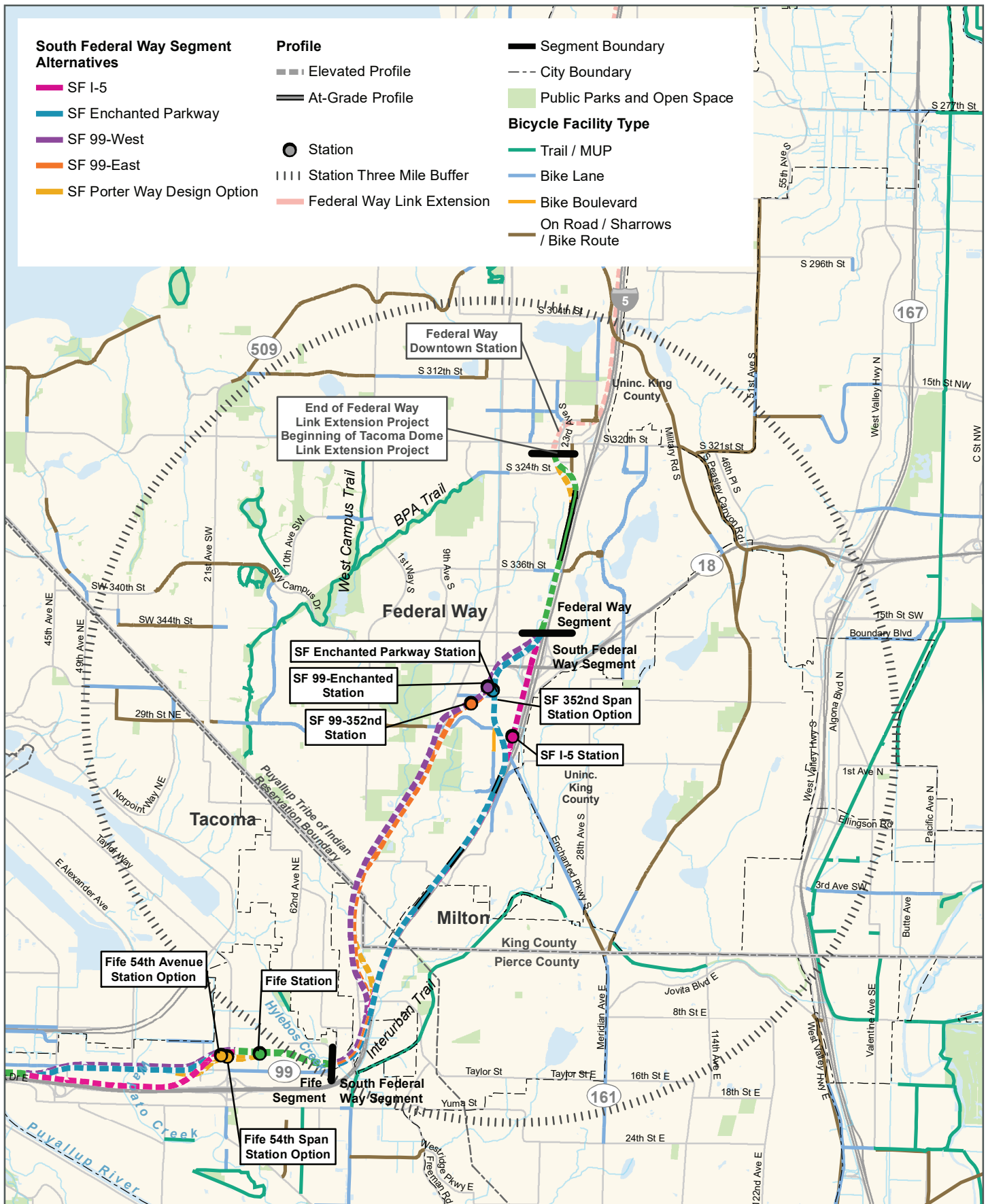
In the Fife Segment, bicycle lanes (striped shoulders with bicycle markings) are present on 54th Avenue E south of 20th Street E and on Pacific Highway E between Alexander Avenue E and 20th Street E. Bicycle lanes (striped shoulders with bicycle markings) are also present on Pacific Highway between 54th Avenue E and 62nd Avenue E, and on 12th Street E between 48th Avenue E and 52nd Avenue E.

In the Tacoma Segment, bicycle lanes (striped shoulders with bicycle markings) are currently located along a number of streets in Tacoma, with long stretches of bicycle lanes and key connections on the following streets:

- East L Street between Puyallup Avenue and E 26th Street and on the I-5 crossing.
- East D Street between SR 509 and Wiley Avenue and continuing along E McKinley Way to East G Street.
- S Yakima Avenue and S Thompson Avenue across I-5 and on S Yakima Avenue from S 46th Street to the south outside of the study area.
- Tacoma Avenue S, Delin Street, and South G Street between S 25th Street and S 38th Street.
- S 15th Street between Pacific Avenue and S Cedar Street.
- N Tacoma Avenue/S Stadium Way between S 7th Street and McCarver Street.
- S 6th Avenue between S Ainsworth Street and Broadway.
- S Alaska Street from E 38th Street to the south outside of the study area.

Bicycle boulevards, shared roadways with traffic calming and signed bicycle priority are also provided along a number of streets in the Tacoma Segment including:

- S 37th Street between Pacific Avenue and S Hosmer Street.
- South G Street and Park Avenue S from E 38th Street south outside of the study area.
- East I Street from Wright Avenue to E 40th Street.
- Fawcett Avenue from S 25th Street to S 6th Avenue.
- South G Street between Division Avenue and S 6th Avenue.
- N Yakima Avenue from outside of the study area to Division Avenue.



Data Sources: PSRC, King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma, Edgewood, Fircrest, University Place, Puyallup, Pacific, Algonia, Auburn, Sumner, Google Maps (2019).

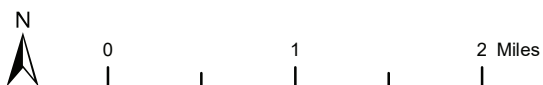
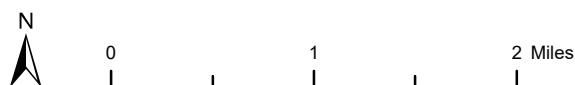


FIGURE 4-23
Existing Bicycle Facilities
within Three Miles of Station Alternatives
South Federal Way Segment
Tacoma Dome Link Extension



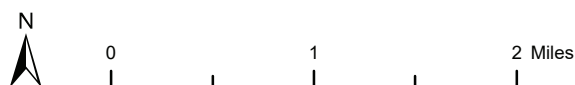
Tacoma Dome Link Extension





Existing Bicycle Facilities within Three Miles of Station Alternatives Tacoma Segment

Tacoma Dome Link Extension



4.6.3 Shared-Use Paths

There are currently several shared-use paths in the study segments, as shown on Figures 4-23 through 4-25. In the Federal Way and South Federal Way segments, the BPA Trail is located to the northwest of the station locations at South Federal Way; the BPA Trail, which extends along the Bonneville Power Administration transmission line right-of-way and connects Celebration Park and Madrona Park in Federal Way, connects to the immediate station area via S 356th Street. In the Fife Segment, the Interurban Trail can be accessed from the Wapato Way E shared-use path at the intersection of SR 99/Wapato Way E and connects Fife to Milton and unincorporated King County. This segment of the Interurban Trail is related but unattached to the longer Interurban trail that connects Tukwila, Kent, Auburn, Pacific, and Algon.

In the Tacoma Segment, the Prairie Line Trail is located to the northwest of the proposed station locations near the Tacoma Dome and provides connections through the University of Washington Tacoma campus. The Scott Pierson Trail connects Gig Harbor with Tacoma and is located to the west of the proposed station locations near the Tacoma Dome. The Water Flume Line Trail is also located to the west of the proposed station locations near the Tacoma Dome. None of these shared-use paths provides direct connections to the proposed station locations. The Thea Foss Waterway Public Esplanade is located to the north of the proposed station locations between S 15th Street and E Dock Street; nonmotorized access is provided between the immediate station locations and the Thea Foss Waterway Public Esplanade via bicycle lanes on East D Street. The Pipeline Trail is located to the south of the Portland Avenue Station but does not provide a direct connection to the station. There are paved and unpaved shared-use paths within Swan Creek Park, located to the southeast of the proposed Portland Avenue Station.

4.7 Safety

This section discusses current safety-related conditions in the TDLE corridor and includes a review of crash data records for roadways in the study area. Crash data records were collected from WSDOT for the 3-year period from January 2016 to December 2018 for all four study segments. This period was selected because it is consistent with 2019 observed traffic data and represents the most recent available data for the pre-COVID pandemic condition. This does not include crash data from 2020 and 2021, when traffic volumes on arterial roadways were lower, according to WSDOT data. Historical crash data were reviewed to identify if any of the study area intersections have existing safety concerns that could be impacted by the proposed project.

The crash data were evaluated at study intersections, along I-5 mainline, and at I-5 ramps by severity, type, and frequency. The safety analysis was completed for intersection-related crashes, including both crashes occurring at an intersection and crashes caused by intersection operations (e.g., rear-end crashes resulting from vehicle queueing). Along the I-5 mainline, the safety analysis includes crashes that occurred on the I-5 mainline between interchanges inclusive of both HOV and GP lanes. I-5 ramp crashes were also analyzed and include crashes that did not occur at ramp interchange intersections and were not intersection related. Finally, a clear zone impact analysis was completed along southbound I-5.

4.7.1 Crashes by Severity

The following sections describe crashes in the study segments by crash severity. Crash severities can include no injuries (property damage only), possible injuries, minor injuries, major injuries, and fatalities.

4.7.1.1 Intersection Crashes

Tables 4-27, 4-28, 4-29, and 4-30 summarize intersection crashes by severity and include total crashes over the specified 3-year period for the Federal Way, South Federal Way, Fife, and Tacoma segments.

As shown in Tables 4-27 through 4-30 many crashes at the study intersections, resulted in property damage only in the study segments (approximately 60 percent in both Federal Way and Tacoma, approximately 70 percent in South Federal Way, and nearly 75 percent in Fife). Almost all remaining crashes resulted in a minor or possible injury.

While no fatal crashes occurred in the Federal Way Segment, one fatality crash occurred in the South Federal Way Segment, two fatality crashes occurred in Fife, and two fatality crashes occurred in Tacoma. One of the fatalities that occurred in the Fife Segment and one of the fatalities in the South Federal Way Segment were a result of drivers' disregard of traffic signals (Fife Intersections #8 and South Federal Way Intersection #13), and one was the result of driver inattention (Fife Intersection #3). Contributing circumstances surrounding the two fatal crashes in the Tacoma Segment involved a driver not granting right-of-way to another vehicle (Tacoma Intersection #33) and a driver striking a pedestrian with a vehicle (Tacoma Intersection #35).

**Table 4-27 Crashes by Severity (January 2016 to December 2018)
Federal Way Segment Intersections**

I.D.	Intersections	Crash Severities						
	Name	Fatality	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	Other	Total
1	SR 99 (Pacific Highway) at S 336th Street	0	0	7	18	35	0	60
2	SR 99 (Pacific Highway) at 16th Avenue S	0	0	2	11	30	0	43
	Federal Way Segment Total	0	0	9	29	65	0	103

Source: WSDOT Crash Data 2016–2018

**Table 4-28 Crashes by Severity (January 2016 to December 2018)
South Federal Way Segment Intersections**

I.D.	Intersections	Crash Severities						
	Name	Fatality	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	Other	Total
1	SR 99 (Pacific Highway) at S 348th Street	0	3	2	20	67	0	92
2	SR 161/Enchanted Parkway at S 348th Street	0	0	5	31	107	0	143
3	I-5 Southbound Ramps at SR 18 Mainline	0	0	2	12	25	0	39
4	SR 99 (Pacific Highway) at S 352nd Street	0	0	0	0	3	0	3
5	S 352nd Street and western SF 99-352nd Station Access (Future Intersection)	Future Intersection						

**Table 4-28 Crashes by Severity (January 2016 to December 2018)
South Federal Way Segment Intersections (continued)**

I.D.	Intersections	Crash Severities						
	Name	Fatality	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	Other	Total
6	S 352nd Street and eastern SF 99-352nd Station Access (Future Intersection)	Future Intersection						
7	SR 161/Enchanted Parkway at S 352nd Street	0	0	0	2	1	1	4
8	SR 99 (Pacific Highway) at S 356th Street	0	0	1	11	26	0	38
9	S 356th Street and western SF 99-352nd Station Access (Future Intersection)	Future Intersection						
10	S 356th Street and eastern SF 99-352nd Station Access (Future Intersection)	Future Intersection						
11	SR 161/Enchanted Parkway at S 356th Street	0	1	7	22	69	5	104
12	I-5 SB Off-Ramp Roundabout at S 356th Street (Future Intersection)	Future Intersection						
13	SR 161 (Enchanted Parkway) at SR 18 Westbound Off-Ramp	0	0	1	3	10	1	15
14	SR 161(Enchanted Parkway) at Milton Road S/20th Avenue S	0	0	0	3	12	0	15
15	SR 99 (Pacific Highway) and Porter Way	1	0	2	8	20	0	31
South Federal Way Segment Total		1	4	20	112	340	7	484

Source: WSDOT Crash Data 2016–2018

Table 4-29 Crashes by Severity (January 2016 to December 2018) Fife Segment Intersections

I.D.	Intersections	Crash Severities						
	Name	Fatality	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	Other	Total
1	Port of Tacoma Road and SR 509 Westbound Ramps	0	2	1	0	4	0	7
2	Port of Tacoma Road and SR 509 Eastbound Ramps	0	0	0	3	3	0	6
3	Pacific Highway E and Port of Tacoma Road	1	0	6	13	66	0	86
4	Pacific Highway E and 34th Avenue E	0	0	1	7	11	0	19
5	SR 509 Westbound and Alexander Avenue E	0	0	2	4	8	0	14
6	SR 509 Eastbound and Alexander Avenue E	0	0	1	13	20	0	34
7	Alexander Avenue E and 12th Street E	0	0	1	2	4	0	7
8	Pacific Highway E and Alexander Avenue E	1	0	2	3	20	0	26
9	SR 509 and Taylor Way E/54th Avenue E	0	0	0	7	15	4	26
10	SR 167 and 54th Avenue E (Future Intersection)	Future Intersection						

Table 4-29 Crashes by Severity (January 2016 to December 2018) Fife Segment Intersections (continued)

I.D.	Intersections	Crash Severities						
	Name	Fatality	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	Other	Total
11	52nd Avenue E and 12th Street E (Future Intersection)	Future Intersection						
12	54th Avenue E and 12th Street E	0	0	4	6	17	0	27
13	SR 99 and 54th Avenue E	0	0	4	20	60	1	85
14	54th Avenue E and I-5 Southbound Ramps	0	0	0	7	15	0	22
15	54th Avenue E and I-5 Northbound Ramps	0	1	4	15	52	1	73
16	54th Avenue E and 20th Street E	0	0	1	5	35	0	41
17	54th Avenue E and Valley Avenue E	0	0	0	0	2	0	2
18	52nd Avenue E at Pacific Highway E	0	0	0	6	9	1	16
19	SR99/Pacific Highway E and I-5 Southbound Ramps (Future Intersection)	Future Intersection						
20	20th Street E and I-5 Northbound Ramps (Future Intersection)	Future Intersection						
21	SR 99 (Pacific Highway) and 59th Avenue Court E	0	0	2	5	12	0	19
22	59th Avenue Court E at 12th Street E	0	0	0	0	1	0	1
23	12th Street E and 62nd Avenue E	0	0	0	5	1	0	6
24	SR 99 (Pacific Highway) and 62nd Avenue E	0	0	0	2	13	0	15
25	SR 99 (Pacific Highway) and 70th Avenue E (Wapato Way E and SR 99)	0	0	6	7	27	1	41
26	20th Street E and 70th Avenue E	0	0	0	7	7	0	14
	Fife Segment Total	2	3	35	137	400	8	546

Source: WSDOT Crash Data 2016–2018

Table 4-30 Crashes by Severity (January 2016 to December 2018) Tacoma Segment Intersections

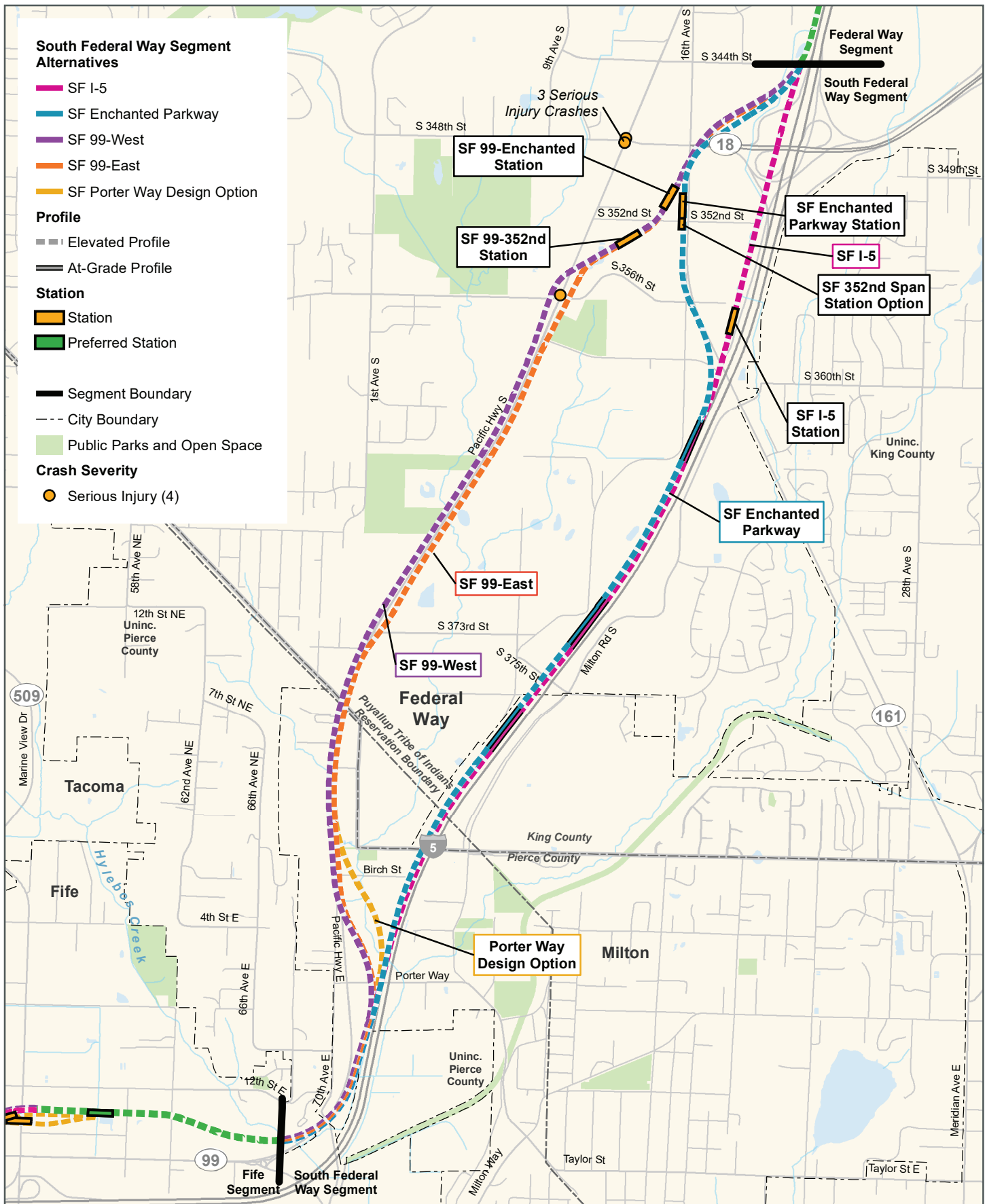
I.D.	Intersections	Crash Severities						
	Name	Fatality	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	Other	Total
1	Pacific Avenue and S 21st Street	0	1	1	7	17	0	26
2	Pacific Avenue and Puyallup Avenue/ S 24th Street	0	0	0	4	5	0	9
3	Pacific Avenue and S 25th Street	0	1	0	2	6	0	9
4	Pacific Avenue and S 26th Street/ S Tacoma Way	0	0	3	10	7	1	21
5	Pacific Avenue and E 34th Street	0	0	0	5	4	0	9
6	Puyallup Avenue and A Street	0	0	0	2	5	0	7
7	E 25th Street and A Street	0	0	0	0	0	0	0
8	E 26th Street and A Street	0	0	0	0	4	0	4
9	E 26th Street and I-705 Northbound Off-Ramp	0	0	0	4	14	0	18
10	E 25th Street and East C Street	0	0	0	0	2	0	2
11	Tacoma Dome Parking Driveway and	0	0	0	0	0	0	0

Table 4-30 Crashes by Severity (January 2016 to December 2018)
Tacoma Segment Intersections (continued)

I.D.	Intersections	Crash Severities						
	Name	Fatality	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	Other	Total
	East C Street							
12	E 26th Street and East C Street	0	1	0	1	0	0	2
13	East D Street and E Dock Street	0	0	0	0	2	0	2
14	Puyallup Avenue and East D Street	0	0	0	2	7	0	9
15	East D Street and E 25th Street	0	0	2	1	1	0	4
16	East D Street and Tacoma Dome Parking Driveway	0	0	0	0	0	0	0
17	East D Street and E 26th Street	0	0	1	2	1	0	4
18	East D Street/McKinley Way and E Wiley Avenue	0	0	0	1	1	0	2
19	E McKinley Avenue and E 34th Street	0	0	0	1	2	0	3
20	Puyallup Avenue and East E Street	0	0	0	0	1	0	1
21	Puyallup Avenue and East F Street	0	0	0	0	3	0	3
22	Puyallup Avenue and East G Street	0	0	1	1	1	0	3
23	East G Street/E 26th Street and E 25th Street	0	0	0	0	2	0	2
24	Puyallup Avenue and East L Street	0	0	0	1	2	0	3
25	East L Street and E 26th Street	0	0	1	1	0	0	2
26	East L Street and E 27th Street/ E Wiley Avenue	0	0	0	0	1	0	1
27	East L Street and E 28th Street	0	1	0	0	1	0	2
28	East L Street and E 34th Street	0	0	1	1	3	0	5
29	E Portland Avenue and SR 509 Southbound On-Ramp	0	0	0	2	5	1	8
30	E Portland Avenue and SR 509 Northbound Off-Ramp	0	0	0	6	9	0	15
31	E Portland Avenue and Puyallup Avenue	0	0	0	6	19	0	25
32	E Portland Avenue and E 25th Street/ E Bay Street	0	0	1	3	11	0	15
33	E Portland Avenue and E 26th Street	1	0	6	10	19	0	36
34	E Portland Avenue and E 27th Street (I-5 Southbound On-Ramp)	0	1	0	7	20	2	30
35	E Portland Avenue and E 28th Street (I-5 Northbound On-Ramp/Off-Ramp)	1	2	2	11	30	1	47
36	E Portland Avenue and E 32nd Street	0	2	1	5	9	1	18
37	E Bay Street and SR 167 Access Ramps	0	0	0	0	0	0	0
38	E Bay Street and E 27th Street (I-5 Southbound Off-Ramp)	0	0	1	9	25	2	37
39	E Bay Street and E 28th Street (I-5 Northbound On-Ramp)	0	0	0	2	8	1	11
40	East R Street and E 30th Street	0	0	0	0	1	0	1
41	East R Street and E 32nd Street	0	0	0	4	0	0	4
42	East R Street and E 29th Street Roundabout	0	0	0	0	0	0	0
43	E Bay Street/River Road E (SR 167) and Pioneer Way E	0	1	2	6	6	0	15
	Tacoma Segment Total	2	10	23	117	254	9	415

Source: WSDOT Crash Data 2016–2018

Each study segment except for the Federal Way Segment had serious injury crashes, including four in South Federal Way, three in Fife, and 10 in Tacoma. Of the noted fatality and serious injury crashes, all occurred at study area intersections. Figures 4-26, 4-27, and 4-28 display fatal and serious injury crash locations at study area intersections within the three study segments.



Data Sources: WSDOT, King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

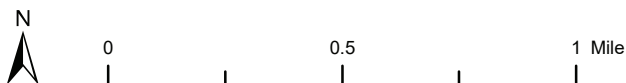
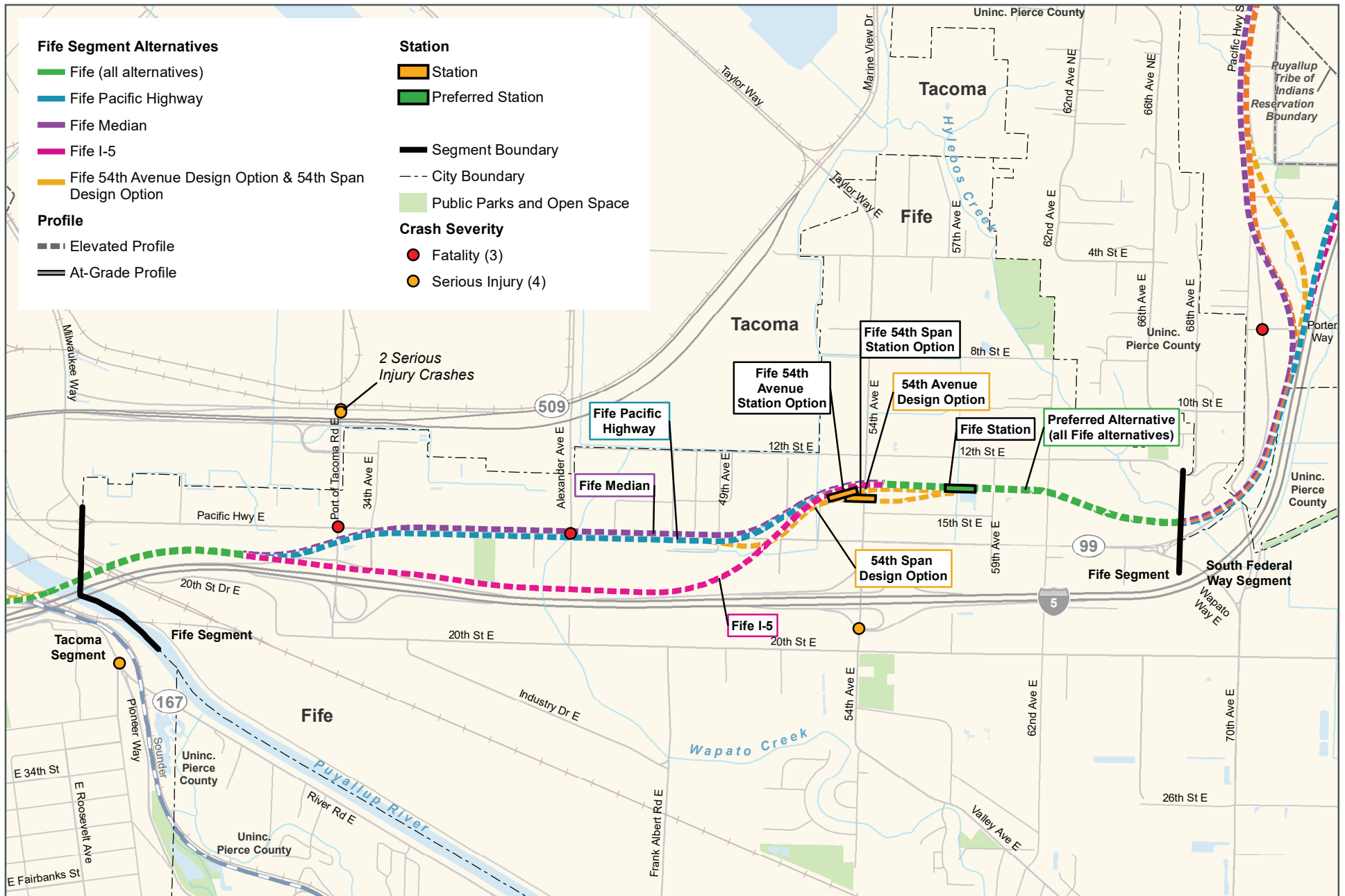


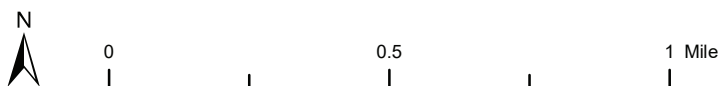
FIGURE 4-26
Study Area Intersection Collision Locations
by Severity (2016-2018)
South Federal Way Segment
Tacoma Dome Link Extension

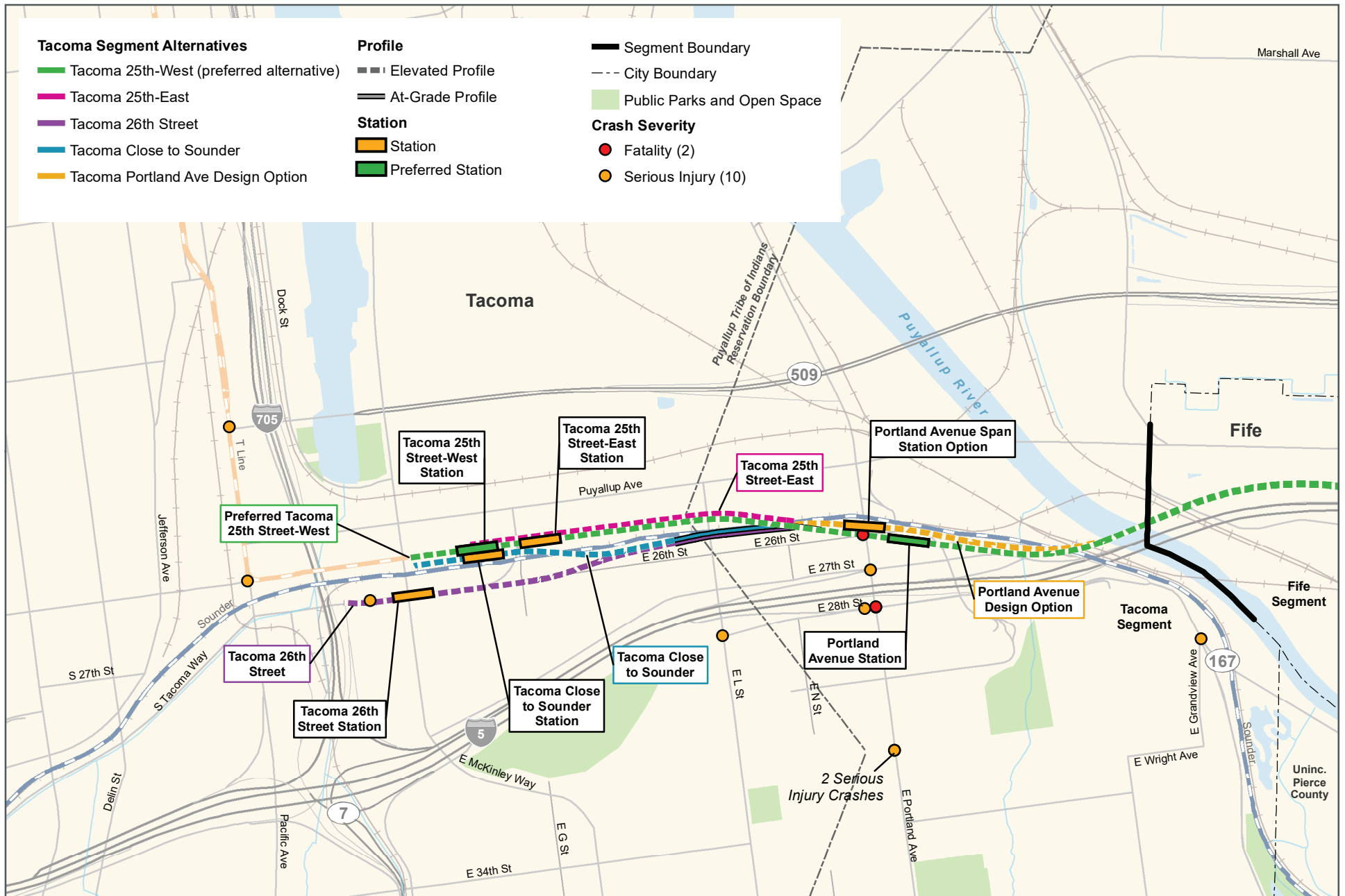


Data Sources: WSDOT, King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

FIGURE 4-27
Study Area Intersection Collision Locations by Severity (2016-2018)
Fife Segment

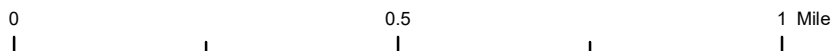
Tacoma Dome Link Extension





Data Sources: WSDOT, King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

FIGURE 4-28
Study Area Intersection Collision Locations by Severity (2016-2018)
Tacoma Segment
Tacoma Dome Link Extension



4.7.1.2 I-5 Mainline and Ramp Crashes

Tables 4-31 and 4-32 summarize I-5 mainline and ramp crashes by severity and includes total crashes over the specified 3-year period for each of the Federal Way, South Federal Way, Fife, and Tacoma segments.

On I-5 mainline through the study segments, there was a total of 3,761 crashes between 2016 and 2018. The majority of crashes in the study segments were property damage only, accounting for almost 75 percent of all crashes. There was a total of nine fatality crashes over the 3-year period, with the majority occurring in the southbound direction between SR 18 in Federal Way and 54th Avenue E in Fife. There were 22 serious injury crashes along I-5 mainline in the study segments, with 14 in the southbound direction and eight in the northbound direction. Of the 31 fatality or serious injury crashes, alcohol or drug impairment was noted as a contributing factor for 10 of the crashes.

Table 4-31 Crashes by Severity (January 2016 to December 2018) I-5 Mainline

I.D.	I-5 Mainline Section	Crash Severities						
	Name	Fatality	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	Other	Total
Northbound								
1	I-705 to E Portland Avenue	0	2	13	112	429	0	556
2	E Portland Avenue to Port of Tacoma Road	0	1	15	99	387	1	503
3	Port of Tacoma Road to 54th Avenue E	1	1	4	20	111	1	138
4	54th Avenue E to SR 18	0	2	16	93	250	1	362
5	SR 18 to S 320th Street On-Ramp	1	2	7	73	175	5	263
	Northbound Subtotal	2	8	55	397	1,352	8	1,822
Southbound								
1	S 320th Street to SR 18	0	2	9	63	137	0	211
2	SR 18 to 54th Avenue E	5	5	24	212	616	5	867
3	54th Avenue E to Port of Tacoma Road	0	1	2	40	202	1	246
4	Port of Tacoma Road to E Portland Avenue	1	4	8	50	121	0	184
5	E Portland Avenue to I-705 On-Ramp	1	2	12	83	331	2	431
	Southbound Subtotal	7	14	55	448	1,407	8	1,939

Source: WSDOT

Table 4-32 Crashes by Severity (January 2016 to December 2018)
Study Segments Freeway On/Off-Ramps

I.D.	I-5 Ramps	Crash Severities						
	Name	Fatality	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	Other	Total
Northbound								
1	I-705 Northbound to E 26th Street	0	0	1	0	3	0	4
2	I-705 Southbound to I-5 Northbound	0	2	2	3	14	0	21
3	SR 7 Northbound to I-5 Northbound	0	0	0	1	10	2	13
4	I-705 Southbound/SR 7 Northbound to I-5 Northbound	0	0	0	1	0	0	1
5	I-5 Northbound to E Portland Avenue/E 28th Street	0	0	1	0	2	0	3
6	I-5 Northbound to SR 167 Eastbound	0	0	0	2	6	0	8
7	E Portland Avenue/E 28th Street to I-5 Northbound	0	0	0	1	9	0	10
8	I-5 Northbound to Port of Tacoma Road Southbound	0	0	0	0	4	0	4
9	I-5 Northbound to Port of Tacoma Road Northbound	0	0	0	1	0	0	1
10	Port of Tacoma Road to I-5 Northbound	0	0	1	2	3	0	6
11	I-5 Northbound to 54th Avenue E	0	0	0	0	3	1	4
12	I-5 Northbound to 54th Avenue E Northbound	0	0	0	4	9	0	13
13	I-5 Northbound to 54th Avenue E Southbound	0	1	0	1	4	1	7
14	I-5 Northbound to SR 18 Eastbound	0	0	0	2	12	1	15
15	I-5 Northbound to SR 18 Westbound	0	0	0	0	5	0	5
16	SR 18 Eastbound to I-5 Northbound	0	0	0	1	7	0	8
17	SR 18 Westbound/Weyerhaeuser Way S to I-5 Northbound	0	0	0	1	3	1	5
18	SR 18 to I-5 Northbound	0	0	0	0	1	0	1
Northbound Subtotal		0	3	5	20	95	6	129
Southbound								
1	I-5 Southbound to SR 18 Westbound	1	0	0	1	17	0	19
2	I-5 Southbound to SR 18 Eastbound	0	1	0	4	6	1	12
3	SR 18 Eastbound to I-5 Southbound	0	0	1	0	3	0	4
4	SR 18 Westbound/Weyerhaeuser Way S to I-5 Southbound/SR 161	0	0	0	8	30	0	38
5	SR 18 Westbound/Weyerhaeuser Way S to I-5 Southbound	0	0	0	0	3	0	3

Table 4-32 Crashes by Severity (January 2016 to December 2018)
Study Segment Freeway On/Off-Ramps (continued)

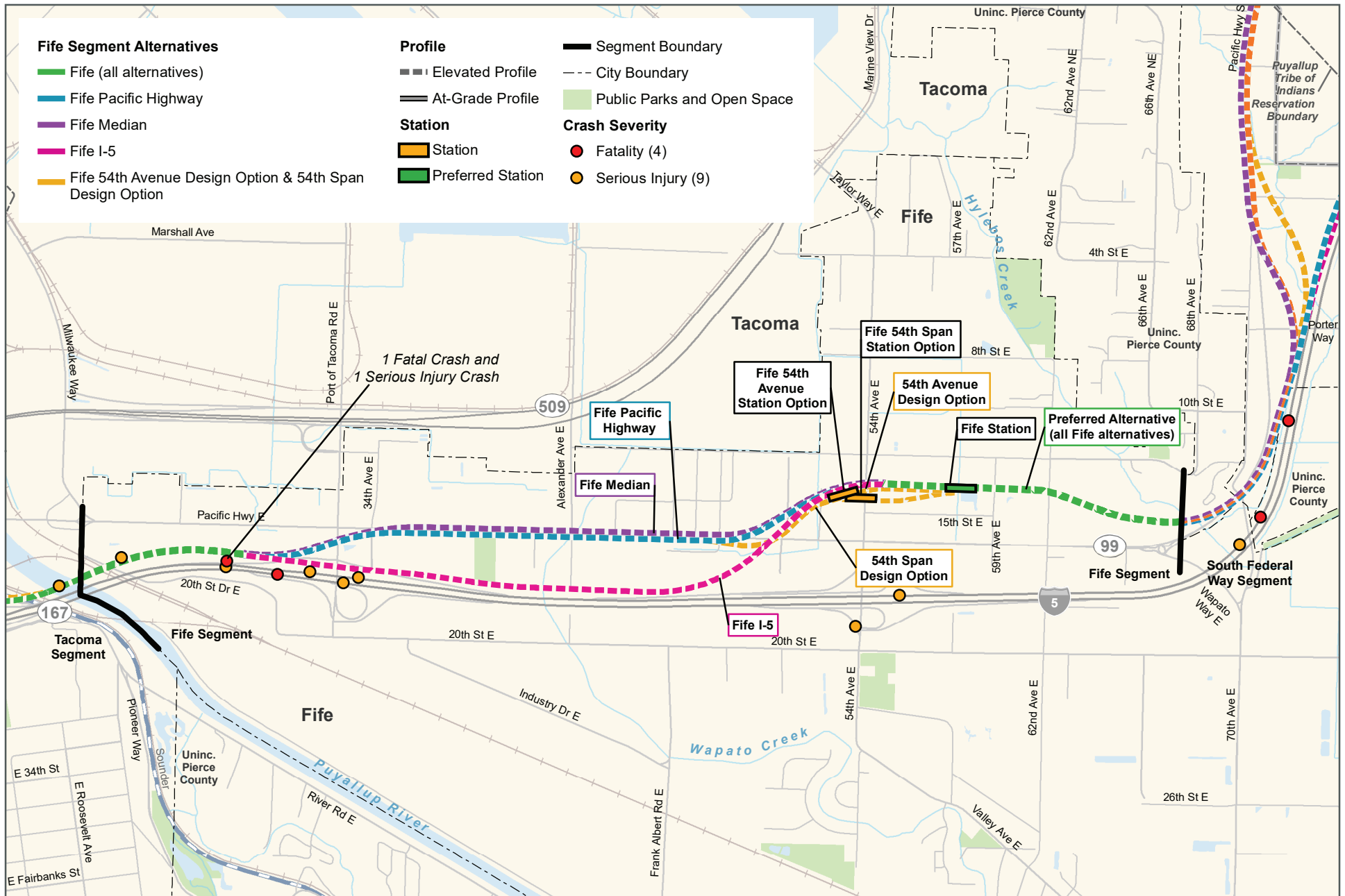
I.D.	I-5 Ramps	Crash Severities						
	Name	Fatality	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	Other	Total
6	I-5 Southbound to 54th Avenue E	0	0	0	1	10	1	12
7	54th Avenue E Northbound to I-5 Southbound	0	0	1	1	6	0	8
8	54th Avenue E Southbound to I-5 Southbound	0	0	0	1	9	0	10
9	54th Avenue E to I-5 Southbound	0	0	0	1	1	0	2
10	I-5 Southbound to Port of Tacoma Road	0	0	0	1	5	0	6
11	Port of Tacoma Road to I-5 Southbound	0	0	4	3	6	0	13
12	I-5 Southbound to E Portland Avenue/E 27th Street	0	0	2	2	20	0	24
13	SR 167 Westbound to I-5 Southbound	0	1	1	1	9	0	12
14	E Portland Avenue/E 27th Street to I-5 Southbound	0	0	0	1	1	0	2
15	I-5 Southbound to I-705 Northbound/SR 7 Southbound/E 26th Street	0	0	0	1	10	1	12
16	I-5 Southbound to I-705 Northbound/E 26th Street	0	0	0		1	0	1
17	I-5 Southbound to E 26th Street	0	0	0	1	1	0	2
18	I-5 Southbound to I-705 Northbound	0	0	0	2	9	0	11
19	I-5 Southbound to SR 7 Southbound	0	0	0	4	5	0	9
20	Pacific Avenue Southbound to I-5 Southbound	0	0	0	0	2	0	2
21	SR 18 Westbound/Weyerhaeuser Way S to SR 161	0	0	0	0	1	0	1
	Southbound Subtotal	1	2	9	33	155	3	203
Eastbound								
1	SR 18 Eastbound to I-5	0	0	1	0	10	1	12
	Eastbound Subtotal	0	0	1	0	10	1	12

Source: WSDOT Crash Data 2016–2018

On I-5 ramps through the study segments, there was a total of 344 crashes between 2016 and 2018. The majority of crashes in the study segments were property damage only, accounting for almost 75 percent of all crashes. There was one fatality crash in the study segments over the 3-year period, and it occurred on the E Bay Street (SR 167) ramp to southbound I-5. There were five serious injury crashes along I-5 ramps in the study segments, with three occurring in the northbound direction and two occurring in the southbound direction. Of the six fatality and serious injury crashes, all but one occurred in dark conditions, and two noted alcohol as a contributing factor. Figures 4-29, 4-30, and 4-31 display fatal and serious injury crash locations along the I-5 mainline and ramps within the study segments.



FIGURE 4-29
I-5 Mainline and Ramp Collision Locations
by Severity (2016-2018)
South Federal Way Segment
Tacoma Dome Link Extension



Data Sources: WSDOT, King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

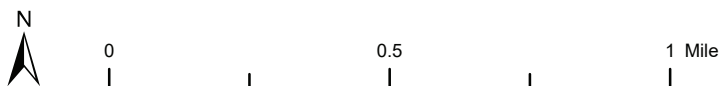
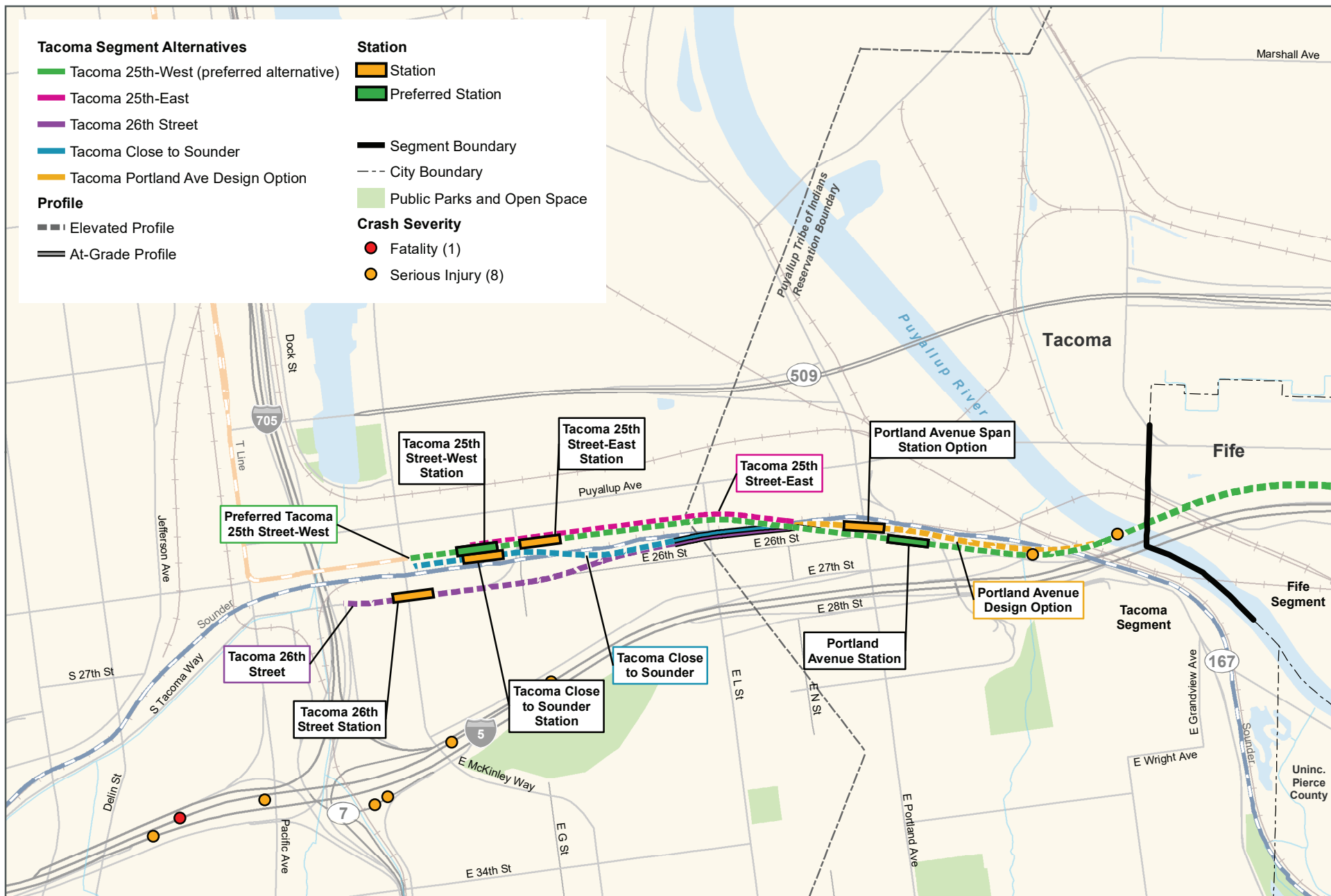


FIGURE 4-30
I-5 Mainline and Ramp Collision Locations by Severity (2016-2018)
Fife Segment

Tacoma Dome Link Extension



Data Sources: WSDOT, King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

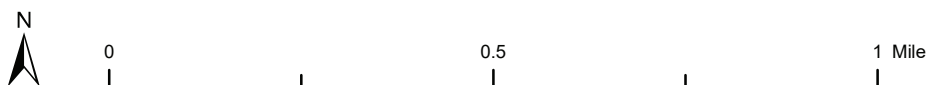


FIGURE 4-31
I-5 Mainline and Ramp Collision Locations by Severity (2016-2018)
Tacoma Segment
Tacoma Dome Link Extension

4.7.2 Crashes by Type

Crash types include rear end, angle, approach-turning, sideswipe, fixed object, pedestrian, cycle, others, and head-on.

4.7.2.1 Intersection Crashes

Tables 4-33, 4-34, 4-35, and 4-36 summarize crashes by type and include total crashes over the specified 3-year period for the Federal Way, South Federal Way, Fife, and Tacoma segments.

The most common type of crashes in the Federal Way Segment were rear-end crashes, which comprised approximately 35 percent of all crashes in the study segment. Angle-turn (T-bone) crashes accounted for 23 percent of total crashes, while approach-turn crashes accounted for over 21 percent of total crashes, and sideswipe crashes accounted for nearly 12 percent of total crashes in the study segment. Pedestrian and cyclists were involved in 3 percent and 1 percent of total crashes, respectively, in the study segment. None of the crashes in the Federal Way Segment resulted in serious injury.

The most common types of crashes in the South Federal Way segment were rear-end crashes, which accounted for approximately 44 percent of all crashes in the study segment. Angle-turn (T-bone) crashes accounted for nearly 18 percent of crashes, while sideswipe crashes accounted for almost 14 percent of total crashes, and approach-turn crashes accounted for 20 percent of crashes. Pedestrians and cyclists were involved in 7 (1.3 percent) and two crashes (0.2 percent) respectively over the past 3 years of all crashes in the study segment. One serious injury crash in the South Federal Way Segment involved a pedestrian; no further contributing factors were provided for the crash other than the crash occurred in dark conditions.

**Table 4-33 Crashes by Type (January 2016 to December 2018)
Federal Way Segment Intersections**

I.D.	Intersections	Crash Types									Total
	Name	Rear-End	Angle	App. Turn	Side swipe	Fixed Obj	Ped	Cycle	Others	Head-On	
1	SR 99 (Pacific Highway) at S 336th Street	24	13	15	3	1	3	1	0	0	60
2	SR 99 (Pacific Highway) at 16th Avenue S	15	11	7	9	1	0	0	0	0	43
	Federal Way Segment Total	39	24	22	12	2	3	1	0	0	103

Source: WSDOT Crash Data 2016-2018

Table 4-34 Crashes by Type (January 2016 to December 2018)
South Federal Way Segment Intersections

I.D.	Intersections	Crash Types									
	Name	Rear-End	Angle	App. Turn	Side swipe	Fixed Obj	Ped	Cycle	Others	Head-On	Total
1	SR 99 (Pacific Highway) at S 348th Street	38	17	12	19	0	5	1	0	0	92
2	SR 161/Enchanted Parkway at S 348th Street	69	22	19	28	3	0	1	0	1	143
3	I-5 SB Ramps at SR 18 Mainline	27	6	0	4	2	0	0	0	0	39
4	SR 99 (Pacific Highway) at S 352nd Street	3	0	0	0	0	0	0	0	0	3
5	S 352nd Street and western SF 99-352nd Station Access (Future Intersection)	Future Intersection									
6	S 352nd Street and eastern SF 99-352nd Station Access (Future Intersection)	Future Intersection									
7	SR 161/Enchanted Parkway at S 352nd Street	1	1	2	0	0	0	0	0	0	4
8	SR 99 (Pacific Highway) at S 356th Street	11	6	15	4	1	1	0	0	0	38
9	S 356th Street and western SF 99-352nd Station Access (Future Intersection)	Future Intersection									
10	S 356th Street and eastern SF 99-352nd Station Access (Future Intersection)	Future Intersection									
11	SR 161/Enchanted Parkway at S 356th Street	52	12	31	6	2	1	0	0	0	104
12	I-5 SB Off-Ramp Roundabout at S 356th Street (Future Intersection)	Future Intersection									
13	SR 161 (Enchanted Parkway) at SR 18 Westbound Off-Ramp	7	3	1	1	3	0	0	0	0	15
14	SR 161 (Enchanted Parkway) at Milton Road S/20th Avenue S	7	3	0	5	0	0	0	0	0	15
15	SR 99 (Pacific Highway) and Porter Way	10	13	5	2	1	0	0	0	0	31
South Federal Way Segment Total		225	83	85	69	12	7	2	0	1	484

Source: WSDOT Crash Data 2016-2018

Table 4-35 Crashes by Type (January 2016 to December 2018) Fife Segment Intersections

I.D.	Intersections	Crash Types									
	Name	Rear-End	Angle	App. Turn	Side swipe	Fixed Obj	Ped	Cycle	Others	Head-On	Total
1	Port of Tacoma Road and SR 509 SB Ramps	0	2	5	0	0	0	0	0	0	7
2	Port of Tacoma Road and SR 509 NB Ramps	0	4	2	0	0	0	0	0	0	6
3	Pacific Highway E and Port of Tacoma Road	18	22	12	26	4	2	0	1	1	86
4	Pacific Highway E and 34th Avenue E	4	9	5	0	0	0	1	0	0	19
5	SR 509 SB and Alexander Avenue E	5	6	1	1	0	0	0	1	0	14
6	SR 509 NB and Alexander Avenue E	5	25	4	0	0	0	0	0	0	34
7	Alexander Avenue E and 12th Street E	0	2	5	0	0	0	0	0	0	7
8	Pacific Highway E and Alexander Avenue E	7	8	8	1	1	0	1	0	0	26
9	SR 509 and Taylor Way E	8	6	5	5	0	0	0	2	0	26
10	SR 167 and 54th Avenue E (Future Intersection)	Future Intersection									
11	52nd Avenue E and 12th Street E (Future Intersection)	Future Intersection									
12	54th Avenue E and 12th Street E	6	12	8	1	0	0	0	0	0	27
13	SR 99 (Pacific Highway) and 54th Avenue E	32	21	15	12	0	3	1	1	0	85
14	54th Avenue E and I-5 SB Ramps	9	7	3	2	1	0	0	0	0	22
15	54th Avenue E and I-5 NB Ramps	43	6	13	5	3	0	0	1	2	73
16	54th Avenue E and 20th Street E	11	14	8	8	0	0	0	0	0	41
17	54th Avenue E and Valley Avenue E	1	0	1	0	0	0	0	0	0	2
18	52nd Avenue E at Pacific Highway E	7	3	1	2	1	0	0	2	0	16
19	Pacific Highway E and I-5 SB Ramps (Future Intersection)	Future Intersection									
20	20th Street E and I-5 NB Ramps (Future Intersection)	Future Intersection									
21	SR 99 (Pacific Highway) and 59th Avenue Court E	3	3	8	2	0	3	0	0	0	19
22	59th Avenue Court E at 12th Street E	0	0	0	1	0	0	0	0	0	1
23	12th Street E and 62nd Avenue E	1	5	0	0	0	0	0	0	0	6
24	SR 99 (Pacific Highway) and 62nd Avenue E	1	5	4	5	0	0	0	0	0	15
25	SR 99 (Pacific Highway) and 70th Avenue E (Wapato Way E and SR 99)	7	10	20	3	0	0	0	1	0	41
26	20th Street E and 70th Avenue E	11	2	1	0	0	0	0	0	0	14
Fife Segment Total		179	172	129	74	10	8	3	9	3	587

Source: WSDOT Crash Data 2016–2018

Table 4-36 Crashes by Type (January 2016 to December 2018) Tacoma Segment Intersections

I.D.	Intersections	Crash Type									
	Name	Rear-End	Angle	App. Turn	Side swipe	Fixed Obj	Ped	Cycle	Others	Head-On	Total
1	Pacific Avenue and S 21st Street	7	3	11	1	0	2	2	0	0	26
2	Pacific Avenue and Puyallup Avenue/S 24th Street	0	3	4	1	0	1	0	0	0	9
3	Pacific Avenue and S 25th Street	1	4	3	0	0	0	1	0	0	9
4	Pacific Avenue and S 26th Street/S Tacoma Way	7	3	6	1	1	3	0	0	0	21
5	Pacific Avenue and E 34th Street	0	5	3	0	0	1	0	0	0	9
6	Puyallup Avenue and A Street	4	2	1	0	0	0	0	0	0	7
7	25th Street and A Street	0	0	0	0	0	0	0	0	0	0
8	26th Street and A Street	0	1	3	0	0	0	0	0	0	4
9	E 26th Street and I-705 NB Off-Ramp	2	11	0	4	1	0	0	0	0	18
10	E 25th Street and East C Street	0	2	0	0	0	0	0	0	0	2
11	Tacoma Dome Parking Driveway and East C Street	0	0	0	0	0	0	0	0	0	0
12	E 26th Street and East C Street	0	2	0	0	0	0	0	0	0	2
13	East D Street and E Dock Street	0	0	1	1	0	0	0	0	0	2
14	Puyallup Avenue and East D Street	0	4	4	1	0	0	0	0	0	9
15	East D Street and E 25th Street	1	1	0	0	0	1	1	0	0	4
16	East D Street and Tacoma Dome Parking Driveway	0	0	0	0	0	0	0	0	0	0
17	East D Street and E 26th Street	1	0	3	0	0	0	0	0	0	4
18	East D Street/McKinley Way and E Wiley Avenue	0	1	0	0	1	0	0	0	0	2
19	E McKinley Avenue and E 34th Street	0	2	0	0	0	0	1	0	0	3
20	Puyallup Avenue and East E Street	0	1	0	0	0	0	0	0	0	1
21	Puyallup Avenue and East F Street	2	0	0	0	1	0	0	0	0	3
22	Puyallup Avenue and East G Street	2	0	0	0	0	1	0	0	0	3
23	East G Street/E 26th Street and E 25th Street	1	0	1	0	0	0	0	0	0	2
24	Puyallup Avenue and East L Street	0	2	0	0	0	0	1	0	0	3
25	East L Street and E 26th Street	0	2	0	0	0	0	0	0	0	2
26	East L Street and E 27th Street/ E Wiley Avenue	1	0	0	0	0	0	0	0	0	1
27	East L Street and E 28th Street	0	0	0	0	1	0	1	0	0	2
28	East L Street and E 34th Street	0	5	0	0	0	0	0	0	0	5
29	E Portland Avenue and SR 509 SB On-Ramp	0	0	2	0	6	0	0	0	0	8
30	E Portland Avenue and SR 509 NB Off-Ramp	2	13	0	0	0	0	0	0	0	15
31	E Portland Avenue and Puyallup Avenue	4	12	7	0	0	1	0	0	1	25
32	E Portland Avenue and E 25th Street/E Bay Street	1	1	11	2	0	0	0	0	0	15
33	E Portland Avenue and E 26th Street	1	15	13	3	0	2	1	1	0	36
34	E Portland Avenue and E 27th Street	7	9	6	6	0	2	0	0	0	30

**Table 4-36 Crashes by Type (January 2016 to December 2018)
Tacoma Segment Intersections (continued)**

I.D.	Intersections	Crash Type									
	Name	Rear-End	Angle	App. Turn	Side swipe	Fixed Obj	Ped	Cycle	Others	Head-On	Total
35	E Portland Avenue and E 28th Street	10	18	7	11	0	1	0	0	0	47
36	E Portland Avenue and E 32nd Street	1	8	3	1	1	4	0	0	0	18
37	E Bay Street and SR 167 Access Ramps	0	0	0	0	0	0	0	0	0	0
38	E Bay Street and E 27th Street	3	30	0	1	3	0	0	0	0	37
39	E Bay Street and E 28th Street	3	0	3	4	1	0	0	0	0	11
40	East R Street and E 30th Street	0	1	0	0	0	0	0	0	0	1
41	East R Street and E 32nd Street	0	3	1	0	0	0	0	0	0	4
42	East R Street and E 29th Street Roundabout	0	0	0	0	0	0	0	0	0	0
43	E Bay Street/River Road E (SR 167) and Pioneer Way E	8	3	0	2	0	0	0	1	1	15
Tacoma Segment Total		69	167	93	39	16	19	8	2	2	415

Source: WSDOT Crash Data 2016-2018

Both rear-end and angle (T-bone) crashes accounted for approximately 30 percent of all crashes in the Fife Segment. Approach-turn and sideswipe crashes made up smaller percentages of crashes, at approximately 22 and 12 percent, respectively. Pedestrians and cyclists were involved in eight (1.4 percent) and three crashes (0.5 percent) respectively over the past 3 years of all crashes in the study segment. None of the pedestrian or cyclist crashes resulted in a serious injury or fatality in the study segment.

Unlike Federal Way, South Federal Way and Fife, angle (T-bone) crashes comprised the highest percentage of crashes in the Tacoma Segment, accounting for more than 40 percent of all crashes. Approach-turn and rear-end crashes accounted for a smaller percentage of crashes in the study segment, at roughly 20 and 15 percent of all crashes.

Pedestrians and cyclists were involved in 19 (4.6 percent) and eight crashes (1.9 percent) respectively over the past 3 years of all crashes in the Tacoma Segment. Four pedestrian crashes and two cyclist crashes resulted in either fatality or serious injury crashes in the study segment, which accounts for half of the severity crashes in the entire Tacoma Segment. Nearly 25 percent of all pedestrian or cyclist crashes in Tacoma resulted in a fatality or serious injury. All four pedestrian crashes occurred under dark conditions. No further contributing factors were noted other than one driver was operating a defective vehicle. All cyclist crashes occurred under daylight conditions. Specifically, the intersection of E Portland Avenue/E 32nd Street (Tacoma Intersection #36) had only 18 crashes over the past 3 years, but two of them were serious injury pedestrian crashes.

4.7.2.2 I-5 Mainline and Ramp Crashes

Tables 4-37 and 4-38 summarize crashes by type and include total crashes over the specified 3-year period for both mainline I-5 and I-5 ramps with connections to the Federal Way, South Federal Way, Fife, and Tacoma segments.

Table 4-37 Crashes by Type (January 2016 to December 2018) I-5 Mainline

I.D.	I-5 Mainline Section	Crash Types				
	Name	Rear-End	Sideswipe	Fixed Object	Other	Total
Northbound						
1	I-705 to E Portland Avenue	408	114	20	14	556
2	E Portland Avenue to Port of Tacoma Road	377	69	47	10	503
3	Port of Tacoma Road to 54th Avenue E	70	36	26	6	138
4	54th Avenue E to SR 18	202	82	46	32	362
5	SR 18 to S 320th Street On-Ramp	159	57	23	24	263
	Northbound Subtotal	1,216	358	162	86	1,822
Southbound						
1	S 320th Street to SR 18	137	39	20	15	211
2	SR 18 to 54th Avenue E	612	131	89	35	867
3	54th Avenue E to Port of Tacoma Road	156	66	15	9	246
4	Port of Tacoma Road to E Portland Avenue	127	33	17	7	184
5	E Portland Avenue to I-705 On-Ramp	261	105	48	17	431
	Southbound Subtotal	1,293	374	189	83	1,939

Source: WSDOT Crash Data 2016-2018

**Table 4-38 Crashes by Type (January 2016 to December 2018)
Transportation Segments Freeway On/Off-Ramps**

I.D.	I-5 Ramps	Crash Types				
	Name	Fixed Object	Rear-End	Sideswipe	Other	Total
Northbound						
1	I-705 Northbound to E 26th Street	3	1	0	0	4
2	I-705 Southbound to I-5 Northbound	6	9	2	4	21
3	SR 7 Northbound to I-5 Northbound	10	2	0	1	13
4	I-705 Southbound/SR 7 Northbound to I-5 Northbound	1	0	0	0	1
5	I-5 Northbound to E Portland Avenue/ E 28th Street	1	1	0	1	3
6	I-5 Northbound to SR 167 Eastbound	2	6	0	0	8
7	E Portland Avenue/E 28th Street to I-5 Northbound	2	6	2	0	10
8	I-5 Northbound to Port of Tacoma Road Southbound	2	1	1	0	4
9	I-5 Northbound to Port of Tacoma Road Northbound	1	0	0	0	1
10	Port of Tacoma Road to I-5 Northbound	4	0	0	2	6
11	I-5 Northbound to 54th Avenue E	1	3	0	0	4
12	I-5 Northbound to 54th Avenue E Northbound	6	6	0	1	13
13	I-5 Northbound to 54th Avenue E Southbound	3	3	0	1	7
14	I-5 Northbound to SR 18 Eastbound	5	6	3	1	15
15	I-5 Northbound to SR 18 Westbound	3	1	0	1	5
16	SR 18 Eastbound to I-5 Northbound	4	1	2	1	8
17	SR 18 Westbound/Weyerhaeuser Way S to I-5 Northbound	4	1	0	0	5
18	SR 18 to I-5 Northbound	0	1	0	0	1
	Northbound Subtotal	58	48	10	13	129

Table 4-38 Crashes by Type (January 2016 to December 2018)
Transportation Segments Freeway On/Off-Ramps (continued)

I.D.	I-5 Ramps	Crash Types				
	Name	Fixed Object	Rear-End	Sideswipe	Other	Total
Southbound						
1	I-5 Southbound to SR 18 Westbound	11	4	4	0	19
2	I-5 Southbound to SR 18 Eastbound	10	1	1	0	12
3	SR 18 Eastbound to I-5 Southbound	2	2	0	0	4
4	SR 18 Westbound/Weyerhaeuser Way S to I-5 Southbound/SR 161	3	25	9	1	38
5	SR 18 Westbound/Weyerhaeuser Way S to I-5 Southbound	0	2	1	0	3
6	I-5 Southbound to 54th Avenue E	4	3	5	0	12
7	54th Avenue E Northbound to I-5 Southbound	6	2	0	0	8
8	54th Avenue E Southbound to I-5 Southbound	1	7	2	0	10
9	54th Avenue E to I-5 Southbound	1	1	0	0	2
10	I-5 Southbound to Port of Tacoma Road	3	1	2	0	6
11	Port of Tacoma Road to I-5 Southbound	6	3	2	2	13
12	I-5 Southbound to E Portland Avenue/E 27th Street	21	2	0	1	24
13	SR 167 Westbound to I-5 Southbound	11	1	0	0	12
14	E Portland Avenue/E 27th Street to I-5 Southbound	1	1	0	0	2
15	I-5 Southbound to I-705 Northbound/SR 7 Southbound/E 26th Street	2	3	7	0	12
16	I-5 Southbound to I-705 Northbound/E 26th Street	0	0	1	0	1
17	I-5 Southbound to E 26th Street	2	0	0	0	2
18	I-5 Southbound to I-705 Northbound	3	2	4	2	11
19	I-5 Southbound to SR 7 Southbound	2	1	3	3	9
20	Pacific Avenue Southbound to I-5 Southbound	0	2	0	0	2
21	SR 18 Westbound/Weyerhaeuser Way S to SR 161	0	1	0	0	1
Southbound Subtotal		89	64	41	9	203
Eastbound						
1	SR 18 Eastbound to I-5	5	0	7	0	12
Eastbound Subtotal		5	0	7	0	12

Source: WSDOT Crash Data 2016-2018

The most common type of crashes on I-5 mainline through the study segments were rear-end crashes, accounting for more than 56 percent of all crashes. A combination of sideswipe (20 percent) and fixed object (10 percent) accounted for most of the remaining crashes on the mainline. There were no pedestrian and/or bicycle crashes on the mainline.

On the on/off-ramps to/from SR 18, I-5, I-705, SR 7, and SR 161 in the study area, the most common type of crashes were fixed-object crashes, accounting for about 45 percent of all crashes on the ramps. Rear-end crashes made up the second-highest percentage of crash types, at almost 35 percent. It should be noted that while freeway ramps would normally experience greater volumes of rear-end crashes, most of these crashes are intersection-related and were included in the on/off-ramp intersection crash totals. No pedestrian or bicycle crashes were noted on the on/off-ramps, similar to the mainline.

4.7.3 Southbound I-5 Clear Zone Impact Analysis

A minimum clear zone is defined by geometric considerations, including if a recoverable slope is present and if the area is free of fixed objects so that an errant vehicle can recover. Based on WSDOT Design Manual criteria for clear zone distances, a distance ranging between 29 and 45 feet, measured from the edge of traveled way, would allow for a sufficient clear zone along the TDLE project corridor. The clear zone is a function of posted speed limits, side slope, and traffic volumes.

A roadside clear zone inventory for the I-5 mainline was completed for the western edge (southbound) of I-5 in two areas where the alternatives are adjacent to I-5: between S 324th Street and 70th Avenue E and from Frank Albert Road E to the Puyallup River (see Table 4-39). The table includes the length of available clear zone along I-5 and where barriers along I-5 are located for safety (e.g., grade-separated crossings). All barriers identified are within the Federal Way, South Federal Way, and Fife segments. All areas without a barrier meet the clear zone criteria, according to the WSDOT Design Manual. In areas where minimum clear zone conditions are not currently available, barriers (guardrails, barriers, or walls) or impact attenuators are provided to “shield” vehicles from roadside hazards. These hazards typically include:

- Nonrecoverable slopes (slopes steeper than 1 foot vertical to 4 feet horizontal).
- Tree stands.
- Signs and signal supports.
- Communications cabinets.
- Power poles.
- Other landscaping elements.
- Street grade separation.
- Other non-breakaway or non-barrier features.

Table 4-39 Southbound I-5 Existing Clear Zone Summary

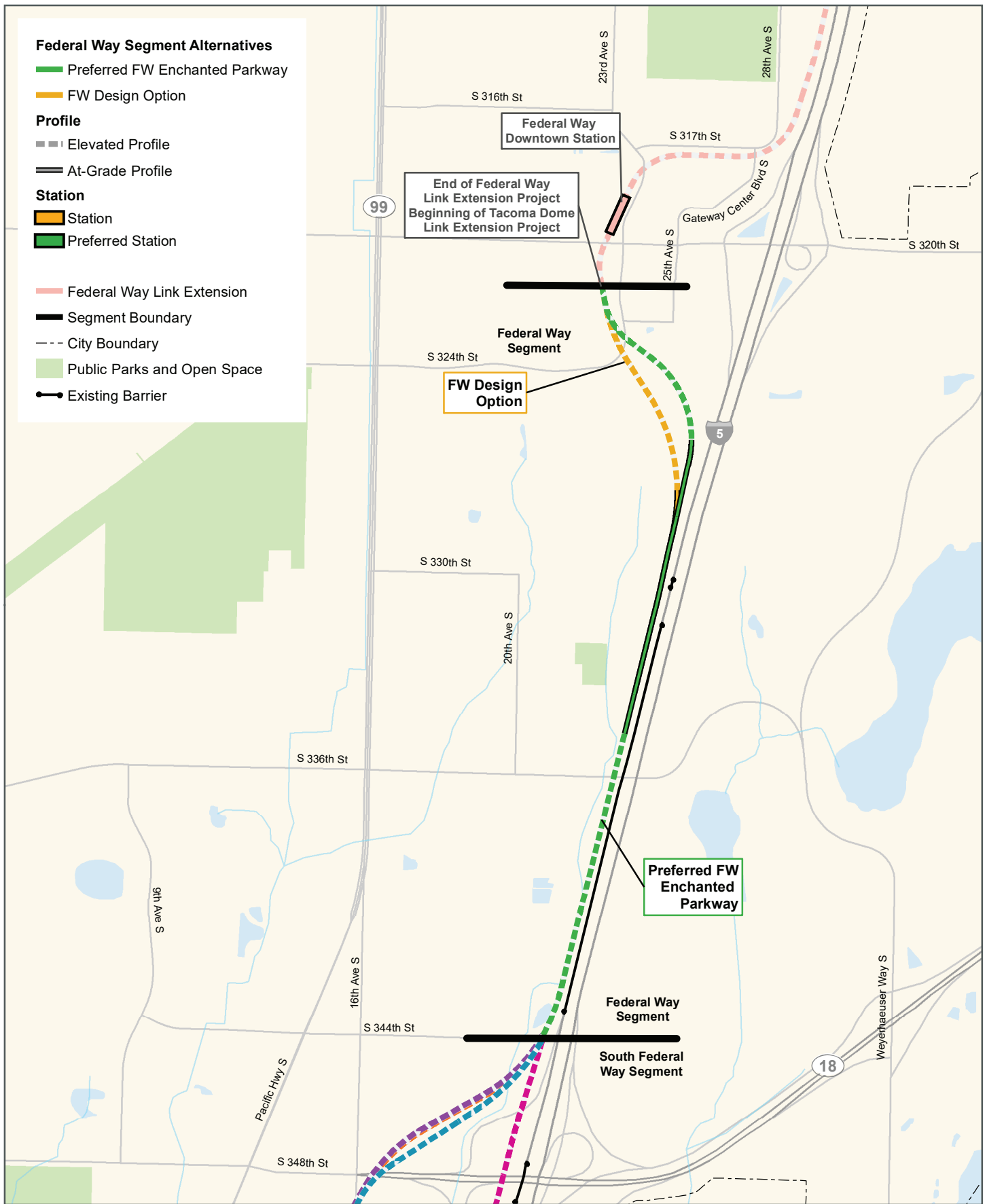
I-5 Roadside Condition	Existing Conditions (Length of segment in feet)
Available Clear Zone ¹	13,900
Barrier Provided ²	18,360
Total Length	32,260

Source: Parametrix/HDR Design Teams

Notes:

- (1) Represents areas without barriers.
- (2) Represents areas where barriers currently exist. These areas include shielding to protect highway infrastructure, tree stands, steep side slopes, and other landscaping elements, or where barriers are used to protect grade-separated crossings.

A detailed inventory of existing and potential clear zone locations is provided in Attachment C, I-5 Clear Zone Analysis. Figures 4-32, 4-33, and 4-34 show the inventory of existing barrier locations in the study area.



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

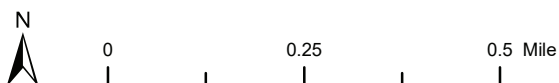
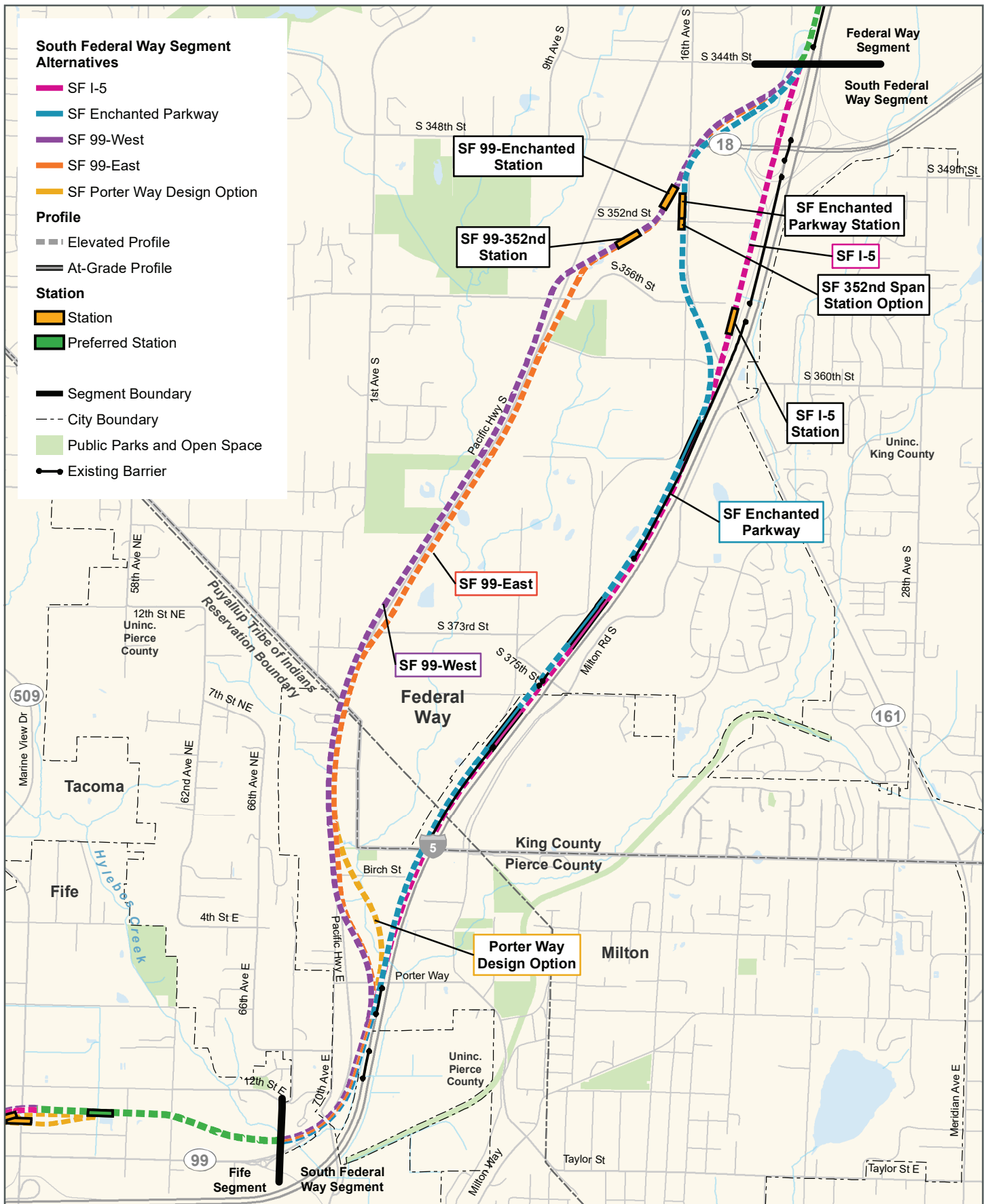


FIGURE 4-32
Existing Southbound I-5 Roadside Barrier Locations
Federal Way Segment
Tacoma Dome Link Extension



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

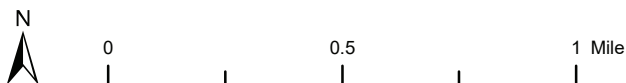
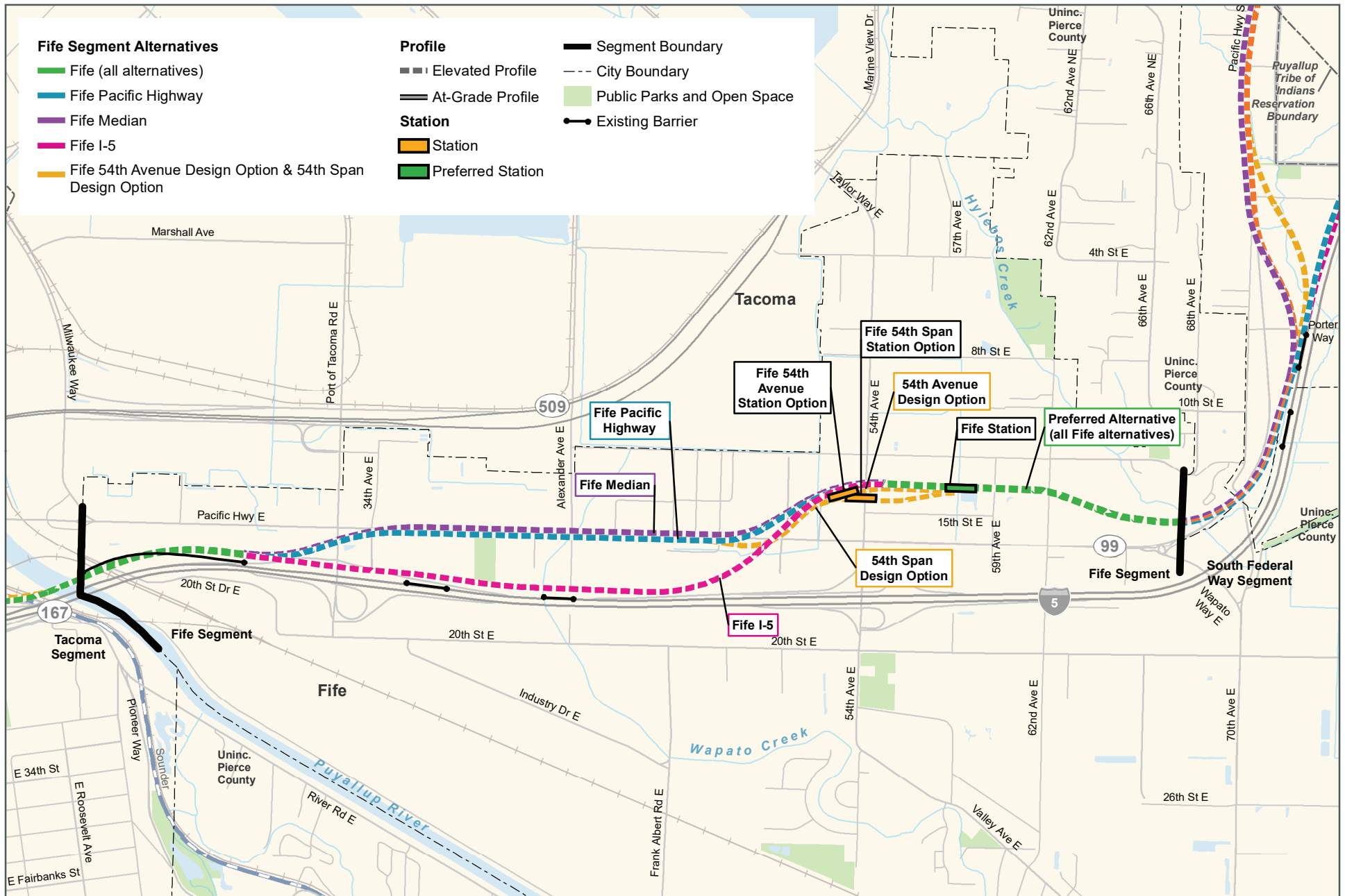


FIGURE 4-33
Existing Southbound I-5 Roadside Barrier Locations
South Federal Way Segment

Tacoma Dome Link Extension



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

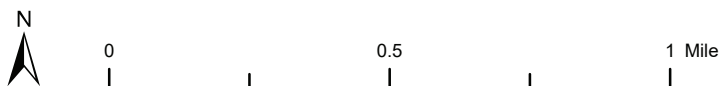


FIGURE 4-34
Existing Southbound I-5 Roadside Barrier Locations
Fife Segment
Tacoma Dome Link Extension

Within the TDLE study area, approximately 13,900 feet of existing clear zone (approximately 43 percent of the total length) is present along the I-5 southbound mainline roadside. The remaining 57 percent (18,360 feet) is currently shielded by guardrail, walls, or barrier. The shielded segments of the southbound I-5 roadside include 13,630 feet where WSDOT could potentially create a clear zone by alteration, removal, or relocation of the roadside hazards described above. Approximately 4,730 feet of barrier would shield grade-separated streets or streams and a clear zone cannot be created. Additional barrier requested to meet clear zone requirements ranges from approximately 1,580 to 7,230 feet, depending upon the build alternative.

4.8 Parking

Existing weekday public on-street and off-street parking supply and utilization information was collected in February 2020 for all roads within a 0.25-mile radius of the preferred alternative through the Tacoma Segment and at the South Federal Way Park and Ride. The existing weekday public on-street and off-street parking supply and utilization in the Tacoma Segment is summarized by station area in Table 4-40. Parking supply data were collected by type of parking (time-limited parking, free parking, loading zone, private) and location. Parking utilization counts were collected once during the weekday peak mid-morning or mid-afternoon hours.

Table 4-40 Existing (2020) Weekday Parking Supply and Utilization by TDLE Station Area

Station Area	Parking Type	Stalls	Demand	Utilization
Portland Avenue	Park-and-Ride	-	-	-
	Public Off-Street	-	-	-
	Public On-Street	147	54	37%
	Total	147	54	37%
Tacoma Dome	Park-and-Ride	2,337	2,313	99%
	Public Off-Street	1,011	456	45%
	Public On-Street ²	742	532	72%
	Total	4,090	3,300	81%

Source: Parametrix identified the number of parking stalls and completed the utilization counts.

Notes:

- (1) All public parking supply and utilization data were collected in February 2020, except for the Tacoma Dome park-and-ride supply and utilization information, which used Sound Transit park-and-ride count data collected in August 2019.
- (2) Vehicles parked in loading zones (either 5-minute or 15-minute) were not collected in parking survey.

There are three park-and-ride locations within the TDLE project area near potential station locations: two in Federal Way and one in Tacoma. The Federal Way/S320th Street Park and Ride within the Federal Way segment and had an estimated utilization of 30 percent in 2019. The South Federal Way Park and Ride, located on S 348th Street and west of Pacific Highway is in the South Federal Way segment and has an approximate parking utilization of 18 percent in 2019. At the Tacoma Dome Station, there are two existing parking garages with over 2,300 parking spaces that were 99 percent utilized in February 2020. This park-and-ride location can be accessed via vehicle from Puyallup Avenue and is less than 0.25 mile from the proposed TDLE station platforms. Another park-and-ride farther north in Federal Way is located near the alignment on 320th Street S, farther from potential station areas. The Federal Way Downtown Station park-and-ride, located north of the TDLE study area at the terminus of the Federal Way Link Extension, had an estimated occupancy of 69 percent in 2019. Estimated occupancy for all park-and-rides was included in this analysis to represent the same pre-pandemic timeframe.

In the South Federal Way and Fife segments, no public on-street or off-street parking is within 0.25 mile of the proposed station locations. Commercial and retail businesses surround each of the South Federal Way and Fife proposed station locations and include extensive on-site parking, but these parking spaces were not included in the field survey as they are private parking. Parking in off-street lots associated with these retail businesses is not time-restricted and may be monitored by the businesses to prevent long-term parking in the existing lots. The proposed SF I-5 Station and Fife Station are within 0.5 mile of residential neighborhoods with on-street parking.

Most of the industrial businesses near the Portland Avenue Station in Tacoma provide on-site parking for customers. Public on-street parking spaces near the Portland Avenue Station are mostly in the residential neighborhood south of I-5, with some on-street public parking located on E 26th Street. Approximately 37 percent of the public on-street parking spaces within 0.25 mile of the Portland Avenue Station are occupied during the midday period.

The area near the Tacoma Dome Station has the most on-street public parking available of all the segments. Most on-street parking along Puyallup Avenue, E 25th Street, E 26th Street, and East C Street is time-restricted. Additional streets, such as E Dock Street, East D Street, and E McKinley Avenue, also noted smaller levels of available on-street parking. For the 0.25-mile radius surrounding the proposed station locations, roughly 72 percent of on-street parking was occupied during the midday period.

In addition to the park-and-ride lots at the Tacoma Dome Station, there are six publicly available off-street parking lots, with a total of 1,011 parking spaces where vehicles may park for multiple hours at a time. These off-street lots include:

- Tacoma Dome Lot A, which has 562 parking spaces and is managed by Republic Parking (Parking Lot 130-078).
- Diamond Parking Lot WT48 Freighthouse Square, which is located at 2501 East D Street and has 64 parking spaces.
- Diamond Parking Lot WN21, which is located at 211 E 25th Street and has 42 parking spaces.
- Diamond Parking Lot, which is located at 102 E 25th Street and has 28 parking spaces.
- Diamond Parking Lot WT-51, which is located below I-705 and comprises two lots. The parking lot at 107 E 25th Street has 175 parking spaces, and the parking lot at 2362 A Street has 140 parking spaces.

The utilization percentage of the off-street public parking lots was approximately 45 percent for the midday time period. The large parking lot located just east of the transit center at Tacoma Dome Station, which was previously a public off-street parking lot, was noted to be closed to public parking and was occupied solely with U-Haul vehicles. In total, the area near the Tacoma Dome Station maintains an 81 percent parking utilization when considering all public on-street, off-street, and Tacoma Dome Station parking spaces within 0.25 mile of the proposed station locations.

4.9 Navigation

The Puyallup River and Thea Foss Waterway are the main navigable waterways in the study area. Thea Foss Waterway is located near the Tacoma Dome Station and has all types of users, including recreational and commercial. The Puyallup River is located near the proposed Portland Avenue Station and is navigable to watercraft, including both recreational and commercial users, from the confluence with Commencement Bay to 3 miles upstream. The

proposed light rail bridge crossing would occur at approximately mile 2.3, upstream of an existing railroad bridge that limits the size of watercraft that can navigate the Puyallup River. The U.S. Coast Guard has identified this reach of the Puyallup River as “navigable in law, but not actually navigated other than by logs, log rafts, rowboats, canoes, and small motorboats” (U.S. Coast Guard, 2018). The U.S. Coast Guard issued an advanced approval determination for the project on October 1, 2018. All other water bodies in the study area are not navigable.

The crossing of the Puyallup River is within the ancestral and reservation lands of the Puyallup Tribe of Indians and where the Puyallup Tribe has treaty-protected fishing rights to navigate and fish in and along the Puyallup River. The Puyallup River is a water of the U.S. and any work within the Puyallup River or that may otherwise affect fish in the study area would be conducted in accordance with the terms of the United States Army Corps of Engineers (USACE) Section 404/Section 10 permit, Hydraulic Project Approval (HPA), and other applicable permits and reviews, such as Tribal permits and ESA Section 7 consultation. Project activities would also be subject to Section 408 for actions that affect the Puyallup River levees that are under the jurisdiction of the USACE.

5 LONG-TERM IMPACTS

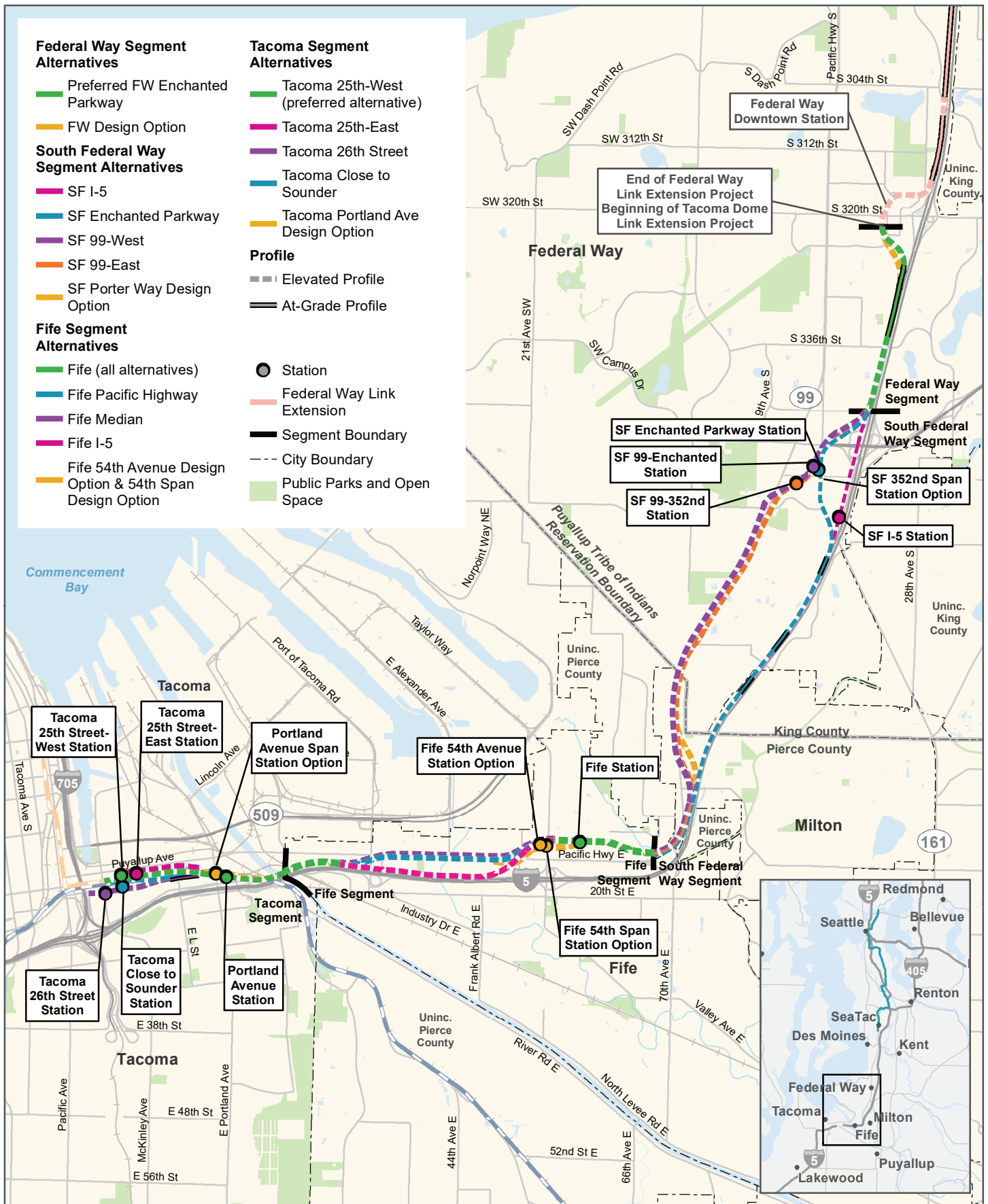
The future long-term effects described in this chapter are a comparison of the No-Build Alternative and TDLE build alternatives conditions for the year 2042. The year 2042 represents the first year after completion for all Sound Transit 3 projects. This provides a common future analysis year for ridership forecasting, air, noise, transportation, and other environmental elements on all Sound Transit 3 projects.

This chapter discusses changes in regional facilities and travel, transit operations, arterial and local street operations, freight mobility and access, nonmotorized facilities, safety, and parking. Changes to I-5 are addressed in sections pertaining to regional facilities and travel (screenline performance), arterials and local street operations (I-5 ramp terminal intersection operations and off-ramp queues), and safety.

The effects of the TDLE build alternatives were analyzed assuming that light rail would extend to the Tacoma Dome Station. Interim terminus options at stations in both South Federal Way and Fife were also evaluated. This chapter is organized to assess how the transportation network would change by comparing the No-Build Alternative with the build alternatives. For analysis elements where the TDLE build alternatives would trigger mitigation, further discussion on proposed mitigation is provided in Chapter 8, Potential Mitigation Measures.

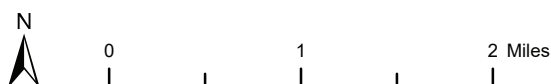
Environmental impacts for the TDLE build alternatives are summarized by segment (shown on Figure 5-1):

- **Federal Way Segment:** The Preferred FW Enchanted Parkway Alternative and FW Design Option, which do not include a station.
- **South Federal Way Segment:** SF Enchanted Parkway Alternative, which includes the SF Enchanted Parkway Station, the SF I-5 Alternative, which includes the SF I-5 Station, the SF 99-East Alternative, which includes the SF 99-352nd Station, and the SF 99-West Alternative, which includes the SF 99-Enchanted Station. The SF 352nd Span Station Option (station design option for the SF Enchanted Parkway Alternative) and Porter Way Design Option for the SF 99-East and SF 99-West Alternatives are also evaluated in the South Federal Way Segment.
- **Fife Segment:** Fife Pacific Highway Alternative, the Fife Pacific Highway Median Alternative (Fife Median Alternative), and the Fife I-5 Alternative, all include the preferred Fife Station location. For all Fife Segment alternatives, the 54th Avenue Design Option with a station location west of 54th Avenue E, and the 54th Span Design Option with a station location spanning 54th Avenue E are also evaluated.
- **Tacoma Segment:** Preferred Tacoma 25th Street-West Alternative, which includes the 25th Street-West Station; Tacoma 25th Street-East Alternative, which includes the 25th Street-East Station; Tacoma Close to Sounder Alternative, which includes the Close to Sounder Station; and Tacoma 26th Street Alternative, which includes the 26th Street Station. A Portland Avenue Station and a Portland Avenue Span Station Option are evaluated for all alternatives in the Tacoma Segment.



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

FIGURE 5-1
Alternatives



Tacoma Dome Link Extension

5.1 Regional Transportation

Regional travel patterns, including projected vehicle forecasts, regional travel, traffic congestion, and person mode of travel, are discussed in detail in this section. For the purposes of reporting in the tables and figures in this section, results are shown for all the build alternatives since all build alternatives would have similar regional impacts.

Key findings of note include the following:

- The TDLE transportation study area includes a variety of roadway and transit projects that are planned and have identified sources of funding for construction.
- Any of the TDLE build alternatives would reduce overall regional VMT by approximately 225,000 miles per day and VHT by approximately 15,000 hours per day compared to the No-Build Alternative.
- Screenline vehicle volumes and v/c ratios would be reduced with any of the build alternatives.
- While vehicle trips are expected to decrease, person trips would increase with any of the build alternatives through the TDLE corridor. The percentage of these trips using transit is expected to increase compared with the No-Build Alternative.

5.1.1 No-Build Alternative

The No-Build Alternative includes projects, funding packages, and proposals in the central Puget Sound region that are planned to occur with or without TDLE, as described in Chapter 2 (Section 2.2). No-Build improvements include roadway and transit actions by state, regional, and local agencies that are currently funded, and those that are likely to be implemented based on approved and committed funding.

These reasonably foreseeable projects and transit service changes were incorporated into the transportation analysis for the 2042 No-Build and build alternatives and include both regionally noteworthy projects (i.e., Central Link Extensions and SR 167 Completion Projects) and specific local transportation improvement projects.

Listed below in Table 5-1 are key future transportation improvement project assumptions in the vicinity of the TDLE alternatives for both the No-Build and all build alternatives.

The only change to the transportation network included in the TDLE build alternative compared with the No-Build Alternative would be the TDLE build alternatives and any associated multimodal transportation improvements in station areas.

Table 5-1 Regional Travel Demand Model Key Projects – Transit and Roadway

Location	Project Description
Central Link	Extend light rail spine north to Everett (by 2037 to 2041) and south to Federal Way (by 2024)
East Link	Extension to downtown Redmond (by 2023)
Kirkland to Issaquah Link	New light rail line from South Kirkland to Issaquah (by 2041 to 2044)
Infill Link stations	NE 130th Street (2025), S Graham Street (2031), and S Boeing Access Road (2031) in Seattle
Sounder South Line	Capacity enhancements and extensions to Tillicum and Dupont (by 2045)
Maintenance and Operations Facilities	Adding new facilities in Bellevue (2034), and north and south (2029) service areas.
I-5 HOV Projects	Completion of the I-5 HOV projects near Fife and Tacoma (2022).
I-5 SR 161/SR 18 Triangle Project – Phase 2	The project is currently suspended, with no timeline for resumption; Phase 2A of the project includes adding a new exit from southbound I-5 to S 356th Street and modifying the existing southbound off-ramps from I-5 to eastbound and westbound SR 18 (by 2027). Phase 2B includes adding a northbound lane to I-5 to improve traffic flow and a two-lane off-ramp from northbound I-5 to eastbound SR 18.
SR 167 Completion Project from SR 161 to SR 509	Completion of SR 167 from SR 161 to SR 509. When completed, drivers would see a divided highway with access points at interchanges in key locations, including SR 509, 54th Avenue E, I-5, Valley Avenue E, and SR 161. Its completion would benefit the movement of freight while improving safety and reducing congestion on local roads and highways in the surrounding area. All lanes on the new portion of SR 167 would be tolled using two electronic toll points with no tollbooths. The SR 167 Completion Project was originally funded over a 16-year timeline, with targeted completion in 2031. The state Legislature advanced program funding in the 2019 session, moving the project completion to 2028. The first stage of construction, a replacement of the 70th Avenue E bridge over I-5, was completed in 2021, and the second stage of construction linking I-5 to SR 509 began construction in summer 2022.
I-5/Port of Tacoma Road Interchange	The project would reconfigure the existing interchange to a split diamond interchange, moving the southbound off-ramp and northbound off-ramp to a new freeway overcrossing at 34th Avenue E. The two parallel bridges would each be one way between 20th Street E and Pacific Highway: southbound only on Port of Tacoma Road and northbound only on 34th Avenue E. The first of multiple construction projects was completed in 2020. Both southbound ramps were reconstructed and 34th Avenue E was extended from Pacific Highway to the interchange.
Frank Albert Road E from 20th Street E to Pacific Highway E	Extend Frank Albert Road E from 20th Street E to Pacific Highway E, including I-5 overpass (2024).
Canyon Road E from Pioneer Way E to 70th Avenue E	Extend Canyon Road E as four-lane roadway from Pioneer Way E over the Puyallup River to 70th Avenue E (2026).
I-5/54th Avenue Interchange	The planned improvement would build two additional sets of ramps to reduce conflicts at the existing ramp intersections along 54th Avenue E as well as at the 54th Avenue E/SR 99 intersection. New northbound on- and off-ramps would connect to 20th Street E west of 54th Avenue E, and new southbound on- and off-ramps would connect to Pacific Highway west of 54th Avenue E. These improvements are currently unfunded but are expected to be completed by 2028.

Source: PSRC Travel Demand Model and Sound Transit Incremental Ridership Model, modified by Fehr & Peers April 2020

Notes: Projects were included in the travel model if they are listed in the PSRC Regional Capacity Projects List (updated August 2019) under the Constrained Plan Category (Approved, Conditionally Approved, or Candidate). Unprogrammed projects are not included.

5.1.2 Vehicle Miles Traveled and Vehicle Hours Traveled

Table 5-2 shows the daily VMT, VHT, and VHD for the No-Build Alternative and build alternatives for 2042. Changes in VMT, VHT, and VHD would be similar among build alternatives; therefore, a representative TDLE build alternative is highlighted in Table 5-2. With the extension of light rail south to Tacoma, regional VMT is expected to decrease by approximately 230,000 miles on a typical weekday compared with the No-Build Alternative because some regional automobile trips are expected to shift to light rail with TDLE.

Table 5-2 2042 Weekday Daily Vehicle Miles of Travel, Vehicle Hours of Travel, and Vehicle Hours of Delay

Alternative	VMT	VHT	VHD
No-Build Alternative	97,078,000	3,416,000	924,000
Build Alternatives	96,850,000	3,401,000	914,000
Change	-228,000	-15,000	-10,000

Source: PSRC Travel Demand Model, modified by Fehr & Peers April 2020

Forecast VHT are expected to decrease by 15,000 hours per day regionally with TDLE, while forecast VHD are expected to decrease by 10,000 hours per day regionally.

5.1.3 Facility Screenline Traffic Volume Projections

The PM peak hour and daily traffic volumes and v/c ratios for five screenline locations within the study area were analyzed to understand the relative differences in travel between the No-Build and build alternatives. Screenline volumes and v/c results are summarized in Table 5-3. When light rail is extended to Federal Way, some vehicle trips would shift to transit due to increasing congestion and the reliability and convenience of rail service, thereby resulting in minor decreases in traffic volumes and congestion across all five screenlines in the TDLE corridor. Modest traffic volume decreases are expected in both the peak and off-peak directions of travel; however, most roads across the screenlines would still operate at or near capacity in the peak direction.

Table 5-3 2042 PM Peak Hour/Daily Screenline Performance

Screenline	Direction	PM Peak Hour				Daily	
		No-Build Vehicle Volumes	No-Build Volume/ Capacity Ratio	Build Alternatives Vehicle Volumes	Build Alternatives Volume/ Capacity Ratio	No-Build Vehicle Volumes	Build Alternatives Vehicle Volumes
Screenline #1: East-West South of Federal Way	Northbound	18,300	0.69	18,000	0.69	311,900	308,800
	Southbound	29,500	1.04	29,300	1.04	313,400	311,100
Screenline #2: North-South in Fife	Eastbound	12,100	0.64	11,900	0.63	185,600	182,900
	Westbound	15,700	0.80	15,500	0.79	182,100	179,800
Screenline #3: North-South at Puyallup River	Eastbound	9,700	0.74	9,500	0.73	164,100	161,700
	Westbound	14,400	1.11	14,200	1.10	163,900	161,600
Screenline #4: North-South near Tacoma Dome	Eastbound	10,400	0.68	10,200	0.67	167,100	164,900
	Westbound	14,500	0.79	14,300	0.78	166,300	164,300
Screenline #5: East-West at S 48th Street	Northbound	17,600	0.47	17,500	0.46	281,200	280,200
	Southbound	26,500	0.32	26,500	0.32	273,600	272,700

Source: PSRC Travel Demand Model, modified by Fehr & Peers April 2020

5.1.4 Screenline Mode of Travel

Table 5-4 shows the total person demand and their mode of travel at the five screenline locations during the PM peak hour. The mode share for persons in the AM peak hour would be similar to the PM peak hour, with northbound/eastbound being the peak direction of travel in the morning.

During the PM peak hour, the number of persons traveling through the study area is expected to increase with the build alternatives. A slight decrease in SOV and HOV person demand is expected with the build alternatives as people shift from automobiles to light rail and other forms of transit. The transit mode share would increase with the build alternatives at all screenlines, except for Screenline #5, from 1 to 3 percent to 2 to 4 percent for northbound/eastbound travel and from 1 to 12 percent to 8 to 15 percent for southbound/westbound travel. For Screenline #5, transit trips have changed modes from Sounder to TDLE light rail, and TDLE light rail does not cross the screenline. This results in a transit mode share reduction when comparing the build alternatives with the No-Build Alternative.

Table 5-4 2042 PM Peak Hour Mode Share

Screenline	Direction	No-Build Alternative				TDLE Build Alternatives			
		Total Persons	SOV %	HOV %	Transit %	Total Persons	SOV %	HOV %	Transit %
Screenline #1: East-West South of Federal Way	Northbound	27,400	63%	36%	1%	27,500	62%	36%	2%
	Southbound	47,700	53%	37%	10%	48,100	52%	36%	12%
Screenline #2: North-South in Fife	Eastbound	17,200	70%	29%	1%	17,500	68%	28%	4%
	Westbound	22,800	64%	35%	1%	25,000	57%	32%	11%
Screenline #3: North-South at Puyallup River	Eastbound	14,000	70%	29%	1%	14,100	68%	29%	3%
	Westbound	20,800	62%	37%	1%	22,800	57%	34%	11%
Screenline #4: North-South near Tacoma Dome	Eastbound	14,800	70%	27%	3%	14,800	69%	27%	4%
	Westbound	23,600	55%	31%	14%	23,900	54%	31%	15%
Screenline #5: East- West at S 48th Street	Northbound	25,100	63%	35%	2%	24,800	63%	35%	2%
	Southbound	41,400	55%	33%	12%	39,500	58%	34%	8%

Source: PSRC Travel Demand Model and Sound Transit Incremental Ridership Model, modified by Fehr & Peers April 2020

5.2 Transit Operations

This section reviews transit service and circulation, regional and local bus transit, ridership, station area mode of access, transit L.O.S., and transit transfer rates. Key findings and comparisons for the No-Build and build alternatives include the following:

- Up to 30,000 daily transit riders would use the proposed TDLE.
- Transit L.O.S. measures of effectiveness, including hours of service, service frequency, and passenger load, would improve with light rail.
- Light rail would provide more reliable transit service because it would operate in an exclusive right-of-way with no at-grade vehicle crossing in the study area.
- The build alternatives would provide improved connections to regional destinations, especially in areas where transit service is extremely limited or would require multiple bus transfers.
- The proposed station locations in the study area would accommodate connections with bus, Sounder, T Line, nonmotorized, and automobile access trips.

5.2.1 No-Build Alternative

The No-Build Alternative includes a variety of changes to both transit operations and facility improvements that are funded for construction by 2042. The FWLE would develop new light rail stations at Kent/Des Moines, S 272nd Street, and Federal Way Downtown Station. The No-Build Alternative also includes construction of new light rail OMFs in south King County as well as other facility, transit bus route, and service modifications proposed within each of the local transit agency's long-range plans.

Under the No-Build Alternative, light rail would be extended south from its existing terminus at S 200th Street (Angle Lake Station) to the Federal Way Downtown Station as part of FWLE. The FWLE would include development of three new Link stations: Kent/Des Moines, S 272nd Street, and Federal Way Downtown Station. Up to 3,200 new parking spaces would be developed at the three stations. The Federal Way Downtown Station would serve as the southern terminus of the light rail system until TDLE is constructed.

Other transit service improvements that are assumed in the No-Build Alternative include light rail extensions to serve Everett, Ballard, West Seattle, Bellevue, Redmond, South Kirkland, and Issaquah, and Sound Transit's STRIDE BRT service on SR 522 and I-405. T Line would be extended to Tacoma Community College. Sounder service would be extended to Tillicum and DuPont, with new parking provided at these stations. Existing Sounder stations would be modified to accommodate longer trains, and additional Sounder trips would be provided. New light rail OMFs in Bellevue, the north corridor along Everett Link Extension, and in the south corridor north of the South Federal Way station area would be in operation. King County Metro's expansion of the South Campus and a new Sound Transit bus base in Bothell would also be in operation.

Local transit agencies have identified conceptual transit bus service plans that could be integrated under the No-Build and build alternatives. The information provided by these agencies represents a potential condition that could meet the foreseeable transit needs of the study area. It should be noted that actual changes to regional and local bus routes would require agency approval prior to implementation. Table 5-5 shows how transit service could operate in 2042 with the No-Build and build alternatives.

Table 5-5 2042 Conceptual Transit Routes at Light Rail Stations

Route Number ¹	Route Description	2042 No-Build Headways (minutes) Peak Period	2042 No-Build Headways (minutes) Midday	2042 Build Transit Service	2042 Build Headways (minutes) Peak Period	2042 Build Headways (minutes) Midday
Metro 182	Northeast Tacoma, South Federal Way Park and Ride, to Federal Way Downtown Station	20-60	60	Revised as Metro 3064 ²	30	30
Metro 3164	Federal Way Downtown Station to South Federal Way	-	-	New	30	30
PT 2	Lakewood to Tacoma	-	-	Revised ³	20	20
PT 13	University of Puget Sound, Tacoma Dome	30	60	Deleted	-	-
PT 15	Ruston to Tacoma	-	-	New ⁴	30	30
PT 41	Tacoma Mall, 72nd Street Downtown Station (South Tacoma), Tacoma Dome Station	30	30	Same as No-Build	20	30
PT 42	Tacoma Dome, Eastside, McKinley	30	30	Same as No-Build	30	30
PT 62	Browns Point to Fife	-	-	New ⁵	30	30
PT 102	Purdy, Gig Harbor, Tacoma Dome	30	-	Revised as PT 2102 ⁶	30	-
PT 400	Puyallup, Downtown Tacoma	-60	-60	Same as No-Build	30	30
PT 402	South Hill, Puyallup, Milton, Federal Way Downtown Station	20	30	Revised ⁷	20	30
PT 498	Auburn, Milton, Fife	-	-	New	30	60
PT 500	Tacoma, Fife, Milton, Federal Way	20	30	Revised ⁸	15	30
PT 501	Tacoma, Fife, Milton, Federal Way	30	30	Deleted	-	-

Table 5-5 2042 Conceptual Transit Routes at Light Rail Stations (continued)

Route Number ¹	Route Description	2042 No-Build Headways (minutes) Peak Period	2042 No-Build Headways (minutes) Midday	2042 Build Transit Service	2042 Build Headways (minutes) Peak Period	2042 Build Headways (minutes) Midday
PT 1001	Tacoma Community College, Tacoma Dome	-	-	New ⁹	10	15
ST 574	Lakewood to Federal Way Downtown Station	15	30	Revised ¹⁰	20	15
ST 590	Lakewood, Tacoma, Federal Way Downtown Station	5 ¹¹	-	Deleted	-	-
ST 594	Lakewood to Federal Way Downtown Station	15	30	Deleted	-	-
ST 592/594	DuPont, Lakewood, Tacoma	-	-	New ¹²	15	60
ST 595	Purdy to Tacoma	-	-	New ¹³	30	-
ST 596	Bonney Lake, Puyallup, Fife	-	-	New ¹⁴	20	-
KT 2060	Kitsap County to Tacoma Dome	-	-	New ¹⁵	30	-

Source: King County Metro, Pierce Transit, Sound Transit, 2019

Notes:

- (1) Route numbers are subject to change with final service decisions by transit agencies.
- (2) Revised route providing service between Northeast Tacoma and South Federal Way
- (3) Would be a revision of the existing Route 2, which would not serve the Tacoma Dome under the No-Build Alternative.
- (4) Proposed new route between Ruston and Tacoma via Ruston Way.
- (5) Route 62 would be a revision of the existing Route 63, which would not serve Fife under the No-Build Scenario.
- (6) Proposed new route serving Purdy, Gig Harbor, and Tacoma via SR 16.
- (7) Revised route providing service between South Hill in Puyallup and South Federal Way.
- (8) Revised route providing service between Tacoma and South Federal Way.
- (9) Route 1001 would be a revision of Route 1, which would not serve the Tacoma Dome under the No-Build Scenario.
- (10) Revised route providing service from DuPont to South Federal Way via I-5.
- (11) Route 590 would operate at 5-minute headways in the peak direction only.
- (12) Proposed new routing from DuPont to Federal Way via I-5.
- (13) Proposed new routing from Purdy to Tacoma via SR 16.
- (14) Proposed new route between Bonney Lake and Fife, serving the Puyallup Sounder Station.
- (15) Proposed new routing from Kitsap County to the Tacoma Dome via SR 16.

PT = Pierce Transit; ST = Sound Transit; KT = Kitsap Transit.

Transit service is assumed to change from what exists today with the No-Build Alternative. Metro service would reflect the 2025 network described in METRO CONNECTS, which includes the addition of new or revised routes shown in Table 5-5 and deletion of existing Metro Routes 177, 178, and 193 that serve the South Federal Way study area.

Pierce Transit service would reflect Scenario 2, Incremental Growth, as described in Destination 2040. Pierce Transit service routing in the study area would mostly remain the same as current service. The one change would be revisions to Route 1, which would be divided into two separate routes, the southern half of which would be converted into Bus Rapid Transit service between Spanaway and downtown Tacoma via the transit center at Tacoma Dome Station. Headways on several routes would be improved.

Several Sound Transit Express bus routes that currently provide regional service from DuPont, Lakewood, Puyallup, and Tacoma, including Routes 574, 578, 590, and 594, would maintain their existing routing but be truncated at the Federal Way Downtown Station. Route 586, 592, and 595 would be discontinued.

For all TDLE build alternatives, there would be the same systemwide transit improvements as the No-Build Alternative, plus the extension of light rail to the area near the Tacoma Dome and the Tacoma Dome Station. The project would include four new light rail stations, two with new or expanded park-and-ride capacity, and improved transit connectivity through the construction of multimodal transit hubs. All TDLE build alternatives would operate 20 hours per day Monday through Saturday and 18 hours on Sunday. Headways are planned to be every 5 minutes during the AM and PM peaks, every 10 minutes midday and in the evenings, and every 12 to 15 minutes in the early morning and late evening. Transit agencies have identified preliminary conceptual bus transit service assumptions that could be implemented to integrate bus and light rail service in the study area.

5.2.2 Regional and Local Bus Transit Operations at Light Rail Stations

This section describes how regional and local buses would operate at each of the TDLE light rail station areas. Table 5-6 provides a summary of transit routes serving each station area, and the routes are displayed on Figures 5-2 through 5-4. Several of the routes represent new or revised routing for bus service.

Table 5-6 2042 Conceptual Transit Routes at Light Rail Stations Build Alternatives

Station Area	Agency/Route
South Federal Way	Metro: 3064, 3164 Pierce Transit: 402, 500
Fife	Pierce Transit: 62, 498, 500 Sound Transit: 596
Portland Avenue	Pierce Transit: 41, 400
Tacoma Dome	Pierce Transit: 2, 15, 41, 42, 400, 500, 1001, 2102, PT Bus Rapid Transit Sound Transit: 592/594, 595, 574 Kitsap Transit: 2060

Source: King County Metro, Pierce Transit, Sound Transit, 2019

5.2.2.1 Federal Way Transportation Segment

The Federal Way Segment does not include any stations. Transit service to nearby stations, as shown in Table 5-5, is described for South Federal Way stations in the following section.

5.2.2.2 South Federal Way Transportation Segment

Two Metro bus routes and two Pierce Transit bus routes would serve either station location in the South Federal Way Segment as summarized in Table 5-6. All four routes would provide all-day service at the headways shown in Table 5-5 and would terminate at the station.

The SF Enchanted Parkway Station and SF 352nd Span Station Option would have an off-street bus loop adjacent to the station platform that would accommodate all active bus zones.

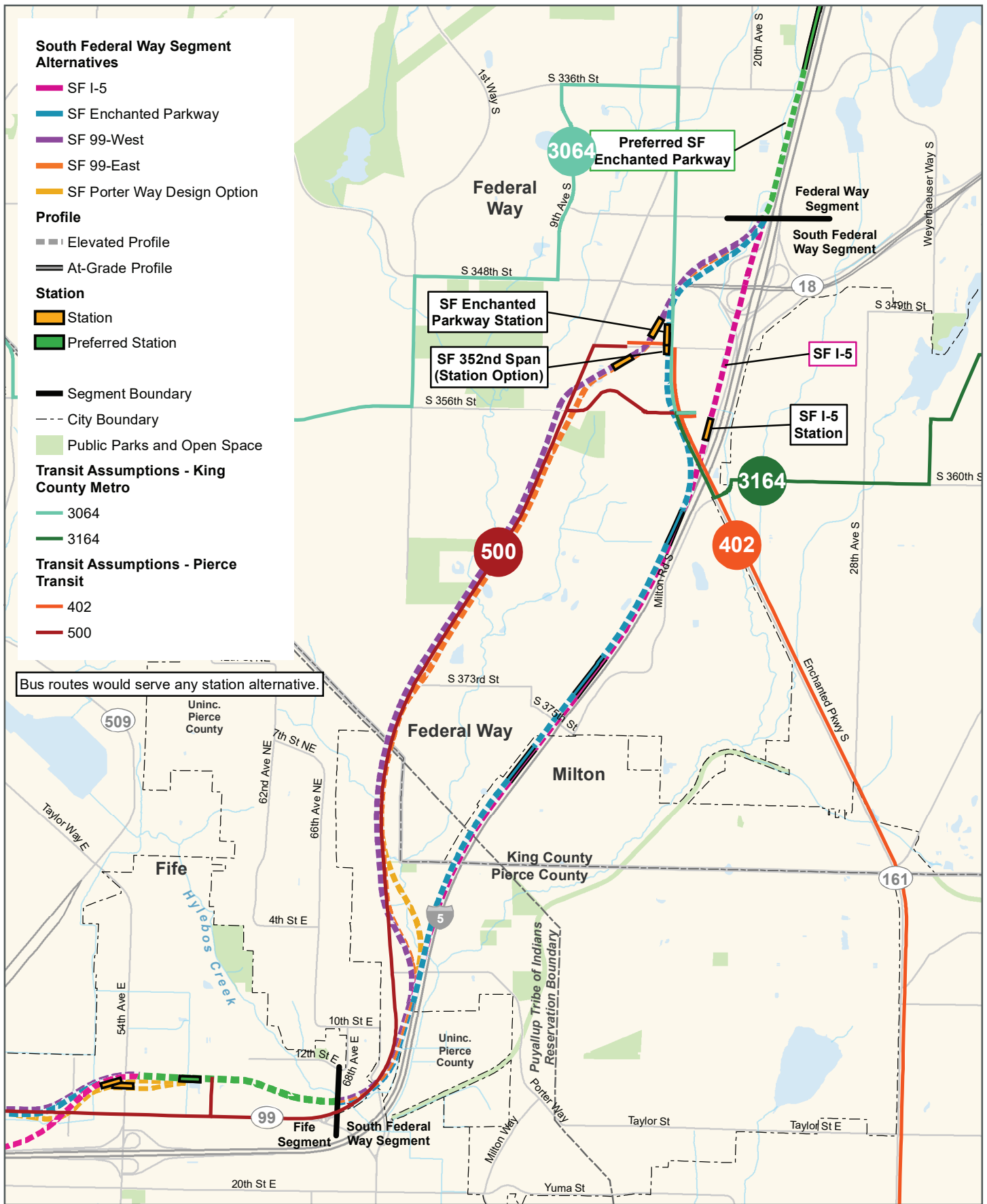
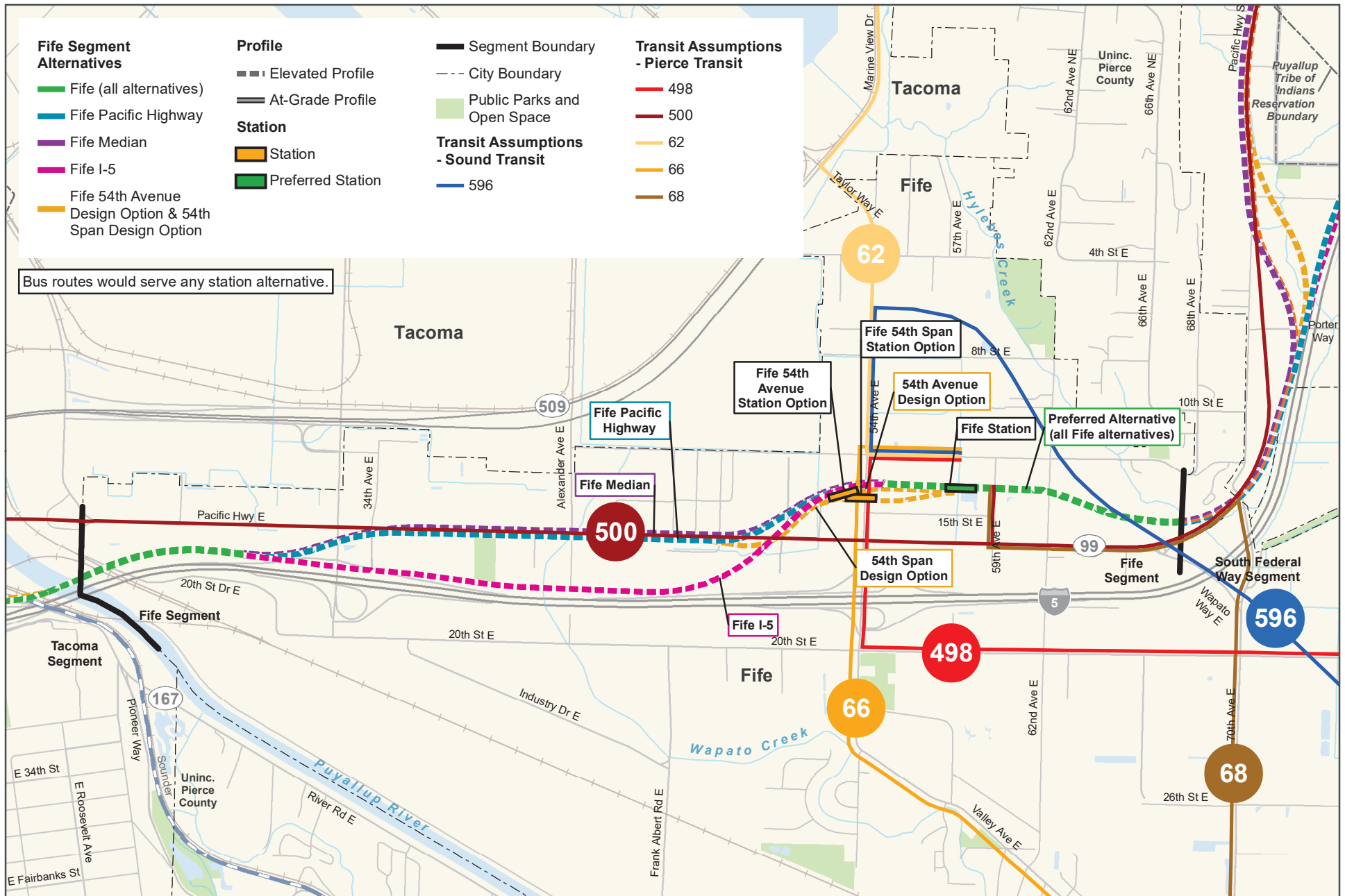


FIGURE 5-2
 2042 Conceptual Transit Routes at Light Rail Stations
 South Federal Way Segment
Tacoma Dome Link Extension



Data Sources: King County Metro, Pierce Transit, Kitsap Transit, Intercity Transit (2019).

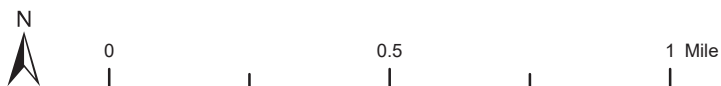


FIGURE 5-3
2042 Conceptual Transit Routes at Light Rail Stations
Fife Segment
Tacoma Dome Link Extension

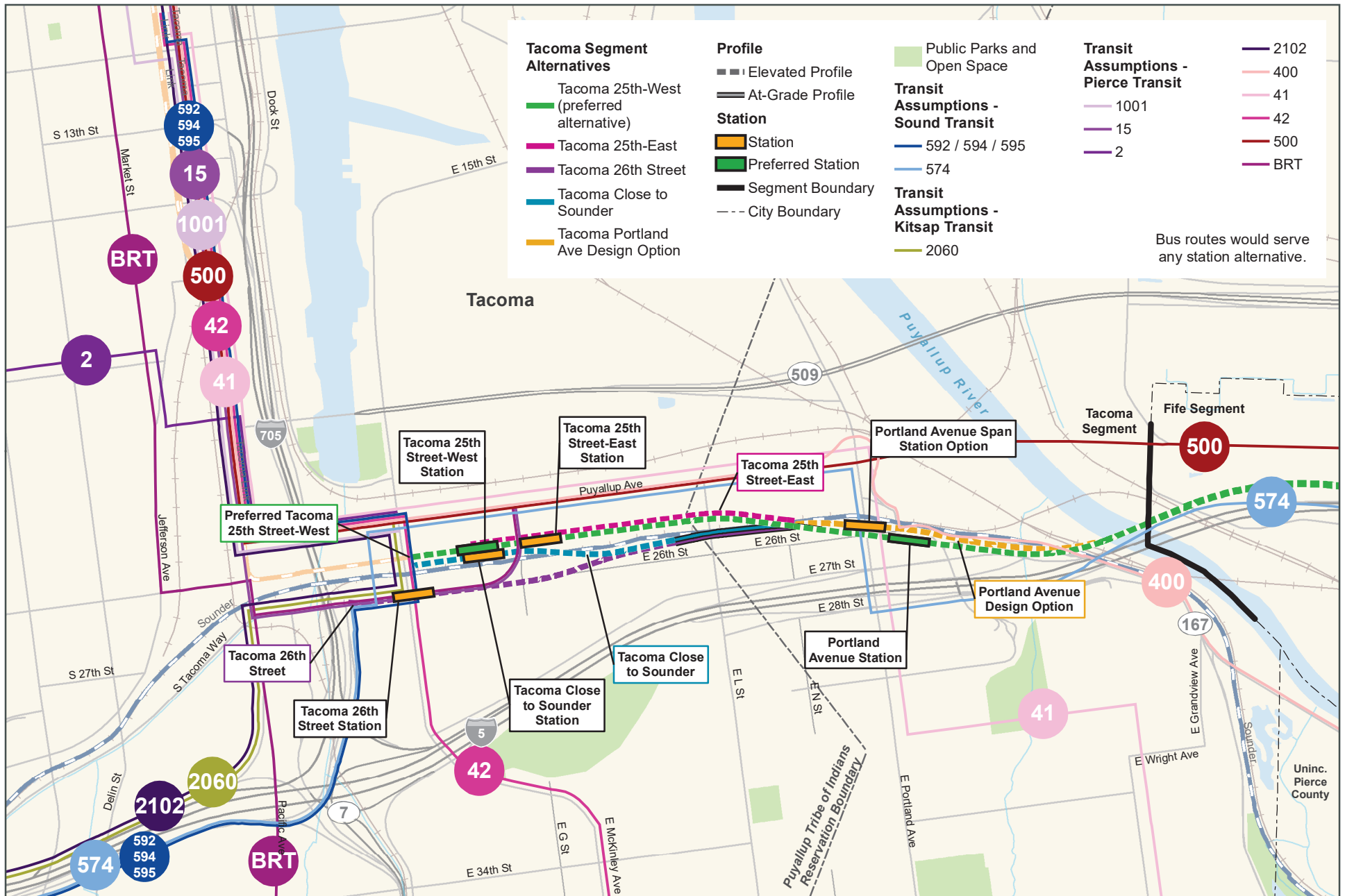


FIGURE 5-4
 2042 Conceptual Transit Routes at Light Rail Stations
 Tacoma Segment
 Tacoma Dome Link Extension

With the SF I-5 Station, all bus zones would be located in an off-street bus loop adjacent to the station platform. The SF I-5 Alternative would require buses to travel through the new roundabouts along S 356th Street to access the off-street bus loop.

For the SF 99-352nd Station on the SF 99-East Alternative, bus facilities would be located off of the street along S 352nd Street. There would be transit-only access from a central driveway between the two new streets, through the station site, connecting S 352nd Street and S 356th Street.

The SF 99-Enchanted Station on the SF 99-West Alternative would have an off-street transit and paratransit facility, with transit-only access from Enchanted Parkway and S 352nd Street.

5.2.2.3 Fife Transportation Segment

The Fife Segment would be served by five all-day Pierce Transit routes and one peak-only Sound Transit route as summarized in Table 5-6. Headways for these routes are shown in Table 5-5. These routes would serve all alternatives.

With the Fife Station, four on-street bus zones would be provided on a new station access street between the station platform and the parking facility. Two optional on-street stops would be provided on 59th Avenue E.

The 54th Avenue Station includes an off-street bus loop with access from 52nd Avenue E, which would be extended to connect with 12th Street E. The 54th Span Station over 54th Avenue would have a similar off-street bus loop connecting to 52nd Avenue E, which would be extended to 12th Street E.

5.2.2.4 Tacoma Transportation Segment

Portland Avenue Station

The Portland Avenue Station (Preferred Alternative) and Portland Avenue Span Station Option would be served by two Pierce Transit routes, both of which would provide all-day service. Routes serving the station and their headways are shown in Tables 5-6 and 5-5, respectively.

The Portland Avenue Station would include two on-street bus zones eastbound on E 26th Street, adjacent to the station platform, and two southbound zones on a new station access street between E 26th Street and E 27th Street. The Portland Avenue Span Station Option would include two on-street bus zones in each direction on E Portland Avenue.

Station near the Tacoma Dome

All of the TDLE station locations near the Tacoma Dome would be served by nine Pierce Transit routes, four Sound Transit routes, and one Kitsap Transit route. Table 5-6 summarizes these routes. These routes would provide a combination of all day and peak only service, as shown in Table 5-5. It would also be served by Sounder commuter rail and Amtrak passenger rail using the existing platform and station locations.

As summarized in Table 5-7, there are six options for bus transit facilities in the area near the Tacoma Dome that could be included with any of the build alternatives. Each build alternative near the Tacoma Dome includes at least one bus transit option; these options have been paired with a specific alternative for analysis.

For the Preferred Tacoma 25th Street-West Alternative, eight bus zones would be located at the existing transit center at Tacoma Dome Station and three would be located on-street on East G Street. Passengers would be able to transfer from the transit center at Tacoma Dome Station and the station platform via the existing walkway between the parking garage structures and via the sidewalk on East G Street. The westbound T Line platform at Tacoma Dome Station would be accessible just west of the proposed station platform, and the Sounder/Amtrak stations would be located to the south and west of the proposed platform.

Table 5-7 Summary of Tacoma Dome Bus Transit Options

Proposed Transit Layout	Tacoma 25th Street-West Station	Tacoma 25th Street-East Station	Tacoma Close to Sounder Station	Tacoma 26th Street Station
Active Stop Zone				
Puyallup Avenue Transit Plaza (Existing)	Paired	Paired	Not paired	Not paired
One-Way (Eastbound) 25th Street Sawtooth Layout	Not paired	Not paired	Optional; paired	Not paired
Two-Way (Transit Only) 25th Street Layout	Not paired	Not paired	Optional; paired	Not paired
Bus Plaza 27th Street and East D Street Loop Layout	Not paired	Not paired	Not paired	Paired
Puyallup Avenue/East G Street/McKinley Avenue E Transit Plaza	Not paired	Not paired	Paired	Not paired
Layover				
Layover Bus Plaza 26th Street and East G/J Street Layout	Not paired	Paired	Not paired	Not paired
Puyallup Avenue Transit Layover Plaza	Not paired	Not paired	Paired	Not paired
Layover Bus Plaza 25th Street and C Street Layout	Not paired	Not paired	Not paired	Paired
Puyallup Avenue/East G Street/McKinley Avenue E Layover Plaza	Paired	Not paired	Not paired	Not paired

Notes:

- (1) Paired: Transit active stop zone and layover concepts that are paired with a station location for purposes of analysis.
- (2) Optional: Transit active stop zones that are alternative transit layouts along E 25th Street.
- (3) Not Paired: Transit active stop zones that could be paired with any station location, but have not been paired for this analysis.

For the Tacoma 25th Street-East Station, the bus zone layout would be the same as the Preferred Tacoma 25th Street-West Alternative. Passengers transferring between bus and TDLE would do so via East G Street. Both the T Line platform at Tacoma Dome Station and the Sounder/Amtrak stations would be located to the west of the proposed station platform.

For the Tacoma Close to Sounder Station, the T Line Station, including the T Line platform, transit center, and park-and-ride structures, and the Sounder/Amtrak stations would be located west of the proposed station platform. Three bus zone layouts could be developed as part of the Tacoma Close to Sounder Station:

1. Nine bus zones in a new off-street loop located at the northeast corner of East G Street and E 25th Street. Two adjacent on-street zones would be located on eastbound Puyallup Avenue.
2. Six bus zones in an off-street bus loop at the southwest corner of E 25th Street and East D Street. An additional five bus zones would be located on the south side of a one-way eastbound E 25th Street, adjacent to the station platform.

3. Six westbound on-street bus zones on the north side of E 25th Street and five eastbound bus zones on the south side, with the street operating as a two-way transit-only E 25th Street (which also is assumed to require a new eastbound T Line station on the south side of E 25th Street just east of East D Street, and relocation of the existing T Line station to operate westbound, directly across E 25th Street from the new station)

For the Tacoma 26th Street Station, 11 bus zones are in an off-street bus loop south of the proposed station platform. The T Line platform at Tacoma Dome Station and Sounder/Amtrak stations would be located north of the proposed station platform.

The Preferred Tacoma 25th Street-West Alternative would provide nearly uninterrupted connections between the bus zones and station platform, as street crossings would be required only to access one of the bus zones. No street crossings would be required to access T Line or Sounder. All other station locations near the Tacoma Dome would require crossings to access six or more bus zones. The East E Street crossing between the bus zones and the station platform at the Tacoma 26th Street Alternative would be shorter than others because it is narrow and low-volume and has a driveway-type design. All station locations near the Tacoma Dome, other than the Preferred Tacoma 25th Street-West Alternative, would require a street crossing to access T Line, Sounder, or both.

5.2.3 Ridership

The ridership forecasts produced for TDLE were consistent with regional planning and used the most up-to-date information available. This includes the current regional land use forecast published by the PSRC at the time the environmental analysis was being conducted. The ridership forecasts presented in this section do not directly forecast transit ridership during large events, such as those at the Tacoma Dome, special Sounder service to sporting events, or the Washington State Fair. While it is expected that additional ridership would be experienced on the light rail system during days with events at these facilities, it is not included in the forecasts. These events are intermittent and occur during various times of the day, with the highest surge often occurring outside of peak travel times. These events would occur without light rail expansion, and the TDLE Project would provide additional high-capacity transit service to support this demand and facilitate access by efficiently moving attendees and staff to and from events.

The Land Use Vision (LUV.2) is developed from adopted county growth targets and the Regional Growth Strategy, although it may not precisely reflect adopted targets or other growth assumptions in adopted comprehensive plans or other documents. It is intended to support travel modeling applications and other planning analyses, including comprehensive plan updates, subarea plans, utility planning, and transportation planning. It contains population, household, and employment characteristics by forecast analysis zone, jurisdiction (city, unincorporated urban, rural), and Census Tract. Further information on ridership forecasting can be found in Attachment E Ridership and Traffic Forecasting Memorandum.

Table 5-8 shows the 2042 daily transit ridership for the No-Build and build alternatives in the TDLE corridor. Table 5-8 also documents the expected daily ridership and change in the number of new transit riders with the build alternatives.

Table 5-8 2042 Weekday Daily Transit and TDLE Trips

Measure	No-Build Alternative	Build Alternatives
Total Regional Daily Transit Trips ¹	753,000	766,000
Total Regional Daily Transit Boardings ²	1,152,000	1,169,000
Total Daily Regional Link Boardings ²	500,000	526,000
Total TDLE Transit Trips ³	N/A	24,000-36,000
2042 New Transit Trips	N/A	11,000-16,000

Source: Ridership & Traffic Forecasts Technical Memorandum, Fehr & Peers April 2020

Notes

- (1) Transit trips count each passenger only once between the origin and destination of their trip. Transit trips include all trips on bus, Sounder, all Link services programmed through completion of the Sound Transit 3 Plan, and the Seattle Streetcar.
- (2) Boardings count each time a passenger boards a transit vehicle; passengers who transfer between transit lines in a single trip count as multiple transit boardings. Transit boardings include all boardings on bus, Sounder, all Link services programmed through completion of the Sound Transit 3 Plan, and the Seattle Streetcar. Regional Link Boardings include boardings on Central and T Line services only.
- (3) Total daily trips (ridership) account for riders on TDLE, regardless of where they would board the train.

The TDLE build alternatives would generate 24,000 to 36,000 daily transit riders whose trips include using some or all of the TDLE system, 11,000 to 16,000 of which would be new transit riders. With the TDLE build alternatives, the number of daily transit boardings in the Sound Transit service area is expected to increase by up to 1.5 percent.

Average 2042 weekday and PM peak period station boardings for the build alternatives are shown in Table 5-9. These are boardings only at each TDLE station, while the total trips shown in Table 5-8 include all trips to or from any TDLE station.

Table 5-9 TDLE Boardings by Station (2042)

Station	PM Peak (3 – 6:30 p.m.)			Average Weekday		
	NB	SB	Total	NB	SB	Total
South Federal Way	50	120	170	1,400	400	1,800
Fife	360	340	700	1,700	900	2,600
Portland Avenue	120	N/A	120	1,200	0	1,200
Tacoma Dome	1,090	N/A	1,090	10,800	N/A	10,800
Total	1,620	460	2,080	15,100	1,300	16,400

Source: Ridership & Traffic Forecasts Technical Memorandum, Fehr & Peers April 2020

Planned park-and-ride spaces at the stations in South Federal Way and Fife may be deferred for up to 3 years from the anticipated start of light rail service in 2035. Boardings during the AM and PM peak periods were forecast without parking at Federal Way and Fife to understand potential changes to ridership between 2035 and 2038 if parking were deferred. If no parking spaces were provided at the stations in South Federal Way and Fife, total daily boardings at these stations would decrease; they would have up to 300 fewer average weekday boardings each. The Tacoma Dome Station would have an increase of 100 weekday boardings because some riders would shift to using a different station if parking were delayed. It is anticipated that daily boardings would also increase by up to 100 at the Federal Way Downtown Station. Most of the changes in boardings would be experienced during the AM peak period.

5.2.4 Station Mode of Access

Light rail stations are typically accessed by automobile (including park-and-ride trips, as well as passenger drop-off/pickup), transit (bus, intercity rail, light rail, ferry, streetcar, and monorail), walking, or bicycling. The Sound Transit Ridership Model provides an estimate of the various modes of access that would occur at each station; however, it does not explicitly forecast pickup/drop-off trips, which could be made by private vehicle, transportation network company, or taxi.

Mode of access for riders that exit the train at TDLE stations during the peak period was determined based on the Sound Transit Incremental Ridership Model, park-and-ride demand, and observed pickup/drop-off shares at analogous stations in the BART system in the Bay Area. Transit and walk/bike shares are estimated based on the Sound Transit model output and planned transit service levels and station characteristics. Actual mode of access would depend largely on future land use development patterns around stations, bus service, and activity associated with transportation network companies and autonomous vehicles.

Rider mode of access is forecast for 2042; these forecasts do not reflect conditions between the anticipated start of service in 2035 and 2042. This forecast includes 500 park-and-ride spaces at the stations in South Federal Way and Fife. Parking at the stations in South Federal Way and Fife could be deferred for 3 years from 2035. If deferred, parking would be constructed and open to passengers by 2038. Mode of access for forecast boardings by 2042 were estimated both with and without parking to understand the potential effects of deferred parking.

Table 5-10 summarizes the projected mode of access for riders who exit the train at TDLE stations during the PM peak period from 3 to 6:30 p.m. Because the units shown are riders, the number of vehicles accessing each station for park-and-ride or pickup would likely be lower because some vehicles would carry more than one TDLE rider. Mode of access without parking was modeled for the year 2042, consistent with prior modeling, to illustrate how deferred parking may affect mode of access if parking at Federal Way and Fife stations were deferred from 2035 to 2038. If parking is deferred, ridership from 2035 to 2038 is expected to be lower, with more pickup/drop-off, nonmotorized, and transit transfer access to South Federal Way and Fife stations for passengers exiting in the PM peak period. It is anticipated that parking would be provided by 2038 at the stations in South Federal Way and Fife if it is deferred at the start of light rail service, and rider mode of access would be similar to what is described with parking by 2042.

Table 5-10 PM Peak Period Mode of Access at TDLE Stations (2042) – Passengers Exiting the Train

Station	Park-and-Ride	Pickup	Walk/Bike	Transit Transfer	Total Passengers Exiting the Train
With Parking (2042)¹					
South Federal Way	520 (48%)	270 (25%)	140 (13%)	160 (14%)	1,090
Fife	500 (51%)	100 (10%)	20 (2%)	360 (37%)	980
Portland Avenue	0	440 (65%)	220 (32%)	20 (3%)	680
Tacoma Dome ²	1,350 (22%)	980 (15%)	780 (13%)	3,000 (49%)	6,110
Total	2,370 (27%)	1,790 (20%)	1,160 (13%)	3,540 (40%)	8,860

**Table 5-10 PM Peak Period Mode of Access at TDLE Stations (2042) –
Passengers Exiting the Train (continued)**

Station	Park-and-Ride	Pickup	Walk/Bike	Transit Transfer	Total Passengers Exiting the Train
Without Parking (2042)³					
South Federal Way	0	400 (50%)	170 (21%)	230 (29%)	800
Fife	0	200 (29%)	50 (7%)	450 (64%)	700
Portland Avenue	0	440 (65%)	220 (32%)	20 (3%)	680
Tacoma Dome ²	1,350 (22%)	980 (16%)	3,080 (50%)	3,080 (50%)	6,190
Total	1,350 (16%)	2,020 (24%)	1,220 (15%)	3,780 (45%)	8,370

Source: Ridership & Traffic Forecasts Technical Memorandum, Fehr & Peers April 2020

Notes:

- (1) Consistent with the Sound Transit 3 Plan, the mode of access shares shown above assume two 500-stall parking facilities: one in South Federal Way and one in Fife. An average vehicle occupancy of 1.2 was assumed for vehicles accessing park-and-ride facilities.
- (2) Forecasts for transit often show that demand for parking typically exceeds supply. It is assumed that the spaces at Tacoma Dome Station would be fully utilized, much as they are today. Sounder, Tacoma Link, and bus riders would continue to use parking facilities at Tacoma Dome Station. TDLE is expected to create additional demand for parking, however, it is anticipated that additional parking demand would be partially offset due to:
 - Some Sounder, Tacoma Link, and bus riders who currently park at Tacoma Dome Station or would do so under the No-Build Alternative would use TDLE instead. This would reflect a net change of zero in parking demand.
 - Transfers to and from other transit modes (Sounder, Tacoma Link, and bus riders) are expected to represent a high percentage of mode of access to TDLE during the PM peak period. These riders would not create additional parking demand.
 - For the purposes of evaluating mode of access as well as traffic, it was assumed that 55 percent of the existing 2,450 stalls at the Tacoma Dome Station parking facility would be used by TDLE riders. Nearby public off-street parking lots have additional capacity.
- (3) 2042 was used as the model year for deferred parking at the stations in South Federal Way and Fife; 2042 is used to present the range of effects of deferred parking from 2035-2038. Parking would be provided at both stations by 2038 if deferred.

Table 5-11 summarizes the projected mode of access for riders who board at TDLE stations during the PM peak period from 3 to 6:30 p.m., most of whom would be traveling via light rail and exiting the train at TDLE stations in the AM Peak Period. These riders would have much lower rates of park-and-ride at TDLE stations than riders who board at a TDLE station during the AM peak period from 6 to 9:30 a.m. and exit the train in the 3.5-hour PM peak period (i.e., riders who live near TDLE stations rather than work near them). Therefore, the park-and-ride share was held at 15 to 18 percent for stations with parking facilities. Transit and drop-off mode shares were assumed to be similar to those for passengers exiting the train in the PM peak period, and walk/bike mode share is assumed to be substantially higher. This reflects the forecasted increase in employment along TDLE that would allow commuters to take light rail and then reach their place of work by foot.

Mode of access without parking was modeled for the year 2042, consistent with prior modeling, to illustrate how mode of access may be affected if parking at Federal Way and Fife stations were deferred from 2035 to 2038. Access to the station for people boarding the train would shift to pickup/drop-off at South Federal Way and transit transfers at Fife, but overall PM peak boardings would not be affected. It is anticipated that parking would be provided by 2038 at the stations in South Federal Way and Fife if it were deferred at the start of light rail service, and rider mode of access would be similar to what is described with parking by 2042.

**Table 5-11 PM Peak Period Mode of Access at TDLE Stations (2042) –
Passengers Boarding the Train**

Station	Park-and-Ride	Drop-Off	Walk/Bike	Transit Transfer	Total Boardings
With Parking (2042)¹					
South Federal Way	30 (18%)	40 (23%)	80 (47%)	20 (12%)	170
Fife	110 (16%)	70 (10%)	260 (37%)	260 (37%)	700
Portland Avenue	0 (0%)	80 (67%)	40 (33%)	0 (0%)	120
Tacoma Dome ²	160 (15%)	160 (15%)	260 (24%)	510 (47%)	1,090
Total	320 (15%)	350 (17%)	620 (30%)	790 (38%)	2,080
Without Parking (2042)³					
South Federal Way	0 (0%)	60 (35%)	80 (47%)	30 (18%)	170
Fife	0 (0%)	90 (13%)	270 (39%)	340 (49%)	700
Portland Avenue	0 (0%)	80 (67%)	40 (33%)	0 (0%)	120
Tacoma Dome ²	160 (15%)	16- (15%)	260 (24%)	510 (47%)	1,090
Total	160 (8%)	390 (19%)	650 (31%)	880 (42%)	2,080

Source: Ridership & Traffic Forecasts Technical Memorandum, Fehr & Peers April 2020

Notes:

- (1) Consistent with the Sound Transit 3 Plan, the mode of access shares shown above assume two 500-stall parking facilities: one in South Federal Way and one in Fife. An average vehicle occupancy of 1.2 was assumed for vehicles accessing park-and-ride facilities.
- (2) Forecasts for transit often show that demand for parking typically exceeds supply. It is assumed that the spaces at Tacoma Dome Station would be fully utilized, much as they are today. Sounder, T Line, and bus riders would continue to use parking facilities at Tacoma Dome Station. TDLE is expected to create additional demand for parking; however, it is anticipated that additional parking demand would be partially offset due to:
 - Some Sounder, T Line, and bus riders, who currently park at Tacoma Dome Station or would do so under the No-Build Alternative, would use TDLE instead. This would reflect a net change of zero in parking demand.
 - Transfers to and from other transit modes (Sounder, T Line, and bus riders) are expected to represent a high percentage of mode of access to TDLE during the PM peak period. These riders would not create additional parking demand.
 - For the purposes of evaluating mode of access as well as traffic, it was assumed that 55 percent of the existing 2,450 stalls at the Tacoma Dome Station parking facility would be used by TDLE riders. Nearby off-street parking lots have additional capacity.
- (3) 2042 was used as the model year for deferred parking at the stations in South Federal Way and Fife; 2042 is used to present the range of effects of deferred parking from 2035 to 2038. Parking would be provided at both stations by 2038 if deferred.

5.2.4.1 South Federal Way Station

Table 5-10 illustrates that the primary mode of access in the South Federal Way station area is expected to be auto-oriented, mostly via park-and-ride users, with pickup representing the second-highest mode of access. Bus service to this station would be limited to four bus routes, two of which would have peak period headways of 30 minutes, which could result in long waits for transfers. The lack of residential development near the station also contributes to relatively low walk and bike access to this station.

Mode of access in the South Federal Way station area would be different if parking were not provided when service starts in 2035. Under this scenario, pickup/drop-off, walk/bike, and transit transfers would increase (total AM peak boardings would decrease as described earlier).

5.2.4.2 Fife Station

Park-and-ride users are forecast to represent the highest mode of access for the station in Fife, as shown in Table 5-10. Due to a high number of feeder lines, transit transfers are expected to comprise over one-third of the mode of access. Land uses around the station are expected to change over time to be more transit oriented, contributing to a higher walk and bike mode of access to this station.

Mode of access at the station in Fife would be different if parking were not provided when service starts in 2035. Under this scenario, pickup/drop-off, walk/bike, and transit transfers would increase (total AM peak boardings would decrease as described earlier).

5.2.4.3 Portland Avenue Station

Table 5-10 illustrates that pickup is anticipated to be the highest mode of access at the Portland Avenue Station since no parking is provided. Walk and bike access are forecast to represent approximately one-third of the mode of access. Only two bus routes would serve this station, which contributes to the low transit transfer activity.

5.2.4.4 Station near the Tacoma Dome

Sixteen bus routes, T Line, and Sounder would provide connections to any of the station locations near the Tacoma Dome. As a result, transit transfers are forecast to represent the highest mode of access to this station as shown in Table 5-10. Existing parking is available at the Tacoma Dome Station; however, it must be shared among Sounder, T Line, and bus users — thus not all of it can be attributed to TDLE riders. It was assumed that 60 percent of the planned total stalls would be used by TDLE riders. Increased residential land uses near the station would influence the walk and bike mode of access. Table 5-12 displays the distribution of transit transfers by mode at the Tacoma Dome Station.

Table 5-12 PM Peak Period TDLE Tacoma Dome Transit Transfers by Mode (2042)

	PM Peak Period Transit Transfer Share	Number of PM Peak Period Transfers for Boardings	Percentage of Total Boardings (1,090)	Number of PM Peak Period Transfers for Passengers Exiting the Train	Percentage of Total Passengers Exiting the Train (6,110)
T Line	47%	240	22%	1,410	23%
Bus	43%	220	20%	1,290	21%
Sounder	10%	50	5%	300	5%
Total Transit Transfers	100%	510	47%	3,000	49%

Source: Ridership & Traffic Forecasts Technical Memorandum, Fehr & Peers April 2020

Notes:

- (1) T Line transfers are forecast to account for most transit transfers per the Sound Transit Model. This is due to increased frequency of T Line when compared with bus transit, as well as the T Line extension to Tacoma Community College.

5.2.5 Transit L.O.S. Measures

Transit L.O.S. was analyzed for service frequency, hours of service, passenger loads, and reliability to describe transit performance in the No-Build and build alternatives for the year 2042. The transit L.O.S. methodology used the same procedures and metrics described in Section 4.2.4 in Chapter 4, Affected Environment.

In 2042, the regional Link system is forecast to have four lines. Transfers among the first three would be possible in downtown Seattle.

- Ballard to Tacoma Dome.
- West Seattle to Everett.
- Everett to Redmond.
- South Kirkland to Issaquah.

5.2.5.1 Service Frequency

Figures 5-5 and 5-6 show the L.O.S. for service frequency for the 2042 No-Build and build alternatives during the PM peak hour. The 2042 No-Build service frequency would be the same as existing conditions because service levels would not notably change between the study area and regional destinations. In connection with FWLE, service from the study area would be refocused to connect to the regional light rail system at the Federal Way Downtown Station. Direct light rail transit service between the study area and North Seattle (Northgate and Lynnwood) and Bellevue/Redmond would not be available with the No-Build Alternative.

With the build alternatives, TDLE PM peak headways would be every 6 minutes, improving service frequency to L.O.S. A for connections between Tacoma, Fife, South Federal Way, and many of the Puget Sound regional destinations. With all TDLE build alternatives, connections to regional destinations north and east of downtown Seattle (Bellevue/Redmond, University of Washington, North Seattle/Lynnwood) would still require a transfer; however, the frequency of the rail service and the ease of transfer between light rail lines would offset the transfer time.

5.2.5.2 Hours of Service

Figures 5-7 and 5-8 show the L.O.S. for hours of service for the 2042 No-Build and build alternatives. The 2042 No-Build transit hours of service are assumed to remain the same as existing transit operations. With the No-Build Alternative, the hours of service between most study areas and regional destinations remain poor. The exception is service between Tacoma and downtown Seattle, which would be L.O.S. A or B.

With all TDLE build alternatives, service would operate 20 hours per day Monday through Saturday and 18 hours on Sunday, resulting in L.O.S. A for hours of service.

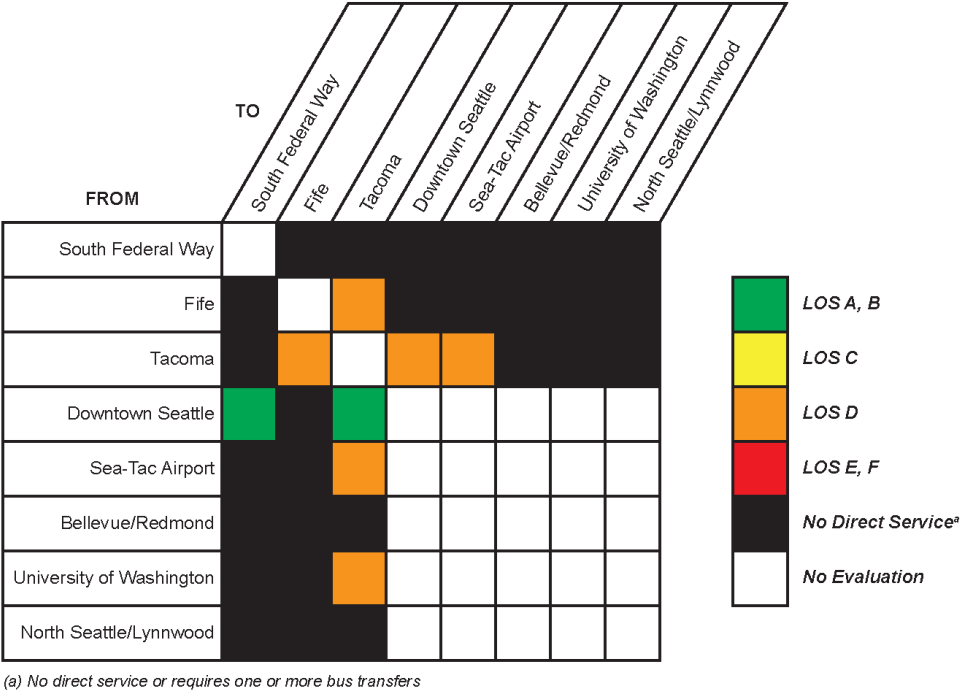


Figure 5-5 2042 No-Build Alternative PM Peak Hour Transit Level of Service for Service Frequency

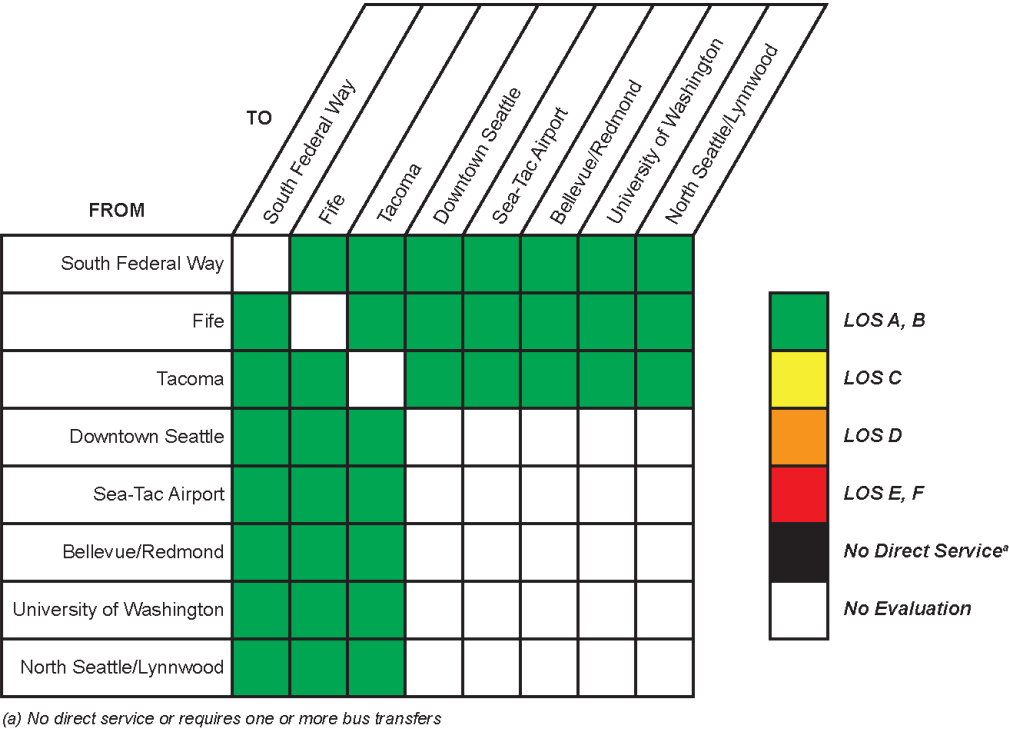


Figure 5-6 2042 Build Alternatives PM Peak Hour Transit Level of Service for Service Frequency

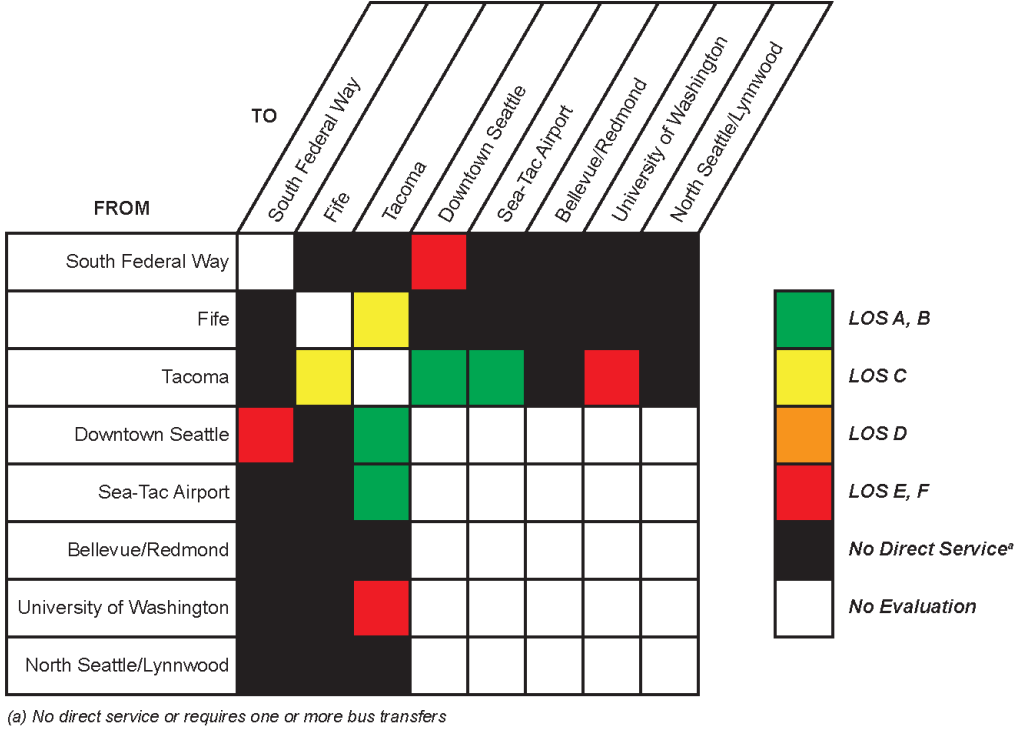


Figure 5-7 2042 No-Build Alternative Transit Level of Service for Hours of Service

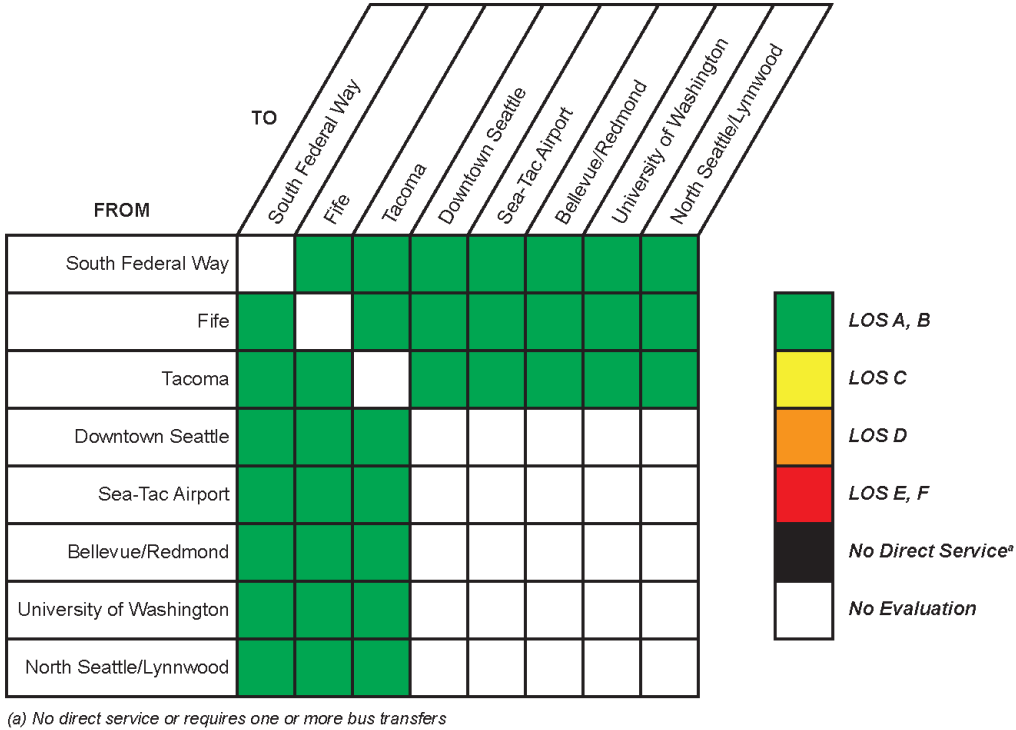


Figure 5-8 2042 Build Alternatives Transit Level of Service for Hours of Service

5.2.5.3 Passenger Load

Passenger load L.O.S. for the No-Build and build alternatives was analyzed using estimated PM peak period passenger volume forecasts from the Sound Transit ridership model (Sound Transit 2019a). Table 5-13 compares the passenger load L.O.S. for the No-Build and build alternatives at the project screenline locations. Integrating the conceptual bus service plan and estimated passenger loads, a L.O.S. was calculated in accordance with the *Transit Capacity and Quality Service Manual* guidelines.

Under the No-Build Alternative, direct bus service connecting to some regional destinations would no longer be provided because riders would transfer at the Federal Way Downtown Station and travel to and from areas north of Federal Way by light rail. In the PM peak period, the transit passenger load for buses is expected to improve to L.O.S. A in both directions of travel resulting from planned changes to the bus network in the study area. Increased bus service is planned in the study area, providing additional capacity for riders. Expanded Sounder service is also expected to draw some riders from buses, also contributing to lower passenger loads. Increased demand would contribute to a decline in the average passenger load L.O.S. on Sounder at several screenlines in both directions from L.O.S. A to B or C. Although capacity would increase with the provision of longer train sets (increase from seven-car trains to 10-car trains), ridership is also forecast to increase across several screenlines. While average passenger loads are forecast to remain below the Sounder seating capacity, some trips would experience fuller trains where passengers have less seating choice.

With the build alternatives, the passenger load L.O.S. for light rail would be L.O.S. A across the four screenlines served by light rail. Light rail trains would provide additional capacity to accommodate forecast transit demand. Passenger load L.O.S. for buses would improve to L.O.S. A for all segments in both directions because riders would switch from buses to light rail. Average loads would improve across all screenlines as passengers use light rail for regional travel and bus service to access light rail stations. Sounder passenger load L.O.S. would remain at L.O.S. A or B across all screenlines. Table 5-13 summarizes forecast passenger load L.O.S. for the No-Build and build alternatives.

Table 5-13 2042 No-Build and Build Alternatives PM Peak Hour Route Passenger Load

	Direction	No-Build Average Load ¹	No-Build Average Capacity ²	No-Build Load Factor ³	No-Build L.O.S.	Build Average Load ¹	Build Average Capacity ²	Build Load Factor ³	Build L.O.S.
Bus									
Screenline #1: East-West South Federal Way	NB	7	40	0.18	A	4	40	0.10	A
Screenline #1: East-West South Federal Way	SB	8	40	0.20	A	4	40	0.10	A
Screenline #2: North- South Fife	EB	4	40	0.10	A	4	40	0.10	A
Screenline #2: North- South Fife	WB	6	40	0.15	A	2	40	0.05	A
Screenline #3: North- South Puyallup River	EB	8	40	0.20	A	1	40	0.03	A
Screenline #3: North- South Puyallup River	WB	9	40	0.23	A	3	40	0.08	A
Screenline #4: North- South Tacoma Dome	EB	20	40	0.50	A	4	40	0.10	A
Screenline #4: North- South Tacoma Dome	WB	8	40	0.20	A	3	40	0.08	A
Screenline #5: East-West S 48th Street	NB	7	40	0.18	A	7	40	0.18	A
Screenline #5: East-West S 48th Street	SB	10	40	0.25	A	9	40	0.23	A
Sounder									
Screenline #1: East-West South Federal Way	NB	159	1,450	0.11	A	59	1,450	0.04	A
Screenline #1: East-West South Federal Way	SB	1,233	1,450	0.85	C	749	1,450	0.52	B
Screenline #2: North- South Fife	EB	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Screenline #2: North- South Fife	WB	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Screenline #3: North- South Puyallup River ⁴	EB	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Screenline #3: North- South Puyallup River ⁴	WB	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Screenline #4: North- South Tacoma Dome	EB	155	1,450	0.11	A	68	1,450	0.05	A
Screenline #4: North- South Tacoma Dome	WB	762	1,450	0.53	B	302	1,450	0.21	A

Table 5-13 2042 No-Build and Build Alternatives PM Peak Hour Route Passenger Load (continued)

	Direction	No-Build Average Load ¹	No-Build Average Capacity ²	No-Build Load Factor ³	No-Build L.O.S.	Build Average Load ¹	Build Average Capacity ²	Build Load Factor ³	Build L.O.S.
Screenline #5: East-West S 48th Street ⁴	NB	159	1,450	0.11	A	749	1,450	0.52	B
Screenline #5: East-West S 48th Street ⁴	SB	1,233	1,450	0.85	C	59	1,450	0.04	A
Light Rail									
Screenline #1: East-West South Federal Way	NB	N/A	N/A	N/A	N/A	43	0	>10.8	A
Screenline #1: East-West South Federal Way	SB	N/A	N/A	N/A	N/A	216	0	>10.8	A
Screenline #2: North-South Fife	EB	N/A	N/A	N/A	N/A	43	0	>10.8	A
Screenline #2: North-South Fife	WB	N/A	N/A	N/A	N/A	216	0	>10.8	A
Screenline #3: North-South Puyallup River	EB	N/A	N/A	N/A	N/A	36	0	>10.8	A
Screenline #3: North-South Puyallup River	WB	N/A	N/A	N/A	N/A	201	0	>10.8	A
Screenline #4: North-South Tacoma Dome	EB	N/A	N/A	N/A	N/A	34	0	>10.8	A
Screenline #4: North-South Tacoma Dome	WB	N/A	N/A	N/A	N/A	200	0	>10.8	A
Screenline #5: East-West S 48th Street	NB	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Screenline #5: East-West S 48th Street	SB	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Sound Transit Incremental Ridership Model, modified by Fehr & Peers April 2020.

Notes:

- (1) Average load is per bus or train.
- (2) Vehicle capacity assumptions:
 - a. Metro bus: 40 passengers
 - b. Pierce Transit bus: 40 passengers
 - c. Sound Transit Express bus: 40 passengers
 - d. Sounder: 1,450 (10-car trains)
 - e. Light rail: 80 seats per car for seated passengers; 330 square feet per vehicle for standing passengers.
- (3) Load factor for bus and Sounder is passengers/seat. Load factor for light rail is ft²/standing passenger.
- (4) Both the South Federal Way and S 48th Street screenlines cross the Sounder line between Auburn and Sumner stations; therefore, the average load for Sounder is identical for both screenlines. Furthermore, the S 48th Street screenline crosses the Sounder line twice; the Auburn to Sumner section of the line was included, while the Tacoma section on the line was not included to avoid double counting.

5.2.5.4 Reliability and On-Time Performance

The future reliability of bus service with the No-Build Alternative is expected to degrade compared with existing conditions. Current Sound Transit Express bus service already operates at L.O.S. D or E between regional destinations. By 2042, speeds on key roadways such as I-5, I-5 HOV lanes, and major arterial streets are expected to decrease during the PM peak period. Furthermore, some buses are expected to be crowded, resulting in longer boarding and exiting times, which leads to more delay and lower schedule reliability at bus stops. If buses are at capacity, as many are forecast to be in the future No-Build conditions, bus drivers might be forced to skip picking up additional passengers. Poor bus reliability causes passengers to be less confident about arriving at the scheduled time. As a result, passengers might need to take an earlier trip to ensure getting to their destination on time or they may shift to another mode of travel.

With the build alternatives, light rail would provide more reliable transit service because it would operate in an exclusive right-of-way with no at-grade crossings in the study area. Light rail reliability in the TDLE corridor could be affected by unexpected delays at station areas or by system delays outside of the TDLE corridor, where light rail would be operating at grade with traffic.

5.2.5.5 Transit Transfers

Transfers include trips using multiple buses or using a bus and light rail/commuter rail. Transit transfers can be the result of making service more efficient for operators; however, increases in travel time, the potential to miss a connection, and increased complexity of a transit trip are less convenient for passengers.

Transfers are most successfully used in a transit system that provides reliable, quick transfer connections. Short transfers are more acceptable and might be only a minor inconvenience to riders. Increases in transfers typically result in fewer trips made on transit.

Several hubs in the Sound Transit region, including the Tacoma Dome Station, are considered “multi-centered” route hubs where bus routes converge so transfers can be made to multiple destinations at one location. The transit transfer rate is calculated by dividing the total number of regional transit boardings by the total number of regional transit trips. The transfer rate shows how many transit trips include more than one transit boarding, such as a trip that begins on a bus and transfers to light rail. As shown in Table 5-14, the transfer rate with the No-Build Alternative and build alternatives is estimated at 1.53 boardings per trip in 2042. Many regional trips on light rail would require a transfer in downtown Seattle; however, the frequency of light rail service and the ease of transfer between lines would minimize the inconvenience.

Table 5-14 Transit Transfer Rates for the No-Build and Build Alternatives (2042)

Measure of Effectiveness	No-Build Alternative	Build Alternatives
Daily Transit Boardings	1,150,500	1,169,000
Daily Transit Trips	752,595	765,258
Transfer Rate	1.53	1.53

Source: Ridership & Traffic Forecast Technical Memorandum, Fehr & Peers April 2020

At Tacoma Dome Station, approximately 45 percent of TDLE riders are expected to transfer to another transit service due to the high L.O.S. provided at this transit hub. Of those transit transfers forecast at Tacoma Dome Station, the following shares of transit service types are estimated: 47 percent T Line, 43 percent bus, and 10 percent Sounder.

5.2.6 Minimum Operable Segments and Interim Termini

TDLE could be constructed and operated in phases, depending on available funding or other factors. The station in South Federal Way or the station in Fife would serve as a minimum operable segment (M.O.S.) or an interim terminus. Since the M.O.S. and interim terminus scenarios are the same, the term interim terminus is used to refer to both. Under these scenarios different transit service assumptions from the build alternatives.

- **South Federal Way Interim Terminus:** This interim terminus at South Federal Way Station assumes the same Metro bus service as the build alternative. Several of the Pierce Transit routes (62, 66, 68, and 498) and Sound Transit Route 596, which would serve the station in Fife in the build alternative, would be routed to the transit center at Tacoma Dome Station instead. Sound Transit Routes 574 and 590 would be extended and truncated, respectively, to serve the interim terminus at the station in South Federal Way.
- **Fife Interim Terminus:** The interim terminus at Fife Station assumes the same Pierce Transit bus service as the build alternative. Sound Transit Routes 574 and 590 would be truncated at the interim terminus at the station in Fife.

The assumed changes to bus service could require changes to the station design to accommodate the greater bus volumes compared with the build alternatives. With an interim terminus at the station in South Federal Way, both the station in South Federal Way and the existing transit center at Tacoma Dome Station would need to accommodate additional bus volumes. With an interim terminus at the station in Fife, that station would need to accommodate additional Sound Transit buses. The number of bus bays and layover zones included in the station designs may be sufficient to accommodate increased service levels as part of interim terminus conditions; however, depending on transit service level changes, the station designs may need to include additional bays and/or layover spaces as appropriate.

5.2.6.1 Ridership

Tables 5-15 and 5-16 include the forecast transit ridership and new transit rider information with an interim terminus at the stations in South Federal Way and Fife, respectively. An interim terminus at the station in South Federal Way would result in a comparable number of transit trips and TDLE riders as the No-Build Alternative. It would have fewer transit trips and TDLE riders compared to the build alternatives. The expected daily boardings with an interim terminus at the South Federal Way station is approximately 2,700 and is approximately 4,700 with an interim terminus at the station in Fife.

Table 5-15 2042 Regional and TDLE Transit Trips with the South Federal Way Interim Terminus

Measure	No Build Alternative	Build Alternative	South Federal Way Interim Terminus
Total Regional Daily Transit Trips ¹	753,000	766,000	751,000
Total TDLE Trips	N/A	24,000-36,000	5,000

Source: Ridership & Traffic Forecast Technical Memorandum, Fehr & Peers April 2020

Notes

- (1) Transit trips count each passenger only once between the origin and destination of their trip. Transit trips include all trips on bus, Sounder, Link services programmed through completion of the Sound Transit 3 Plan, and the Seattle Streetcar.

Table 5-16 Regional and TDLE Transit Trips with the Fife Interim Terminus

Measure	No Build Alternative	Build Alternative	Fife Interim Terminus
Total Regional Daily Transit Trips ¹	753,000	766,000	757,000
Total TDLE Trips	N/A	24,000-36,000	8,700

Source: Ridership & Traffic Forecasts Technical Memorandum, Fehr & Peers April 2020

Notes

- (1) Transit trips count each passenger only once between the origin and destination of their trip. Transit trips include all trips on bus, Sounder, Link services programmed through completion of the Sound Transit 3 Plan, and the Seattle Streetcar.

Tables 5-17 and 5-18 summarize the 2042 station boardings for an interim terminus at the stations in South Federal Way and Fife, respectively. The expected daily boardings with an interim terminus at the station in South Federal Way is approximately 2,700 and is approximately 4,600 with an interim terminus at the station in Fife.

Table 5-17 South Federal Way Interim Terminus Boardings by Station (2042)

Station	PM Peak (3 6:30 p.m.)			Average Weekday		
	NB	SB	Total	NB	SB	Total
South Federal Way	300	N/A	300	2,700	N/A	2,700
Total	300	N/A	300	2,700	N/A	2,700

Source: Ridership & Traffic Forecasts Technical Memorandum, Fehr & Peers April 2020

Notes:

- (1) NB = northbound.
(2) SB = southbound.

Table 5-18 Fife Interim Terminus Boardings by Station (2042)

Station	PM Peak (3 6:30 p.m.)			Average Weekday		
	NB	SB	Total	NB	SB	Total
South Federal Way	60	50	110	1,300	100	1,400
Fife	720	N/A	720	3,300	N/A	3,300
Total	780	50	830	4,600	100	4,700

Source: Ridership & Traffic Forecasts Technical Memorandum, Fehr & Peers April 2020

Notes:

- (1) NB = northbound.
(2) SB = southbound.

5.2.6.2 Mode of Access

Tables 5-19 through 5-22 show the expected mode of access to each station area for the potential interim termini at the stations in South Federal Way or Fife.

South Federal Way Station

With an interim terminus at the station in South Federal Way, transit transfers would represent the greatest mode of access percentage. More bus routes would feed the station, which would reduce the share of riders being picked up by someone else. The number of park-and-ride users would remain constant because the size of the parking facility would not change, resulting in high use for passengers exiting the train but low use for passengers boarding the train because parking spaces are expected to be mostly full, with cars parked during the AM peak period. Similarly, riders accessing the station via walking and biking would remain the same due to similar assumptions as the build alternatives regarding surrounding land uses. The relative percentages of park-and-ride and nonmotorized users would change based on the forecast increased ridership at this station.

Table 5-19 PM Peak Period Mode of Access at South Federal Way Interim Terminus (2042) – Passengers Exiting the Train

Station	Park-and-Ride ¹	Pickup	Walk/Bike	Transit Transfer	Total Passengers Exiting the Train
South Federal Way	520 (33%)	180 (11%)	140 (9%)	730 (47%)	1,570
Total	520 (33%)	180 (11%)	140 (9%)	730 (47%)	1,570

Source: Ridership & Traffic Forecasts Technical Memorandum, Fehr & Peers April 2020

Notes:

- (1) Consistent with the Sound Transit 2 and Sound Transit 3 Plans, the mode of access shares shown above assume 500-stall parking facilities in South Federal Way.

Table 5-20 summarizes the projected mode of access for riders who board at an interim terminus at the station in South Federal Way during the PM peak period from 3 to 6:30 p.m. Most riders would access the station by transit. More bus routes would feed the station, which would reduce the number of riders being picked up by someone else. Mode of access via park-and-ride is expected to be low for riders boarding in the PM peak period because parking spaces are expected to be mostly filled by riders who arrived in the AM and have not yet returned. This results in a higher percentage of riders accessing the station via walking or biking compared with passengers exiting the train in the PM peak period.

Table 5-20 PM Peak Period Mode of Access at South Federal Way Interim Terminus (2042) – Boardings

Station	Park-and-Ride ¹	Drop-Off	Walk/Bike	Transit Transfer	Total Boardings
South Federal Way	50 (17%)	30 (10%)	80 (27%)	140 (46%)	300
Total	50 (17%)	30 (10%)	80 (27%)	140 (46%)	300

Source: Ridership & Traffic Forecasts Technical Memorandum, Fehr & Peers April 2020

Notes:

- (1) Consistent with the Sound Transit 2 and Sound Transit 3 Plans, the mode of access shares shown above assume 500-stall parking facilities in South Federal Way.

Fife Station

As with the station in South Federal Way, the number of riders accessing the station in Fife via park-and-ride and walking or bicycling would remain the same, given the constant assumptions about the size of the parking facilities and future land uses with the build alternatives and the Fife Interim Terminus condition. Pickup activity would also remain constant. Their relative percentages would change based on the forecast increase in ridership. Transit transfer activity would increase, commensurate with assumed increases in bus feeder service to the Fife station area.

Table 5-21 PM Peak Period Mode of Access at Fife Interim Terminus (2042) – Passengers Exiting the Train

Station	Park-and-Ride ¹	Pickup	Walk/Bike	Transit Transfer	Total Passengers Exiting the Train
South Federal Way	520 (50%)	260 (25%)	100 (10%)	150 (15%)	1,030
Fife	500 (34%)	100 (7%)	20 (1%)	860 (58%)	1,480
Total	1,020 (41%)	360 (14%)	120 (5%)	1,010 (40%)	2,510

Source: Ridership & Traffic Forecasts Technical Memorandum, Fehr & Peers April 2020

Notes:

- (1) Consistent with the Sound Transit 2 and Sound Transit 3 Plans, the mode of access shares shown above assume 500-stall parking facilities in South Federal Way and Fife.

Mode of access for riders who board during the PM peak period from 3 to 6:30 p.m. with an interim terminus at the station in Fife is summarized in Table 5-22. Similar to the AM peak period, transit transfers would represent the highest mode of access percentage, reflecting the increase in bus feeder service to the station. Available parking spaces are expected to be limited for riders boarding in the midday or PM peak period because not all riders who arrived in the AM would have returned to relinquish their space, resulting in a lower park-and-ride mode of access. This results in a higher percentage of riders accessing the station via walking or biking as compared with passengers exiting the train in the PM peak period.

Table 5-22 PM Peak Period Mode of Access at Fife Interim Terminus (2042) – Boardings

Station	Park-and-Ride ¹	Drop-Off	Walk/Bike	Transit Transfer	Total Boardings
South Federal Way	20 (20%)	30 (30%)	40 (40%)	10 (10%)	100
Fife	110 (15%)	50 (7%)	140 (20%)	420 (58%)	720
Total	130 (16%)	80 (10%)	180 (22%)	430 (52%)	820

Source: Ridership & Traffic Forecasts Technical Memorandum, Fehr & Peers April 2020

Notes:

- (1) Consistent with the Sound Transit 2 and Sound Transit 3 Plans, the mode of access shares shown above assume 500-stall parking facilities in South Federal Way and Fife.

5.2.6.3 Transit Transfers

The transit transfer rate with an interim terminus at a station in either South Federal Way or Fife would be the same as the No-Build Alternative (shown in Table 5-23). Transfers between feeder bus service and light rail would be required for both interim termini, as would light rail to light rail transfers to travel to regional destinations.

Table 5-23 Transit Transfer Rates for South Federal Way and Fife Interim Termini (2042)

Measure of Effectiveness	No-Build Alternative	South Federal Way Interim Terminus	Fife Interim Terminus
Daily Transit Boardings	1,150,500	1,145,000	1,156,500
Daily Transit Trips	752,595	750,614	756,760
Transfer Rate	1.53	1.53	1.53

Source: Ridership & Traffic Forecast Technical Memorandum, Fehr & Peers April 2020

5.3 Arterials and Local Streets

This section describes the effects of the No-Build and build alternatives on arterial and local streets in the study area, including 2042 traffic volume forecasts; expected traffic generated at stations; intersection operations; and changes in access, circulation, and traffic control.

Key findings and comparisons for the No-Build and build alternatives include:

- No-Build traffic forecasts for the Federal Way, South Federal Way, and Tacoma segments were estimated using a 0.5 percent annual growth rate from existing (2019) conditions to No-Build (2042) conditions. No-Build traffic forecasts for Fife were calculated using applied growth forecast from WSDOT and City of Fife that include specific major improvement projects, such as the WSDOT SR 167 Completion Project, I-5/Port of Tacoma Road, and I-5/54th Avenue interchanges. No-Build traffic forecasts in the Fife Segment were estimated using a 0.3 percent annual growth rate from existing (2019) conditions based on those forecasts and project assumptions.
- Additional major development and/or planned transportation improvement projects accounted for beyond growth rates in the No-Build (2042) forecasts include the Triangle Project in South Federal Way and the Emerald Queen Casino Redevelopment in Tacoma.
- For all build alternatives, changes to traffic circulation, property access, and traffic control would be minor and would primarily occur around the station areas.
- For the SF 99-East Alternative, Pacific Highway would be reconfigured in some locations to provide space for guideway in the median. This would have limited impacts to traffic circulation, property access, and traffic control because the lane configuration would be similar and left turns are already restricted on portions of the corridor. Left-turn movements at some intersections on Pacific Highway and for property access would be further restricted due to column placement.
- For the Fife Median Alternative, Pacific Highway E would be reconfigured in some locations to provide space for a median. This would have few impacts to traffic circulation, property access, and traffic control because the same lane configurations that would exist under the No-Build Alternative would be provided. Direct property access from the midblock two-way left-turn lane would be restricted due to column placement. U-turns would be permitted at signalized intersections to minimize the property access impact.

- South Federal Way Segment intersections would operate within City of Federal Way and WSDOT standards for both No-Build and build alternatives.
- Most intersections in the Fife Segment would operate within City of Fife and WSDOT standards. Corridors such as Alexander Avenue E, 54th Avenue E, and Pacific Highway would experience increased congestion and delays in both the No-Build and build alternatives.
- Most intersections in the Tacoma Segment would operate within Tacoma and WSDOT standards. Corridors such as E Portland Avenue and E Bay Street would experience increased congestion and delays in both No-Build and build alternatives.

5.3.1 Traffic Forecasts

5.3.1.1 No-Build Alternative

Future year 2042 peak period traffic volume forecasts were developed for TDLE based on the PSRC's latest population and employment forecasts for the region. The forecast annual traffic growth rates (2019 to 2042) were calculated based on several roadways around each station, as shown in Table 5-24. The annual growth rate of 0.5 percent per year is typical in areas with a regionally congested transportation network that anticipates infill development and redevelopment. Instead of using the growth rate from the model in Fife, the team applied an annual growth rate of 0.3 percent based on forecasts from WSDOT and the City of Fife. The WSDOT forecasts included major infrastructure projects, such as the SR 167 Completion Project and I-5/54th Avenue Interchange as well as other smaller interchange and roadway improvements. The forecast adjustment from the City of Fife assumed a high-growth scenario for future development as part of the Fife City Center. Further information on traffic forecasting and annual growth rates can be found in Attachment E Ridership and Traffic Forecasting Memorandum.

Table 5-24 Traffic Volumes Annual Growth Rates

Station	Model Volume Locations	Recommended Annual Growth Rate
South Federal Way	<ul style="list-style-type: none"> • Pacific Highway south of S 348th Street • S 348th Street east of Pacific Highway • S 356th Street east of Pacific Highway • S 352nd Street east of Pacific Highway • Enchanted Parkway north of S 352nd Street • 20th Avenue S east of Enchanted Parkway 	0.5%
Fife	<ul style="list-style-type: none"> • Pacific Highway east of 54th Avenue E • SR 167 north of I-5 • 12th Street E east of 54th Avenue E • 20th Street E east of 54th Avenue E • 54th Avenue E south of 20th Street E 	Applied growth forecasts from WSDOT and City of Fife, which assumed SR 167 completion and I-5 interchange improvements as well as a high-growth alternative for the Fife City Center.
Tacoma	<ul style="list-style-type: none"> • East D Street north of Puyallup Avenue • Puyallup Avenue north of East D Street • Pacific Avenue north of S 25th Street • East D Street south of E 26th Street • E Portland Avenue south of E 28th Street • East L Street south of E 28th Street • E Portland Avenue north of Puyallup Avenue 	0.5%

Source: Ridership & Traffic Forecasts Technical Memorandum, Fehr & Peers April 2020

All regional transportation projects noted in Table 5-1 were included in the No-Build Alternative analysis. In addition to those major projects, multiple municipal planned improvements were included in the No-Build transportation network. Projects include improvements such as additional or widened roadways, intersection improvements, and the addition of traffic signalization. Further details within each study segment are described below.

Federal Way and South Federal Way Segments

The I-5 SR 161/SR 18 Triangle Improvement (Triangle) Project was suspended in 2023, with no scheduled date of resumption, but is included in traffic analysis. Future traffic volumes in the Federal Way and South Federal Way segments would change with the completion of Phase 2 of the Triangle Project, which would construct a new ramp connection from southbound I-5 to S 356th Street and SR 161. The Triangle Project would construct the new southbound I-5 freeway ramp connection to SR 161, with roundabout intersection control at both the new off-ramp and at Enchanted Parkway (SR 161). It would close the southbound I-5 to eastbound SR 18 loop ramp and would add southbound left turns at the signalized I-5 off-ramp to SR 18.

No-Build volume forecasts using the 0.5 percent annual growth rates were adjusted and reassigned to account for the Triangle Project based on the forecasts completed in the Interchange Justification Report. The Triangle Project would result in reduced westbound traffic on SR 18/348th Avenue approaching both the Enchanted Parkway and Pacific Highway intersections. Future traffic volumes in the southern portion of the South Federal Way Segment would also change with the WSDOT SR 167 Completion Project.

Fife Segment

Future traffic forecasts in the Fife Segment reflect the substantial infrastructure changes planned as part of the WSDOT SR 167 Completion Project, I-5/Port of Tacoma Road, and I-5/54th Avenue interchanges. In addition, the City of Fife is planning for new development near the proposed station as part of its Town Center plan. A large roundabout is also planned at the SR 167 ramps/54th Avenue E intersection, while a new roundabout was constructed at the intersection of SR 99/Wapato Way E in 2021.

WSDOT provided Synchro models for year 2045 conditions with the proposed SR 167 Completion Project and I-5 interchange improvements. As a conservative assumption, no changes to heavy vehicle percentages were assumed in the study segment due to possible diversions to SR 167 for the 2042 No-Build condition. The City of Fife provided PM peak hour Synchro models for 2040 conditions with those improvements, plus additional growth in the Fife City Center that included the new Sound Transit station trips. The analysis assumed the City of Fife's "High Growth" scenario, which plans for 675 new residential units, 350,000 square feet of retail space, 200,000 square feet of office space, and 425 hotel rooms. The 2040 No-Build condition accounts for all Fife Center City growth except that associated with the Sound Transit Station. Using both the WSDOT and City of Fife models, the team developed an adjusted 2042 future year model to be used for the TDLE project.

Tacoma Segment

While the Tacoma Segment does not have any planned roadway and network changes on the same magnitude as either South Federal Way or Fife, additional steps were taken to adjust 2042 No-Build volumes to account for roadway modifications and developments within the study area.

Since the East L Street bridge over I-5 was closed to vehicle traffic during existing 2019 counts, vehicles counted on E Portland Avenue and East D Street/E McKinley Avenue were adjusted to

account for the closure for the No-Build condition. Based on historical counts provided by the City of Tacoma, roughly 80 percent of north-south traffic was assigned to E Portland Avenue, while East L Street and East D Street were each assigned 10 percent of the total north-south traffic among the three streets. Specific detour information provided to the public by WSDOT was also utilized in the reassignment of vehicle traffic.

The 2042 No-Build PM peak hour volumes were also adjusted to account for the buildout of the Emerald Queen Casino redevelopment. The Emerald Queen Casino project is located just south of E 28th Street and bordered by E Portland Avenue to the west and E Bay Street to the east. The most recent Emerald Queen Casino traffic impact analysis for the Emerald Queen Casino redevelopment was provided by the City of Tacoma. The team utilized the 2030 Full Buildout PM peak hour volumes from the Emerald Queen Casino traffic impact analysis report for developing the 2042 No-Build volumes at the study area intersections in the area of the Emerald Queen Casino.

The Portland Avenue Freight Access Improvement Project includes the signalization and coordination of the SR 509 off-ramp/E Portland Avenue intersection, the addition of one southbound through lane at the intersections of E Portland Avenue/E 27th Street, and the transition of one northbound lane at E Portland Avenue/E 27th Street from a through lane to a left-turn lane. Consistent with the lane transition, the on-ramp to southbound I-5 would be widened to two lanes for at least a portion of the on-ramp to accommodate the new double-left turn-lane channelization.

The Puyallup Avenue Safety Improvement Project would convert one lane eastbound on Puyallup Avenue to a transit-only lane from Pacific Avenue to E Portland Avenue. One westbound lane would also be removed between E Portland Avenue and East G Street and between East D Street and Pacific Avenue. Substantial nonmotorized improvements would also be constructed with this project, including a two-way bicycle track and increased pedestrian facilities.

5.3.1.2 Build Alternatives

For the build alternatives, the forecast vehicular trip generation was calculated at each station based on information from Sound Transit's Incremental Ridership Model, Version 2019.01, and station characteristics. The station area mode of access for each station is described above in the Transit section. The total trip generation is comprised of three different vehicle trip types: park-and-ride vehicle trips, passenger drop-off/pickup trips, and bus service. The change in vehicle trips that would occur from TDLE were then added to No-Build Alternative traffic volume forecasts to develop an estimate of future traffic volumes with the build alternatives. This conservatively high project trip generation estimate does not account for people changing their mode of travel from driving under the No-Build Alternative to using transit with TDLE.

Planned park-and-ride spaces at the stations in South Federal Way and Fife may be deferred for up to 3 years from the anticipated start of light rail service in 2035. For a portion of that period, smaller surface parking areas may be available to riders before park-and-ride structures or lots are constructed. Between 2035 and 2038, park-and-ride vehicle trips that cannot be accommodated in temporary parking areas are likely to shift to other modes, including pickup/drop-off, walk/bike, and transit. Additionally, some TDLE riders would choose to drive to their destination rather than use transit (up to 500 riders per weekday). These changes would have a limited effect on ridership and access to the station in 2042 when both the stations and parking facilities would be online.

Table 5-25 shows the existing and proposed park-and-ride capacities associated with each station area by build alternative. New park-and-ride lots would be provided at the stations in South Federal Way and Fife, with 500 park-and-ride spaces proposed at each station. The existing Tacoma Dome Station already has 2,337 park-and-ride spaces and no new spaces are planned. The proposed Portland Avenue Station would not include park-and-ride spaces.

Table 5-25 Existing and Proposed Park-and-Ride Capacity and Available Parking for Transit Riders

Segment	Station Area	Alternative	Park-and-Ride Capacity (# of spaces)		
			Existing	Proposed Increase ¹	With TDLE
South Federal Way	South Federal Way	SF Enchanted Parkway	N/A	+500	500
		SF I-5	N/A	+500	500
		Fife SF 99-East	N/A	+500	500
		Fife SF 99-West	N/A	+500	500
Fife	Fife	Pacific Highway	N/A	+500	500
		Fife Median	N/A	+500	500
		I-5	N/A	+500	500
		Fife 54th Avenue Design Option	N/A	+500	500
		54th Span Design Option	N/A	+500	500
Tacoma	Tacoma Dome	25th Street-West	2,337	0	2,337
		25th Street-East	2,337	0	2,337
		Close to Sounder	2,337	0	2,337
		26th Street	2,337	0	2,337
	Portland Avenue	Portland Avenue	N/A	0	0
		Portland Avenue Span	N/A	0	0

Source: WSDOT PT Map-ParkRideUtilization-19Q2

Notes:

- (1) Parking construction at these stations may be deferred after TDLE opens for service until 2038, and the proposed number of parking spaces at South Federal Way and Fife stations may not be available until that year.

The traffic operations analysis was performed for a one-hour peak period, and the trip generation at each station would not be constant during the evening peak period between 3 and 6:30 p.m. For the traffic analysis, it was assumed that 35.5 percent of the 3.5-hour peak period ridership occurs during the peak hour, per Sound Transit ridership forecasting procedures. To provide a conservatively high estimate of traffic impacts near the TDLE stations, all stations that include a park-and-ride were assumed to fully fill and empty during the 3.5-hour peak period. Furthermore, the traffic analysis assumed the highest peak hour trip generation at the station would coincide with the surrounding roadway peak hour, which does not always occur – especially in the mornings when a park-and-ride lot is typically already full prior to the start of the morning commute peak hour. The park-and-ride and pickup/drop-off trips are new vehicle trips that were assigned to each TDLE station. Vehicle trips summarized in the pickup/drop-off category would generate two vehicle trips at each station during each peak hour: one trip entering and one trip exiting. Riders arriving to the TDLE stations via either walking or transit transfer were noted but not included as new vehicle trips in the traffic analysis.

Table 5-26 shows the total peak hour vehicle trips generated for each of the planned TDLE stations. As mentioned previously, both the South Federal Way and Fife station areas would include approximately 500-space parking facilities and pickup/drop-off facilities, while the

stations near Portland Avenue and the Tacoma Dome would include only pickup/drop-off facilities because no new parking would be added. Therefore, both the Portland Avenue Station and each station location near the Tacoma Dome would have equal numbers of inbound and outbound peak hour vehicle trips because the only new vehicle trips assigned would be pickup/drop-off, which requires a vehicle to arrive and depart within the same peak hour. Fife and South Federal Way, conversely, show different inbound and outbound trips because of the presence of the new park-and-rides as well as the pickup/drop-off facilities.

Table 5-26 TDLE Peak Hour Vehicle Trips by Station

Station	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
South Federal Way				
Park-and-Ride	185	11	11	185
Pickup/Drop-Off	110	110	110	110
Nonmotorized	50	28	28	50
Transit Transfer	57	7	7	57
South Federal Way Total Vehicle Trips	295	121	121	295
Fife				
Park-and-Ride	178	39	39	178
Pickup/Drop-Off	60	60	60	60
Nonmotorized	7	92	92	7
Transit Transfer	128	92	92	128
Fife Total Vehicle Trips	238	99	99	238
Portland Avenue				
Park-and-Ride	0	0	0	0
Pickup/Drop-Off	185	185	185	185
Nonmotorized	78	14	14	78
Transit Transfer	7	0	0	7
Portland Avenue Total Vehicle Trips	185	185	185	185
Tacoma Dome				
Park-and-Ride ¹	0	0	0	0
Pickup/Drop-Off	383	383	383	383
Nonmotorized	249	92	92	249
Transit Transfer	1008	181	181	1008
Tacoma Dome Total Vehicle Trips	383	383	383	383

Source: Ridership & Traffic Forecasts Technical Memorandum, Fehr & Peers April 2020

Notes:

(1) No new park-and-ride trips were included as those were already account for in current count data.

Trip distribution patterns for peak hour vehicle trips generated by the proposed stations were developed using the regional travel demand models based on current and future forecast travel patterns. The vehicle trip distribution and assignment for each study segment are shown in Figures 5-9 through 5-11.

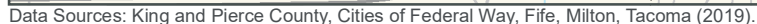


FIGURE 5-9
Project Trip Distribution - PM Peak Hour
South Federal Way Segment
Tacoma Dome Link Extension

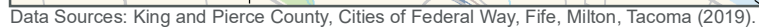
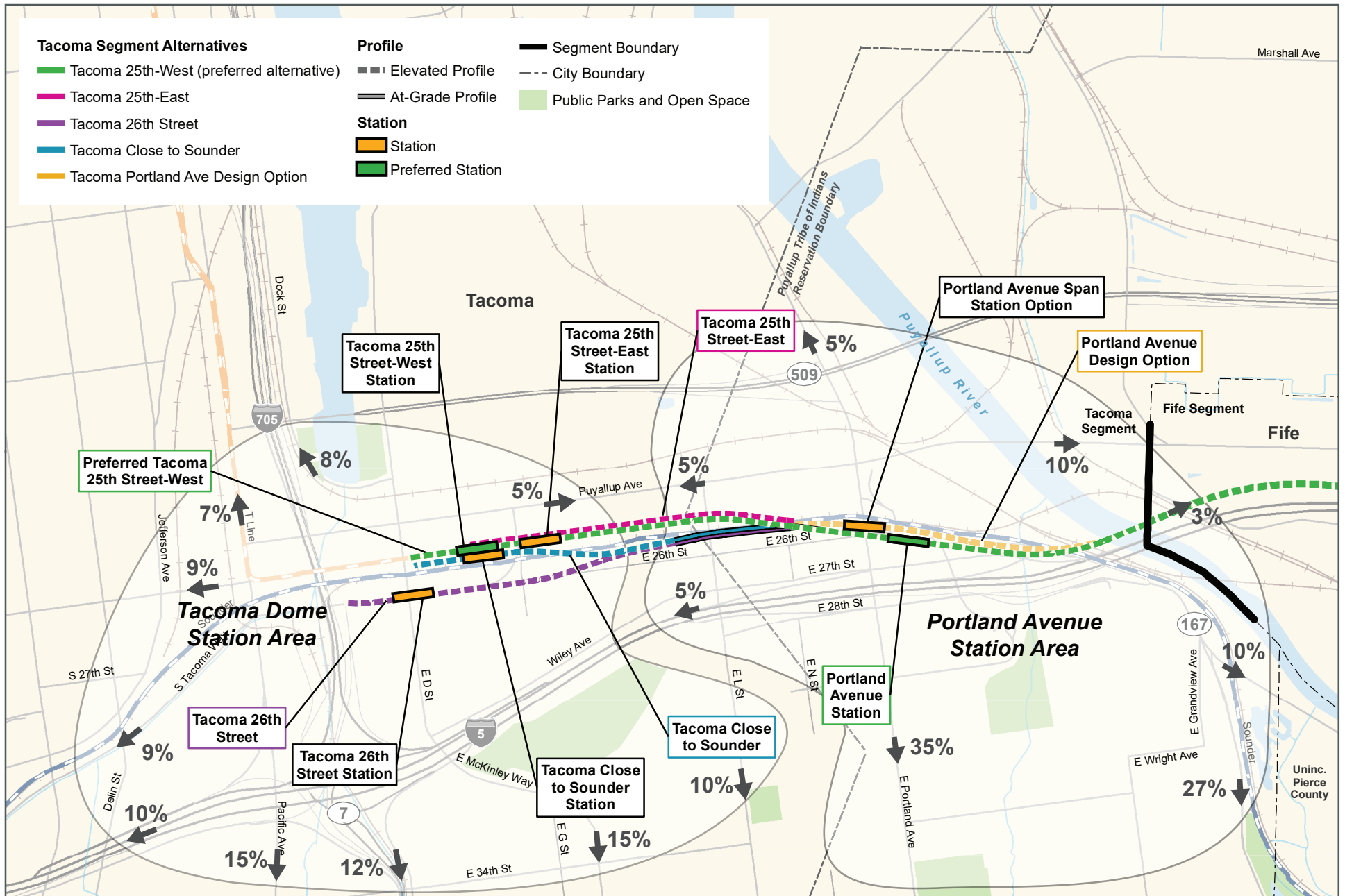


FIGURE 5-10
Project Trip Distribution - PM Peak Hour
Fife Segment
Tacoma Dome Link Extension



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

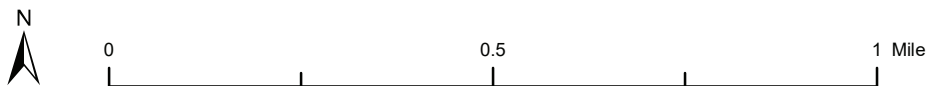


FIGURE 5-11
Project Trip Distribution - PM Peak Hour
Tacoma Segment
Tacoma Dome Link Extension

5.3.1.3 Interim Termini

With either the Fife or South Federal Way interim termini, the total peak hour auto volumes and trip distribution would be similar to build alternatives for the stations in South Federal Way and Fife because the number of parking spaces and pickup and drop-off trip generation would be the same as the build alternatives. The peak hour auto volumes at the Tacoma Dome Station would be the same as the No-Build Alternative with an interim terminus at a station either in South Federal Way or Fife since no additional parking would be provided at the existing station location. Therefore, no additional forecast volumes need to be developed for the interim terminus scenarios at the South Federal Way or Fife station areas.

5.3.2 Traffic Circulation, Property Access, and Traffic Control

The build alternatives could have some impact on property access, traffic circulation patterns, and traffic control, depending on the alternative and station options. The traffic circulation, property access, and traffic control discussion in this section is based on the conceptual light rail guideway and station area plans.

5.3.2.1 Impacts Common to All Build Alternatives

The build alternatives could have some impact on property access, traffic circulation patterns, and traffic control, depending on the alternative and station options. The traffic circulation, property access, and traffic control discussion in this section is based on the conceptual light rail guideway and station area plans.

Even though some of the build alternative alignments would be adjacent to I-5, there would be no circulation or access impacts on I-5 because the number of and configuration of freeway lanes, interchange access points, and freeway shoulders would be maintained. The build alternatives would be located near five I-5 interchanges, S 320th Street, SR 18/Enchanted Parkway, 54th Avenue E, Port of Tacoma Road, and E Portland Avenue, but would be grade-separated above the interchange ramps and cross streets. There would be no changes to intersection control or traffic circulation.

WSDOT requires access to perform routine maintenance activities along I-5. Maintenance activities include mowing, stormwater facility maintenance, spraying noxious weeds, accessing Intelligent Transportation System equipment and signs, and removing invasive plant species. Typical maintenance activities, such as mowing, are performed adjacent (within a 10-foot-wide area) to the edge of pavement. To perform these maintenance activities, WSDOT typically parks vehicles in the shoulder and provides advance warning signage to drivers. The current design of the build alternatives would not affect this type of maintenance activities between I-5 and the light rail guideway from the I-5 shoulder.

For maintenance access west or south of the guideway, such as servicing stormwater facilities and removing invasive weeds, access from I-5 would be provided beneath the guideway, where there would be vertical clearances of 16.5 feet or more from local streets.

5.3.2.2 Federal Way Segment

This section discusses the traffic circulation, property access, and traffic control changes associated with the alternatives in the Federal Way Segment.

Impacts Common to All Federal Way Segment Build Alternatives

There would be some changes to property access and local circulation for all build Alternatives and design options in the Federal Way Segment. In some locations, emergency access to the guideway would be provided by extending existing cul-de-sac or dead ends of streets to the guideway. However, these streets would not be open to general-purpose traffic. There would be no other impacts to traffic circulation, property access, or traffic control.

5.3.2.3 South Federal Way Segment

This section discusses the traffic circulation, property access, and traffic control changes associated with the alternatives in the South Federal Way Segment.

Impacts Common to All South Federal Way Segment Build Alternatives

All station locations in South Federal Way would have changes to property access, traffic circulation, and/or signal control resulting from the alternatives in the South Federal Way Segment. Specific changes along the alignment and within each station area are described in the subsections below.

South Federal Way Enchanted Parkway Alternative

There would be few changes to property access and local circulation outside of station areas for the SF Enchanted Parkway alternative in the South Federal Way Segment. In some locations, emergency access to the guideway would be provided by extending existing cul-de-sac or dead ends of streets to the guideway. However, these streets would not be open to general-purpose traffic. There would be no other impacts to traffic circulation, property access, or traffic control outside of station areas in the South Federal Way Segment.

Access to the parking garage for the SF Enchanted Parkway Station would be provided along S 352nd Street approximately 600 feet west of Enchanted Parkway S. Access for transit vehicles would be at the same location off of S 352nd Street as vehicular access to the garage; there would also be a right-in/right-out transit-only access point on southbound Enchanted Parkway approximately 450 feet north of S 352nd Street. Pickup and drop-off parking would be provided south of the garage, with driveway access provided on S 352nd Street.

If parking were provided in a surface configuration, there would be a surface lot directly north of the platform along Enchanted Parkway S as well a surface lot to the west of the platform and the bus loop along S 352nd Street. There would be two access points to the surface lot on S 352nd Street – one approximately 600 feet west of Enchanted Parkway S and one approximately 220 feet west of Enchanted Parkway S. Pickup and drop-off parking would use the access point 220 feet west of Enchanted Parkway S and buses would share the driveway 600 feet from Enchanted Parkway S to access the bus loop. Buses would also have a right-in/right-out transit-only access point on southbound Enchanted Parkway approximately 450 feet north of S 352nd Street. Access to the surface lot on Enchanted Parkway S would be provided via the existing parking lot of the Federal Way Crossings Shopping Center.

South Federal Way 352nd Span Station Option

Access to the SF 352nd Span Station Option would be provided in the same locations as the SF Enchanted Parkway Station. There would be no other changes to traffic circulation, property access, and traffic control.

South Federal Way I-5 Alternative

There would be few changes to property access and local circulation outside of station areas for the SF I-5 alternative in the South Federal Way Segment. In some locations, emergency access to the guideway would be provided by extending existing cul-de-sac or dead ends of streets to the guideway. However, these streets would not be open to general-purpose traffic. There would be no other impacts to traffic circulation, property access, or traffic control outside of station areas in the South Federal Way Segment.

The SF I-5 Alternative would be located adjacent to the Triangle Project, which would include two new roundabouts located at Enchanted Parkway S and S 356th Street and to the east of Enchanted Parkway S on S 356th Street. The Triangle Project was suspended in 2023, with no schedule for resumption. The SF I-5 Alternative would construct an additional leg to the initial roundabout on the off-ramp to provide access to the bus loop. The parking facility would be accessed via S 356th Street or Enchanted Parkway. Both access points would be right-in/right-out only. Pickup and drop-off parking would also be accessed from the driveways on S 356th Street and Enchanted Parkway.

If parking were provided in a surface configuration, an additional access point would be provided on Enchanted Parkway.

South Federal Way 99-East Alternative

The SF 99-East Alternative would require driveway reconstruction and some modifications to driveway access on the east side of Pacific Highway north of S 373rd Street. South of S 373rd Street, the guideway would be located in the median of the roadway and would require driveway reconstruction and some changes to access for private businesses and residences on both sides of Pacific Highway. This would include construction of new driveways to access parking on private properties, where driveways are currently not defined. The median alignment would remove the center turn lane and restrict left-turn movements along Pacific Highway between S 373rd Street and south of the intersection of 70th Avenue E near milepost 5.5. Left turns at the intersections of Birch Street and 70th Avenue E with Pacific Highway would also be restricted because of the location of the alignment.

Access to the SF 99-352nd Station would be provided from S 352nd Street at two access points: one approximately 300 feet east of Pacific Highway and another approximately 310 feet west of Enchanted Parkway, connecting two new north-south streets traveling along either side of the station site to S 356th Street. The primary transit access point would be located on S 352nd Street, allowing more direct transit access to the bus facility adjacent to the platform. This access point would be transit only.

Impacts from the Porter Way Design Option would be similar to those described for the SF 99-East Alternative, but with fewer impacts to private property and intersections because it is located in the median of Pacific Highway for a shorter distance. The Porter Way Design Option would not restrict left-turn movements at the intersections of Birch Street or 70th Avenue E with Pacific Highway.

South Federal Way 99-West Alternative

The SF 99-West Alternative would require driveway reconstruction and some modifications to driveway access on the west side of Pacific Highway. This would include construction of new driveways to access parking on private properties, where driveway access is currently not defined. The SF 99-West Alternative crosses over Pacific Highway three times north of the Fife

Segment. The crossing near the intersection of Pacific Highway and 70th Avenue E would restrict left-turn movements at this intersection.

Access to the SF Enchanted Parkway Station would be provided from S 352nd Street and transit access would be provided by transit only access points on S 352nd Street and right-in/right-out access to the transit facilities from Enchanted Parkway.

Impacts from the Porter Way Design Option would be similar but would cross Pacific Highway farther north and would not have permanent impacts to traffic operations at the intersection of Pacific Highway and 70th Avenue E.

5.3.2.4 Fife Segment

This section discusses the traffic circulation, property access, and traffic control changes associated with the alternatives in the Fife Segment.

Impacts Common to All Fife Segment Build Alternatives

The preferred Fife Station would be located west of 59th Avenue E and south of 12th Street E. The station would have a 500-stall parking facility located in the northwest corner of the station site, with its primary access driveway on 59th Avenue Court E and a right-in/right-out only driveway on 12th Street E. Separate driveways on each of those streets would provide access to on-site bus stops, located close to the public stair and elevator to the station platform. Passenger pickup/drop-off would be located west of the bus areas and accessed from the same driveways. Bus layovers could occur internally on the access road connecting to 12th Street E or along 59th Avenue E adjacent to the station's garage.

The Fife 54th Avenue Station Option would be located west of 54th Avenue and south of 12th Avenue E. The station would have a 500-stall parking facility on 12th Street E, with access from both 12th Street E and an extended 52nd Ave E. A separated driveway from 52nd Avenue E would provide access to bus bays and layover areas for transit vehicles, with passenger pickup and drop-off integrated into the parking area for surface parking options or with separate access from 52nd Avenue E for the structured parking option.

The Fife 54th Span Station Option would be located on 54th Avenue spanning the roadway south of 12th Avenue E. The station would have 500 parking stalls in one structured garage or two smaller surface parking areas. Pickup and drop-off access would be located on the south side of the station platform and would be integrated with parking in surface parking options. A separated driveway from 52nd Avenue E would provide access to bus bays and layover areas for transit vehicles.

If parking were provided in a surface configuration, two additional access points would be provided on 59th Avenue E. One would be provided as the western leg of the intersection of the new street and 59th Avenue E. The second would be provided at the intersection of 15th Street E and 59th Avenue E.

In locations outside of the station area where the guideway would be located adjacent to I-5 or away from existing public streets, emergency access to the guideway would be provided by extending existing cul-de-sac or dead ends of streets to the guideway. However, these streets would not be open to general-purpose traffic. There would be no other impacts to traffic circulation, property access, or traffic control outside of station areas in the Fife Segment.

The Fife Segment build alternatives would also include a multiuse path, called the Fife Multiuse Path, beneath the guideway between the SR 167 Completion Project and 54th Avenue E. The Fife Multiuse Path would introduce nonmotorized crossings of several streets along this portion of the build alternatives, including 62nd Avenue E and 59th Avenue E. These crossings would be marked with crosswalks, lighting, and other pedestrian improvements.

All build alternatives and design options in the Fife Segment would have impacts to commercial driveways and access along Pacific Highway E and 54th Avenue E, with some reconfiguration of private driveway access required to accommodate the guideway and supports.

Fife Pacific Highway Alternative

This alternative would not result in additional impacts from changes to traffic circulation, property access, or traffic control, although the number of property access locations could be reduced for some businesses.

Fife Median Alternative

The Fife Median Alternative would result in changes to traffic circulation on Pacific Highway E between 51st Avenue E and Port of Tacoma Road. This alternative would include a median along Pacific Highway E where the guideway support columns would be located. Columns would be located approximately every 130 feet, providing flexibility for longer spans if needed. This would result in midblock left-turn restrictions on Pacific Highway E from the two-way left-turn lane between 44th Avenue E and Port of Tacoma Road. U-turn opportunities would be provided at intersections.

The following intersections on Pacific Highway E would be widened to accommodate the median and columns:

- Willow Road E.
- 46th Avenue E.
- Alexander Avenue E.
- Fife Municipal Court Access Road.
- 34th Avenue E, which would be constructed as part of the I-5/Port of Tacoma Road Interchange improvements previously described.

The same lane configurations that would exist under the No-Build Alternative would be provided at each of the widened intersections, so there would be no changes to traffic circulation or operations at these intersections. There would be no other changes to traffic circulation, property access, or traffic control in other parts of the Fife Segment under the Fife Median Alternative.

Fife I-5 Alternative

This alternative would not result in additional changes to traffic circulation, property access, or traffic control.

Fife 54th Avenue Station Option and Fife 54th Span Station Option

The Fife 54th Avenue Station Option and the Fife 54th Span Station Option would both extend 52nd Avenue E from its current terminus to 12th Street E. This would provide continuous access between Pacific Highway and 12th Street E along the western side of the station site. Access to

the parking, pickup/drop-off, and bus facilities would be provided from 52nd Avenue E. There would also be access to the parking facility from 12th Street E, located west of the intersection of 54th Avenue E and 12th Street E.

5.3.2.5 Tacoma Segment

This section discusses the traffic circulation, property access, and traffic control changes associated with the alternatives in the Tacoma Segment.

Impacts Common to All Tacoma Segment Build Alternatives

All build alternatives in the Tacoma Segment would include the same Portland Avenue Station location. Each of the build alternatives would also include the potential to implement the Portland Avenue Span Station Option.

The Portland Avenue Station would be located on E 26th Street between E Portland Avenue and E Bay Street. The station would include a pickup/drop-off area accessed via a driveway on E Portland Avenue between E 26th Street and E 27th Street, or via a new access street connecting E 26th Street and E 27th Street between E Portland Avenue and E Bay Street. This new street would be right-in/right-out only from E 26th Street. Bus stops would be provided on the new street and on E 26th Street.

The Portland Avenue Span Station Option would be located on E 26th Street, straddling E Portland Avenue. A pickup/drop-off lot would be provided on both sides of E Portland Avenue on E 26th Street. Access to the eastern lot would be provided on E Portland Avenue and E 26th Street (right-in/right-out only). Access to the western lot would be provided in two locations on E 26th Street. Three bus stops would be provided on E Portland Avenue (two north of E 26th Street and one south of E 26th Street).

There would be no changes to traffic circulation, property access, or traffic control outside of the station areas for any of the build alternatives in the Tacoma Segment.

Tacoma 25th Street-West Alternative

The Preferred Tacoma 25th Street-West Alternative would include the Tacoma 25th Street-West Station, located above E 25th Street between East G Street and East C Street. Bus stops would be provided within the existing bus transit plaza on Puyallup Avenue and East G Street as well as on-street on East G Street. Bus layover would be provided on the parcel between Puyallup Avenue, E 25th Street, E McKinley Avenue, and East G Street. Access to the bus layover facility would be provided via two one-way transit-only driveways on E McKinley Avenue. A single one-way transit-only exit driveway would be provided on East G Street. There would be no other changes to traffic circulation, property access, or traffic control for the Preferred Tacoma 25th Street-West Alternative.

Tacoma 25th Street-East Alternative

The Tacoma 25th Street-East Alternative would include the Tacoma 25th Street-East Station, located above E 25th Street between East G Street and E McKinley Avenue. Bus stops would be located within the existing bus transit plaza on Puyallup Avenue and East G Street as well as on-street on East G Street. Bus layover would be provided on E 26th Street at either the corner of East G Street or the corner of East J Street. Access to the bus layover facility would be provided via two transit-only driveways on E 26th Street. A pickup/drop-off lot would also be provided just north of the station plaza, with entrances on both East G Street and E McKinley

Avenue. There would be no other changes to traffic circulation, property access, or traffic control for the Tacoma 25th Street-East Alternative.

Tacoma Close to Sounder Alternative

The Tacoma Close to Sounder Alternative would include the Tacoma Close to Sounder Station, located adjacent to the northern edge of the Sounder tracks. Bus stops would be provided in a transit plaza on the parcel between Puyallup Avenue, E 25th Street, E McKinley Avenue and East G Street. Two transit-only driveways on East G Street would provide access to the transit plaza. Bus layover would be provided in the existing bus transit plaza on Puyallup Avenue and East G Street as well as on-street on East G Street.

Two additional bus transit concepts were evaluated with the Tacoma Close to Sounder Alternative: the 25th Street One-Way Option and the 25th Street Two-Way Transit-Only Option. Both bus transit concepts on 25th Street could also be paired with the Tacoma 25th Street-East and Tacoma 26th Street Station.

The 25th Street One-Way Option would provide on-street bus stops along E 25th Street between East D Street and East G Street as well as a bus transit plaza on the parcel between E 25th Street, East C Street, East D Street, and the Sounder tracks. Bus layover would be provided in the existing bus transit plaza on Puyallup Avenue and East G Street as well as on-street on East G Street.

The 25th Street Two-Way Transit-Only Option would provide bus stops in both directions of travel along E 25th Street between East D Street and East G Street. This would result in E 25th Street between East D Street and East G Street becoming a two-way transit-only street. Bus layover would be provided in the existing bus transit plaza on Puyallup Avenue and East G Street as well as on-street on East G Street.

There would be no other changes to traffic circulation, property access, or traffic control for the Tacoma Close to Sounder Alternative.

Tacoma 26th Street Alternative

The Tacoma 26th Street Alternative would include the Tacoma 26th Street Station, located above E 26th Street, straddling East D Street. Bus stops would be provided in a transit plaza at E 27th Street between East D Street and East F Street. Two transit-only driveways on East D Street would provide access to the transit plaza. Bus layover would be provided on the parcel between E 25th Street, East C Street, East D Street, and the Sounder tracks. Localized impacts to the Amtrak and Sounder stations and Freighthouse Square could occur. Vehicles would use East D Street, East G Street, Puyallup Avenue, and E 26th Street to circulate around the traffic restriction on E 25th Street. There would be no other changes to traffic circulation, property access, or traffic control for the Tacoma 26th Street Alternative.

5.3.3 Traffic Operations

For the 2042 traffic operations analysis, the No-Build Alternative is compared with the build alternatives and their station options. With input from the local jurisdictions, Sound Transit selected 79 intersections for analysis in the AM and PM peak hours. These include intersections that would be directly affected by TDLE, including intersections with changes to channelization, roadway width, or signal control, as well as intersections that would be indirectly affected, such as by a change in vehicular or pedestrian activity due to proximity to light rail stations.

Therefore, the intersections analyzed are more concentrated around station areas because these areas would experience an increase in vehicle and/or nonmotorized activity.

Intersections near light rail stations with any of the build alternatives are expected to operate at a L.O.S. similar to the No-Build Alternative. A few exceptions would occur around the preferred Fife Station, the Portland Avenue Station, and each of the station locations near the Tacoma Dome. A few other isolated locations show a L.O.S. degradation that would depend on a particular station location. Figures 5-12 through 5-19 present the 2042 AM and PM peak-hour intersection L.O.S. for the No-Build Alternative and build alternatives.

5.3.3.1 No-Build Alternative

The future No-Build Alternative traffic operations reflect year 2042 traffic conditions based on traffic volume growth rates, planned projects, and future roadway conditions. Signal timing plans were optimized for the No-Build Alternative. Pedestrian volumes at study intersections with substantial pedestrian activity were grown at the same percentage as vehicles for the No-Build Alternative.

A few intersections show improved intersection operations in the 2042 No-Build conditions compared with existing conditions. The planned improvements in each study segment would improve intersection operations at most intersections, although some study intersection traffic operations would degrade in the future No-Build Alternative when compared with existing conditions. For example, the SR 509 intersections located west of the new SR 167 connections would degrade due to additional volumes accessing the new SR 167 freeway connection to SR 509.

Of the 86 study intersections analyzed for TDLE, the following 23 intersections would not meet the applicable jurisdictional L.O.S. standard in the No-Build condition in either the AM or the PM peak hours:

Federal Way Segment

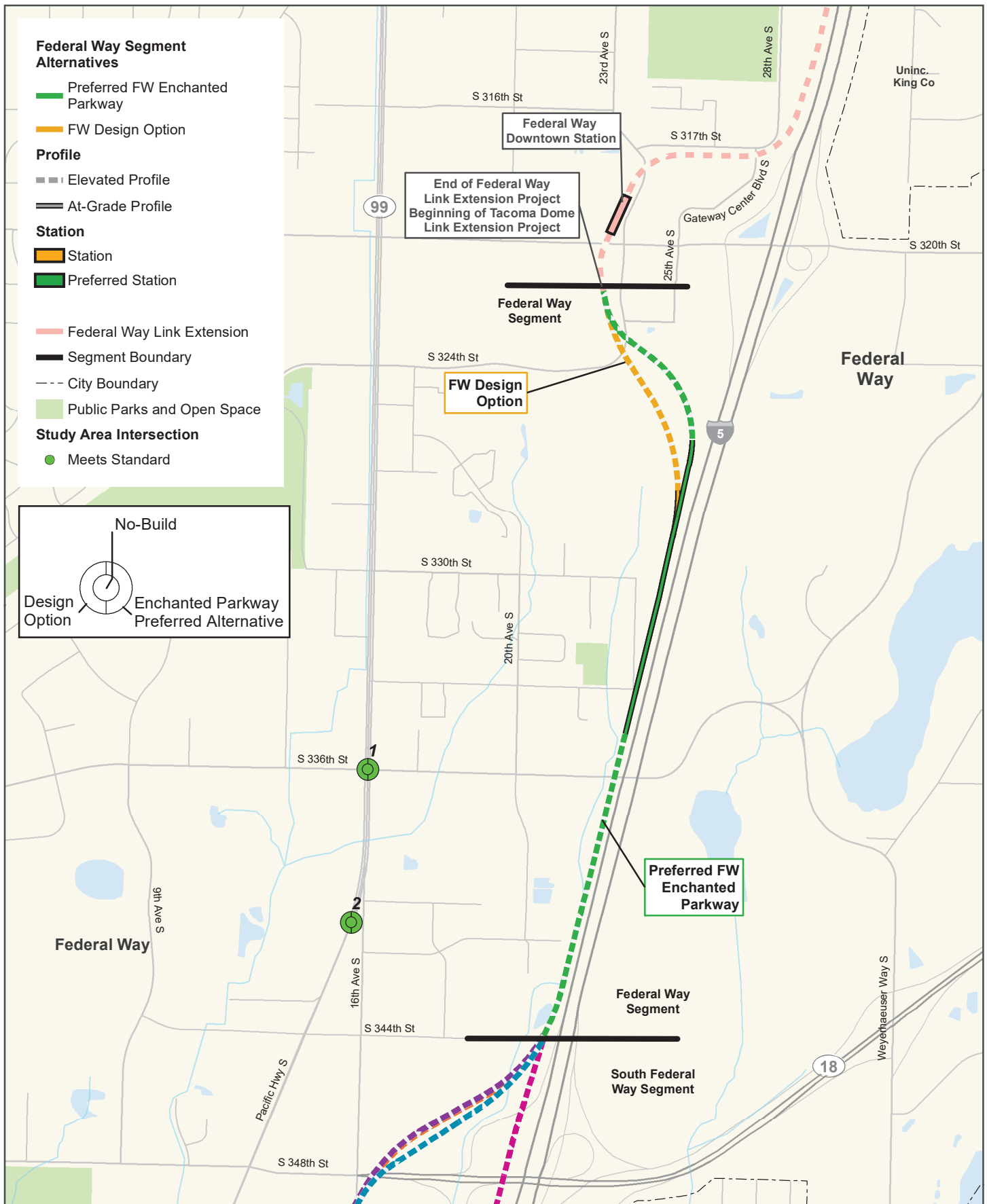
All intersections meet City of Federal Way and WSDOT standards.

South Federal Way Segment

- SR 99/Porter Way (Intersection #15) – AM, PM.

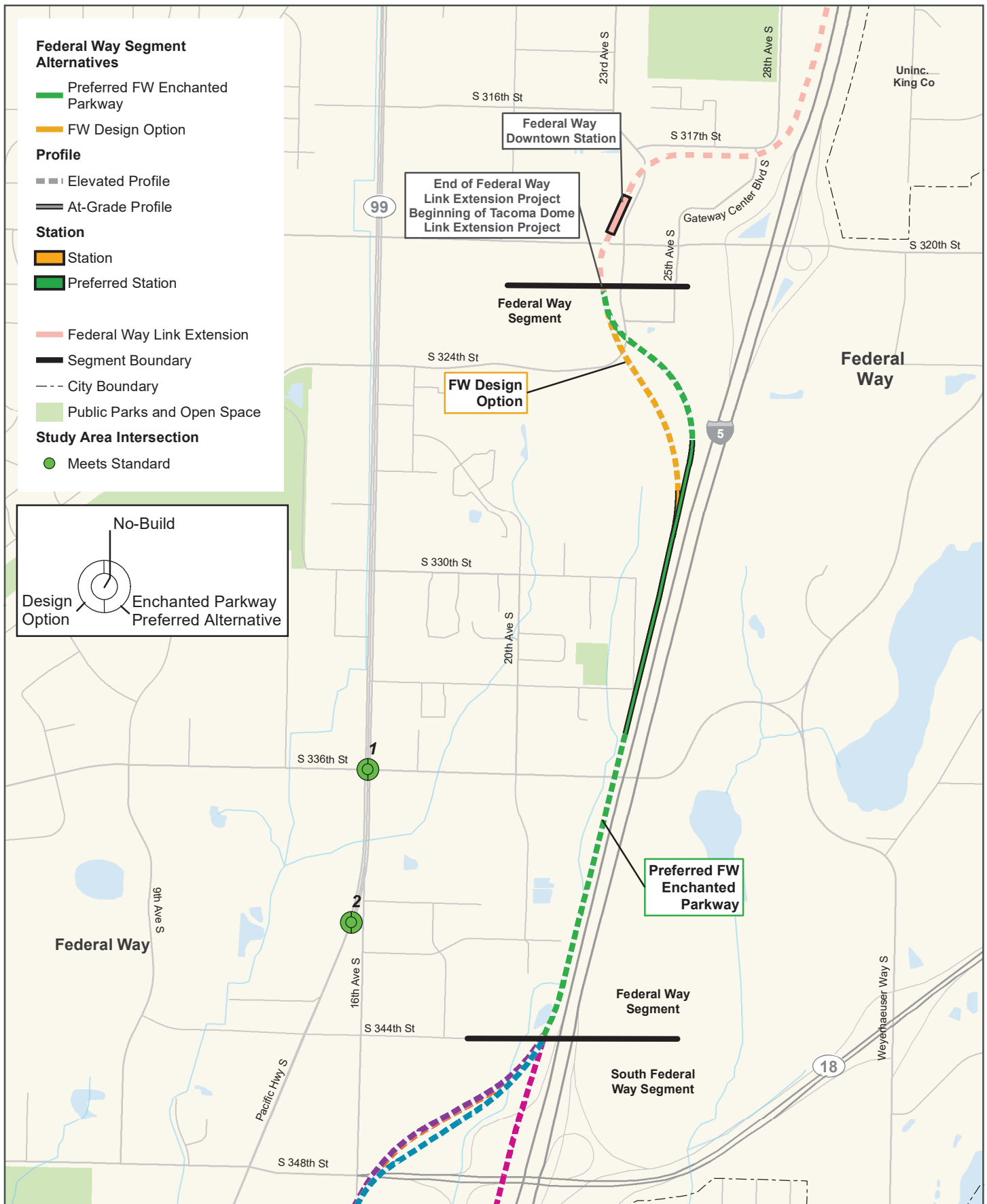
Fife Segment

- Port of Tacoma Road/Pacific Highway (Intersection #3) – PM.
- 34th Avenue E/Pacific Highway (Intersection #4) – PM.
- Alexander Avenue E/SR 509 WB (Intersection #5, within Tacoma city limits) – AM, PM.
- Alexander Avenue E/12th Street E (Intersection #7, on City of Tacoma and City of Fife boundary) – AM, PM.
- 52nd Avenue E/12th Street E (Intersection #11) – PM.
- 54th Avenue E/12th Street E (Intersection #12) – PM.
- 54th Avenue E/SR 99 (Intersection #13) – PM.
- 54th Avenue E/I-5 Northbound Ramps (Intersection #15) – AM, PM.
- 54th Avenue E/20th Street E (Intersection #16) – AM.
- 62nd Avenue E/12th Street E (Intersection #23) – PM.
- 62nd Avenue E/SR 99 (Intersection #24) – AM, PM.
- 70th Avenue E/20th Street E (Intersection #26) – AM.



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

FIGURE 5-12
2042 No-Build and Build Alternative
Traffic Operations - AM Peak Hour
Federal Way Segment
Tacoma Dome Link Extension



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

FIGURE 5-13

2042 No-Build and Build Alternative
Traffic Operations - PM Peak Hour
Federal Way Segment
Tacoma Dome Link Extension

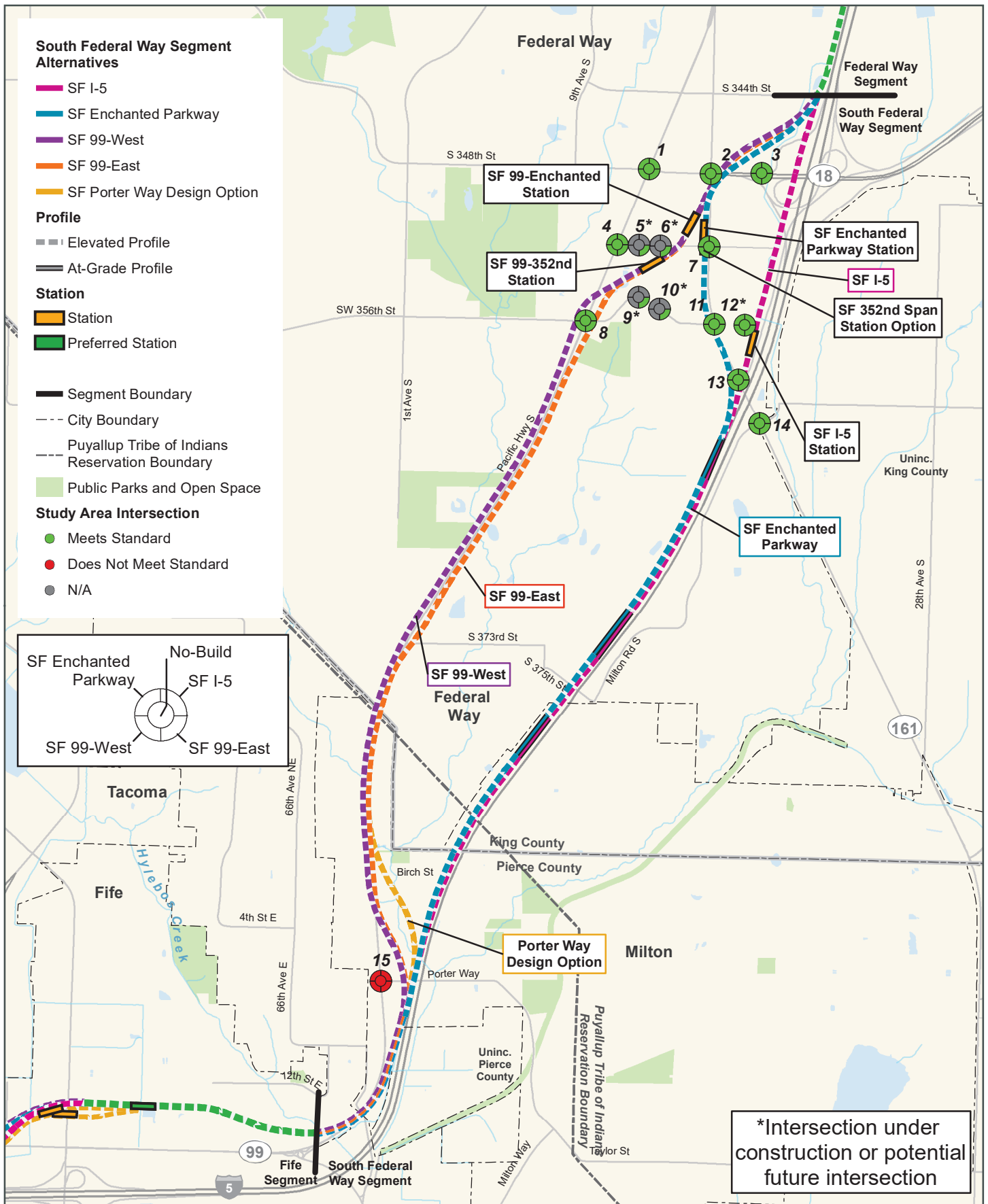


FIGURE 5-14
2042 No-Build and Build Alternative
Traffic Operations - AM Peak Hour
South Federal Way Segment
Tacoma Dome Link Extension

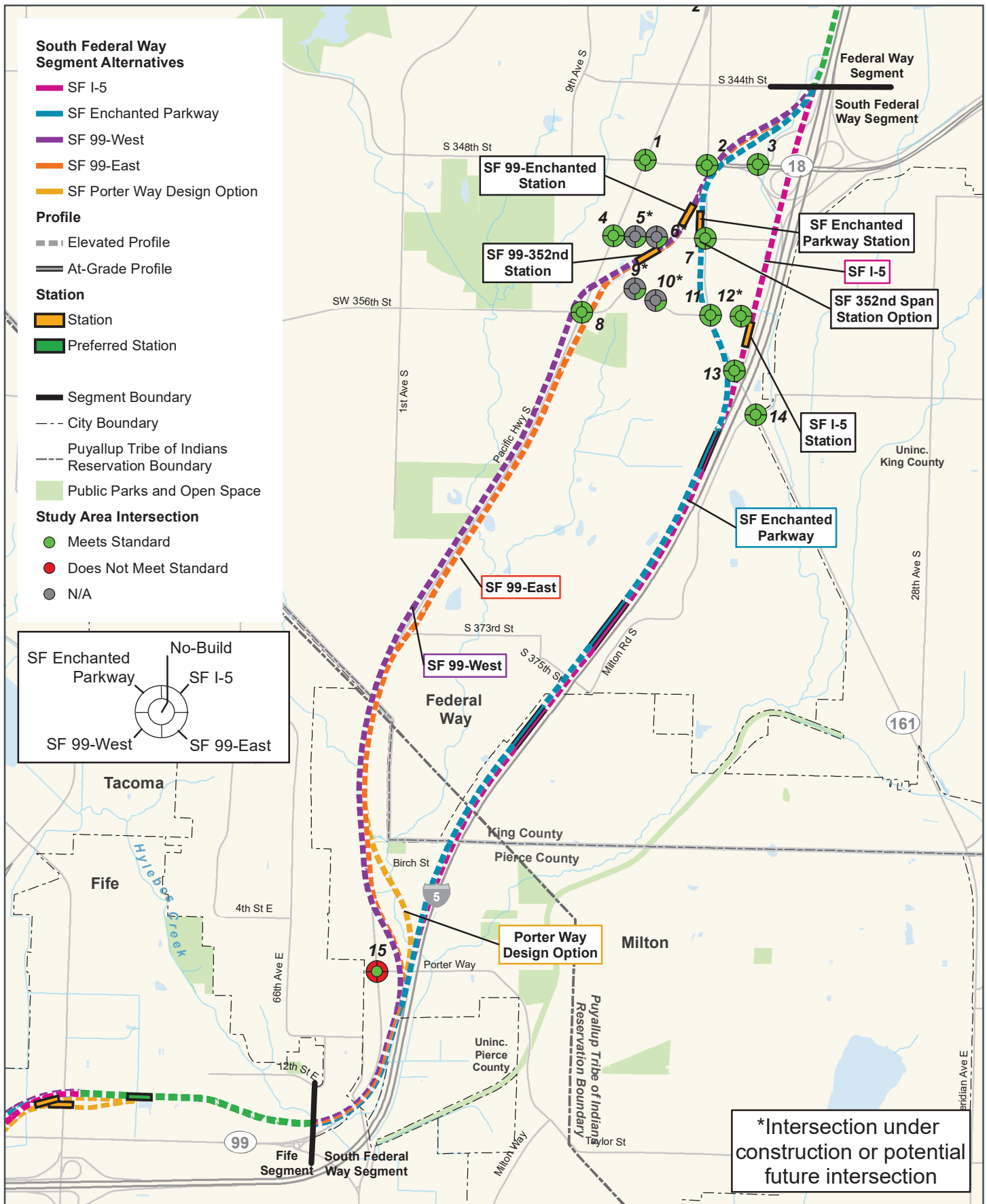
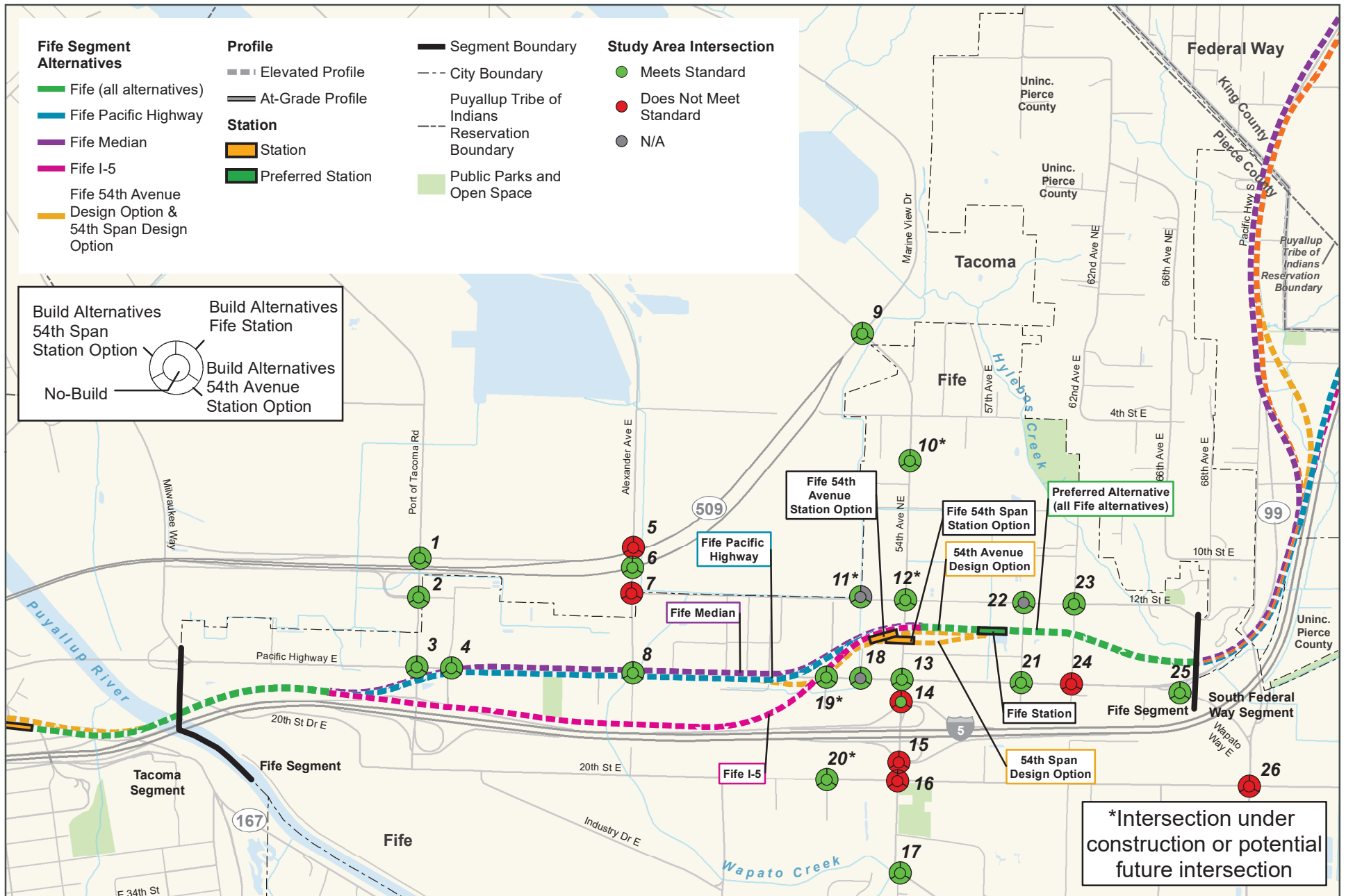


FIGURE 5-15
 2042 No-Build and Build Alternative
 Traffic Operations - PM Peak Hour
 South Federal Way Segment
 Tacoma Dome Link Extension



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

FIGURE 5-16
2042 No-Build and Build Alternative
Traffic Operations - AM Peak Hour
Fife Segment
Tacoma Dome Link Extension

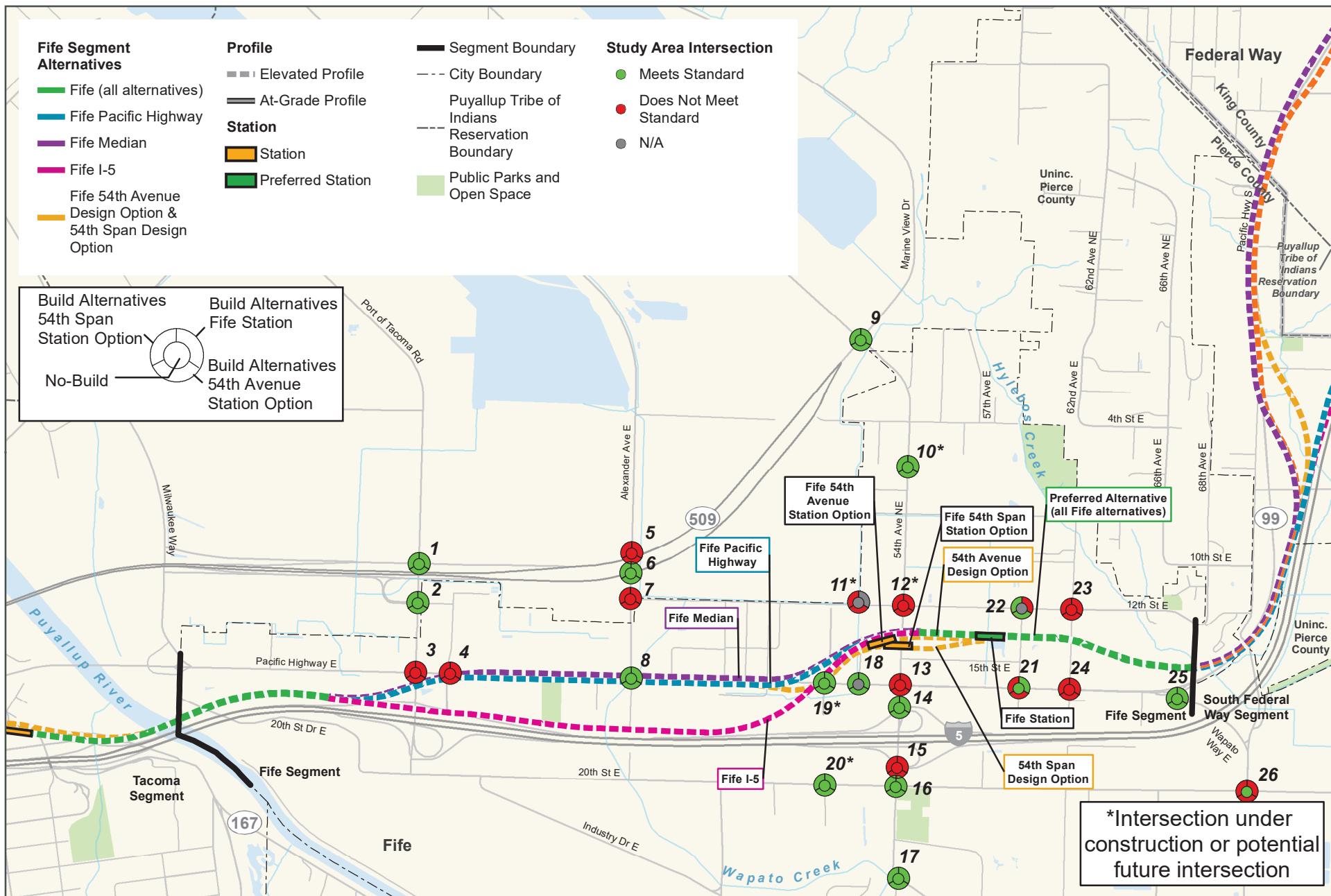
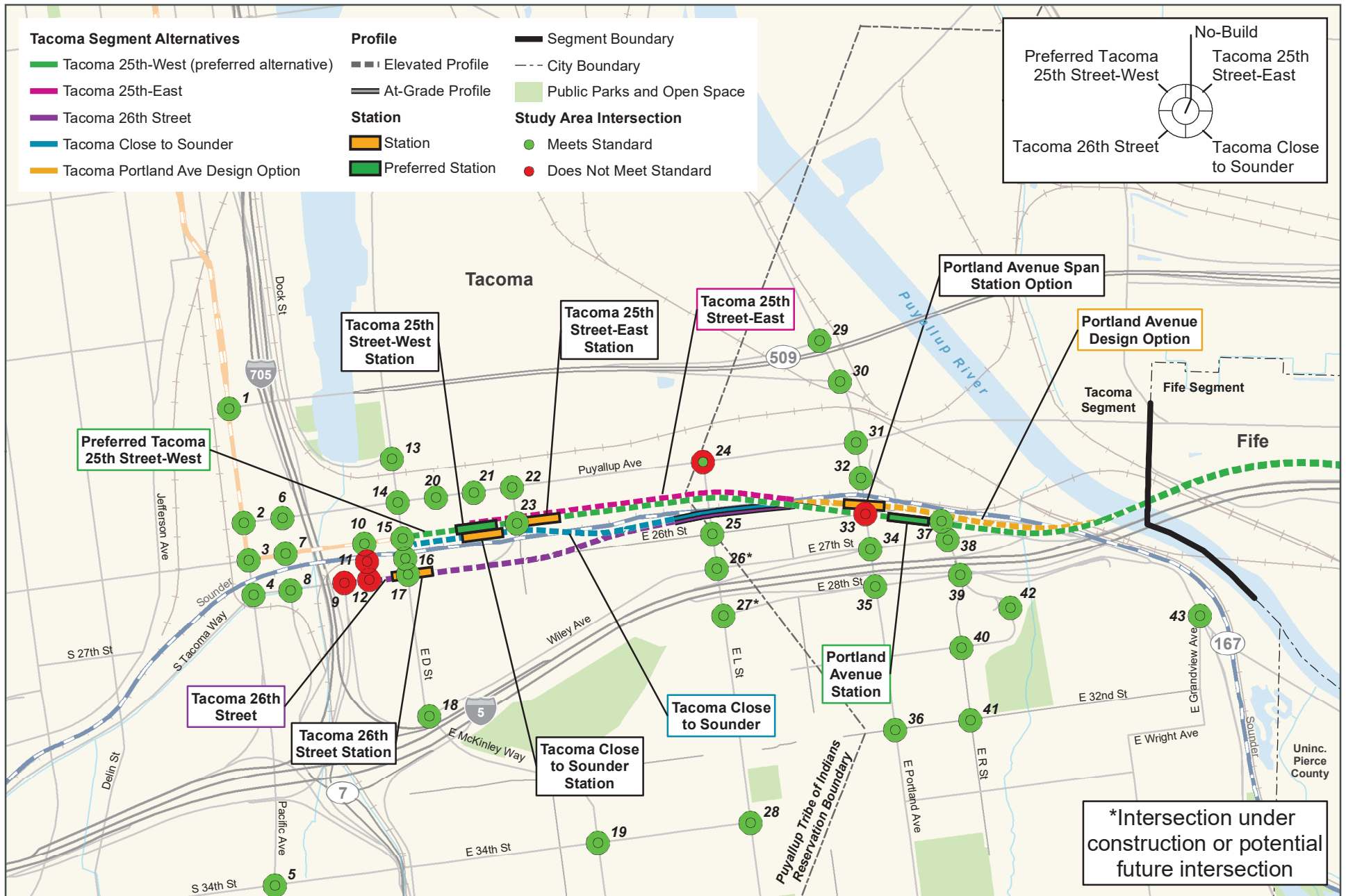
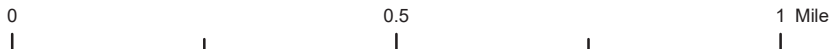


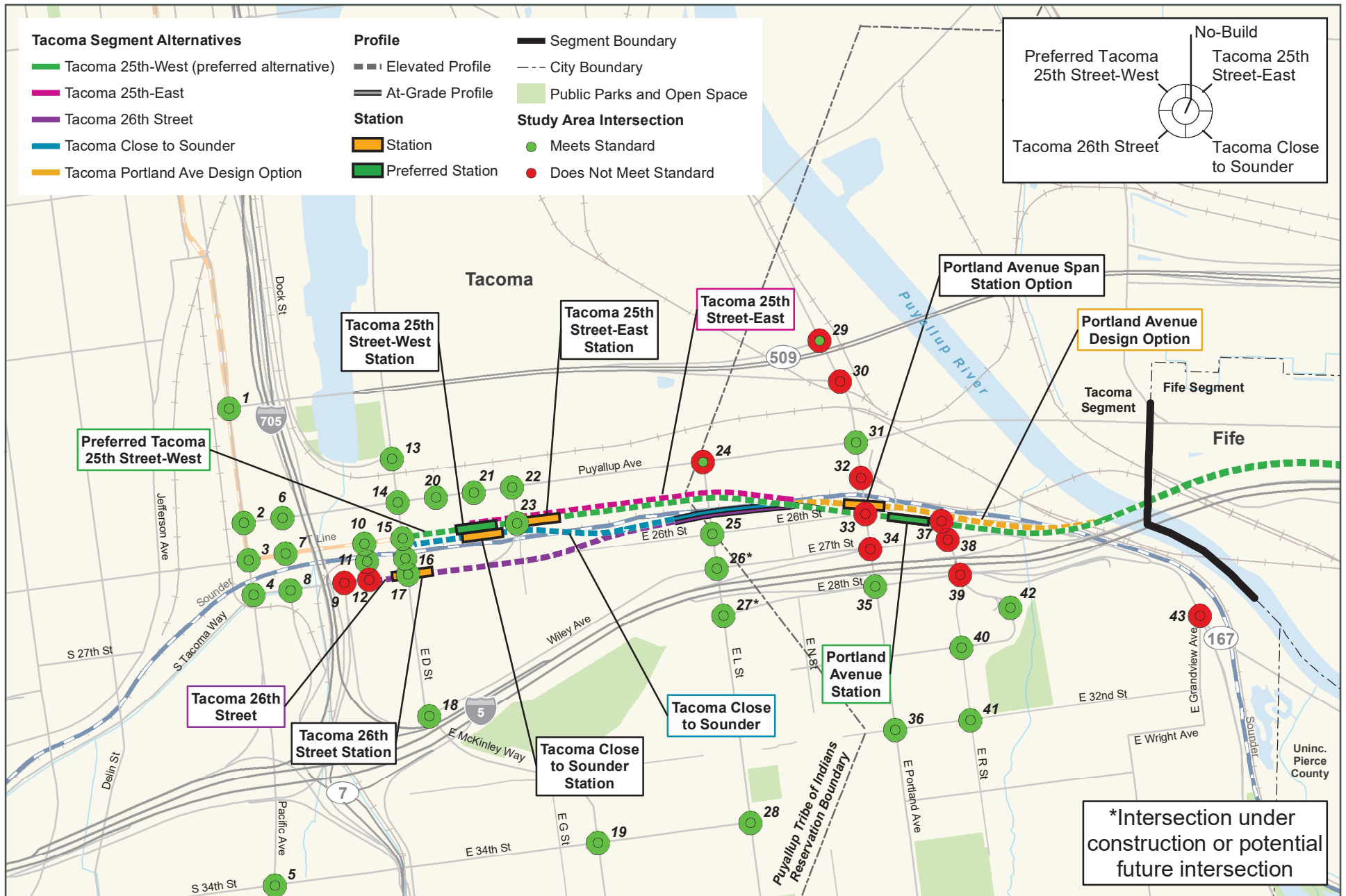
FIGURE 5-17
 2042 No-Build and Build Alternative
 Traffic Operations - PM Peak Hour
 Fife Segment
 Tacoma Dome Link Extension



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

FIGURE 5-18
2042 No-Build and Build Alternative Traffic Operations - AM Peak Hour
Tacoma Segment
Tacoma Dome Link Extension





Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

FIGURE 5-19
2042 No-Build and Build Alternative Traffic Operations - PM Peak Hour
Tacoma Segment
Tacoma Dome Link Extension



DRAFT: For internal discussion only. Not reviewed or approved on behalf of any party.

Tacoma Segment

- I-705 Off-Ramp/E 26th Street (Intersection #9) – AM, PM.
- East C Street/Tacoma Dome Parking Lot Driveway (Intersection #11) – AM.
- East C Street/E 26th Street (Intersection #12) – AM, PM.
- E Portland Avenue/SR 509 Eastbound Off-Ramp (Intersection #30) – PM.
- E Portland Avenue/E 25th Street/E Bay Street (Intersection #32) – PM.
- E Portland Avenue/E 26th Street (Intersection #33) – AM, PM.
- E Portland Avenue/E 27th Street (Intersection #34) – PM.
- E Bay Street at SR 167 Access Ramps (Intersection #37) – PM.
- E Bay Street/E 27th Street/I-5 Southbound Off-Ramp (Intersection #38) – PM.
- East R Street/E 28th Street/I-5 Northbound On-Ramp (Intersection #39) – PM.
- E Bay Street/River Road E (SR 167)/Pioneer Way E (Intersection #43) – PM.

5.3.3.2 Build Alternatives

Most of the intersections analyzed for the build alternatives would operate similar to the No-Build Alternative. The intersections that would not meet jurisdictional L.O.S. standards in the No-Build Alternative would continue to not meet standards under the build alternatives.

Federal Way Segment

All study intersections in the Federal Way Segment would meet City of Federal Way and WSDOT standards in all Federal Way Build Alternatives. Traffic operations in the Federal Way Segment were evaluated with the additional traffic generated by nearby stations. AM peak hour results are presented in Table 5-27, and PM peak hour results are presented in Table 5-28.

Table 5-27 2042 AM Peak Hour Traffic Operations – Federal Way Segment

I.D.	Intersection	Control Type	Agency (Standard)	No-Build	SF Enchanted Parkway Station	SF 99-Enchanted Station	SF 99-352nd Station	SF I-5 Station	% Change in Seconds of Delay or V/C Ratio between Build Alternatives and No-Build Alternative
				V/C Ratio	V/C Ratio	V/C Ratio	V/C Ratio	V/C Ratio	
1	SR 99/S 336th Street	Signal	Federal Way – (1.2 v/c Ratio)	0.72	0.73	0.73	0.73	0.73	1%
2	SR 99 (S 340th Place)	Signal	Federal Way – (1.2 v/c Ratio)	0.58	0.59	0.59	0.59	0.59	2%

Source: Traffic operations models provided by City of Federal Way. All signal timings were optimized. Intersection operations analyzed using SimTraffic 10 for L.O.S. and delay and Synchro for overall intersection v/c ratio. SimTraffic results are the average of 10 simulation runs.

Notes:

- (1) L.O.S. = level of service; delay = seconds of delay per vehicle; v/c ratio = volume-to-capacity ratio for the overall intersection.
- (2) Cells highlighted in **gray bold and italicized** identify intersections that operate below the L.O.S. standard for the facility.
- (3) Intersections under City of Federal Way jurisdiction only summarized V/C ratio since that is the City of Federal Way operational measurement.
- (4) The column summarizing the percent change in either seconds of delay or V/C ratio between the No-Build Alternative and the build alternatives was included because 10 percent is the mitigation threshold when neither scenario would meet agency standards. This is described in more detail in Chapter 8 (Potential Mitigation Measures).

Table 5-28 2042 PM Peak Hour Traffic Operations – Federal Way Segment

I.D.	Intersection	Control Type	Agency (Standard)	No-Build	SF Enchanted Parkway Station	SF 99-Enchanted Station	SF 99-352nd Station	SF I-5 Station	% Change in Seconds of Delay or V/C Ratio between Build Alternatives and No-Build Alternative
				V/C Ratio	V/C Ratio	V/C Ratio	V/C Ratio	V/C Ratio	
1	SR 99/S 336th Street	Signal	Federal Way – (1.2 v/c Ratio)	0.94	0.95	0.95	0.95	0.95	1%
2	SR 99/S 340th Place	Signal	Federal Way – (1.2 v/c Ratio)	0.82	0.82	0.82	0.80	0.83	0-1%

Source: Traffic operations models provided by City of Federal Way. All signal timings were optimized. Intersection operations analyzed using SimTraffic 10 for L.O.S. and delay and Synchro for overall intersection v/c ratio. SimTraffic results are the average of 10 simulation runs.

Notes:

- (1) L.O.S. = level of service; delay = seconds of delay per vehicle; v/c ratio = volume-to-capacity ratio for the overall intersection.
- (2) Cells highlighted in ***gray bold and italicized*** identify intersections that operate below the L.O.S. standard for the facility.
- (3) Intersections under City of Federal Way jurisdiction only summarized V/C ratio since that is the City of Federal Way operational measurement.
- (4) The column summarizing the percent change in either seconds of delay or V/C ratio between the No-Build Alternative and the build alternatives was included because 10 percent is the mitigation threshold when neither scenario would meet agency standards. This is described in more detail in Chapter 8 (Potential Mitigation Measures).

South Federal Way Segment

This section discusses the traffic operations changes associated with the alternatives in the South Federal Way Segment. The SF Design Option would not change intersection operations results.

Impacts Common to All South Federal Way Alternatives

During the AM and PM Peak hours, one intersection would operate below standard under the build alternative:

- SR 99/Porter Way (Intersection #15).

Traffic operations at this intersection are associated with build alternatives in the Fife segment and are common to all Federal Way and Fife build alternatives.

South Federal Way Enchanted Parkway Alternative

Traffic operations in the South Federal Way Segment were evaluated with the additional traffic generated by the station, as assigned for the SF Enchanted Parkway Station location. AM peak hour results are presented in Table 5-29, and PM peak hour results are presented in Table 5-30. V/c ratios are shown for both the No-Build and build alternatives for comparison. The project traffic added to the network is expected to be distributed within the study area, project-related changes in v/c values would be small, and intersection operations would continue to meet the City of Federal Way and WSDOT standards during both the AM and PM peak hours. Vehicular access to and from the station was evaluated similarly to intersections for this alternative, and driveways accessing pickup/drop-off areas and parking perform acceptably, with an L.O.S. of C or higher for all options.

The SF 352nd Span Station Option would have the same traffic operations results.

The surface parking lot option would have similar traffic operations as the parking garage option.

South Federal Way I-5 Alternative

Traffic operations in the South Federal Way study area were evaluated with the additional traffic generated by the station as assigned for the SF I-5 Station location. AM peak hour results are presented in Table 5-29, and PM peak hour results are presented in Table 5-30. V/c ratios are shown for both the No-Build and build alternatives for comparison. The project traffic added to the network is expected to be distributed within the study area. The project-related changes in v/c values would be small, and intersection operations apart from the SR 99 and Porter Way intersection would continue to meet the City of Federal Way and WSDOT standards during both the AM and PM peak hours. Vehicular access to and from the station was evaluated similarly to intersections for this alternative. Driveways accessing pickup/drop-off areas and parking perform acceptably, with an L.O.S. of C or higher for all options.

The surface parking lot option would have similar traffic operations as the parking garage option.

South Federal Way 99-West Alternative

Traffic operations in the South Federal Way study area were evaluated with the additional traffic generated by the station as assigned for the SF 99-Enchanted Station. AM peak hour results are presented in Table 5-29, and PM peak hour results are presented in Table 5-30. V/c ratios are shown for both the No-Build and build alternatives for comparison. The project traffic added

to the network is expected to be distributed within the study area. The project-related changes in v/c values would be small, and intersection operations apart from the SR 99 and Porter Way intersection would continue to meet the City of Federal Way and WSDOT standards during both the AM and PM peak hours. Vehicular access to and from the station was evaluated similarly to intersections for this alternative and driveways accessing pickup/drop-off areas and parking perform acceptably, with an L.O.S. of C or higher for all options.

The surface parking lot option would have similar traffic operations as the parking garage option.

South Federal Way 99-East Alternative

Traffic operations in the South Federal Way study area were evaluated with the additional traffic generated by the station as assigned for the SF 99-352nd Station. AM peak hour results are presented in Table 5-29, and PM peak hour results are presented in Table 5-30. V/c ratios are shown for both the No-Build and build alternatives for comparison. The project traffic added to the network is expected to be distributed within the study area. The project-related changes in v/c values would be small, and intersection operations apart from the SR 99 and Porter Way intersection would continue to meet the City of Federal Way and WSDOT standards during both the AM and PM peak hours. Vehicular access to and from the station was evaluated similarly to intersections for this alternative. Driveways accessing pickup/drop-off areas and parking perform acceptably, with an L.O.S. of C or higher for all options.

The surface parking lot option would have similar traffic operations as the parking garage option.

Table 5-29 2042 AM Peak Hour Traffic Operations – South Federal Way Segment

I.D.	Intersection	Control Type	Agency (Standard)	No-Build			SF Enchanted Parkway Station			SF 99-Enchanted Station			SF 99-352nd Station			SF I-5 Station			% Change in Seconds of Delay or V/C Ratio between Build Alternatives and No-Build Alternative ⁴
				L.O.S.	Delay (sec/veh)	V/C Ratio	L.O.S.	Delay (sec/veh)	V/C Ratio	L.O.S.	Delay (sec/veh)	V/C Ratio	L.O.S.	Delay (sec/veh)	V/C Ratio	L.O.S.	Delay (sec/veh)	V/C Ratio	
1	SR 99/S 348th Street/SR 18	Signal	Federal Way – (1.2 v/c Ratio)			0.79			0.80			0.80			0.80			0.79	0-1%
2	S 348th Street/ SR 18/SR 161 Enchanted Parkway	Signal	Federal Way – (1.2 v/c Ratio)	D	41	0.86	D	44	0.87	D	44	0.87	D	44	0.87	D	44	0.87	7%
3	SR 18/I-5 SB Ramp	Signal	WSDOT HSS (L.O.S. D)	B	13	0.61	B	14	0.61	B	14	0.61	B	14	0.61	B	15	0.61	8-15%
4	SR 99/S 352nd Street	Signal	Federal Way – (1.2 v/c Ratio)			0.55			0.68			0.68			0.68			0.55	0-24%
5	S 352nd Street and western SF 99-352nd Station Access	Signal	Federal Way – (1.2 v/c ratio)			N/A			N/A			0.48			0.28			N/A	Future intersection with SF 99-Enchanted and SF 99-352nd stations only
6	S 352nd Street and eastern SF 99-352nd Station Access	Signal	Federal Way – (1.2 v/c ratio)			N/A			N/A			0.31			0.29			N/A	Future intersection with SF 99-Enchanted and SF 99-352nd stations only
7	SR 161/ Enchanted Parkway/ S 352nd Street	Signal	Federal Way – 1.2 v/c Ratio, WSDOT HRS (Mitigated L.O.S. E) ⁵	C	31	0.84	C	31	0.87	C	33	0.87	C	22	0.85	C	32	0.86	0-6%
8	SR 99/S 356th Street	Signal	Federal Way – (1.2 v/c Ratio)			0.70			0.73			0.73			0.71			0.71	1-4%
9	S 356th Street and western SF 99-352nd Station Access	Signal	Federal Way – (1.2 v/c ratio)			N/A			N/A			N/A			0.32			N/A	Future intersection with SF 99-352nd Station only

Table 5-29 2042 AM Peak Hour Traffic Operations – South Federal Way Segment (continued)

I.D.	Intersection	Control Type	Agency (Standard)	No-Build			SF Enchanted Parkway Station			SF 99-Enchanted Station			SF 99-352nd Station			SF I-5 Station			% Change in Seconds of Delay or V/C Ratio between Build Alternatives and No-Build Alternative ⁴
				L.O.S.	Delay (sec/veh)	V/C Ratio	L.O.S.	Delay (sec/veh)	V/C Ratio	L.O.S.	Delay (sec/veh)	V/C Ratio	L.O.S.	Delay (sec/veh)	V/C Ratio	L.O.S.	Delay (sec/veh)	V/C Ratio	
10	S 356th Street and eastern SF 99-352nd Station Access	Signal	Federal Way – (1.2 v/c ratio)			N/A			N/A			N/A			0.25			N/A	Future intersection with SF 99-352nd Station only
11	SR 161/ Enchanted Parkway/ S 356th Street/16th Avenue S	Roundabout	Federal Way – 1.2 v/c Ratio WSDOT HRS (Mitigated L.O.S. E) ⁵			0.69			0.72			0.73			0.73			0.84	4-22%
12	I-5 SB Off-Ramp at S 356th Street	Roundabout	WSDOT HSS (L.O.S. D)			0.07			0.07			0.07			0.07			0.09	0-29%
13	SR 161/ Enchanted Parkway/ SR 18 WB Ramp	Signal	Federal Way – 1.2 v/c Ratio WSDOT HSS (L.O.S. D)	B	16	0.64	B	15	0.64	B	15	0.64	B	15	0.64	B	18	0.66	0-13%
14	SR 161/Milton Road S	Signal	WSDOT HRS (Mitigated L.O.S. E) ⁵	C	24	0.69	C	25	0.70	C	25	0.70	C	25	0.70	C	25	0.70	4%
15	SR 99 at Porter Way	Signal	WSDOT HSS (L.O.S. D)	<i>E</i>	<i>77</i>		<i>F</i>	<i>85</i>		<i>F</i>	<i>85</i>		<i>F</i>	<i>85</i>		<i>F</i>	<i>85</i>		<i>10%</i>

Source: Traffic operations models provided by City of Federal Way. All signal timings were optimized. Intersection operations analyzed using SimTraffic 10 for L.O.S. and delay and Synchro for overall intersection v/c ratio. SimTraffic results are the average of 10 simulation runs.

Notes:

- (1) L.O.S. = level of service; delay = seconds of delay per vehicle; v/c ratio = volume-to-capacity ratio for the overall intersection.
- (2) Cells highlighted in ***gray bold and italicized*** identify intersections that operate below the L.O.S. standard for the facility.
- (3) Intersections under City of Federal Way jurisdiction only summarized V/C ratio since that is the City of Federal Way operational measurement.
- (4) The column summarizing the percent change in either seconds of delay or V/C ratio between the No-Build Alternative and the build alternatives was included because 10 percent is the mitigation threshold when neither scenario would meet agency standards. This is described in more detail in Chapter 8 (Potential Mitigation Measures).
- (5) The standard for WSDOT Tier 1 routes is LOS E/mitigated, meaning that congestion should be mitigated when PM peak hour L.O.S. is at or below E.
- (6) For the SF 99-Enchanted Station and SF 99-352nd Station, the traffic operations analysis was updated at intersections 6, 7, 8 and 9. The intersection operations at the remaining study intersections are expected to be similar to the SF Enchanted Parkway Station.

Table 5-30 2042 PM Peak Hour Traffic Operations – South Federal Way Segment

I.D.	Intersection	Control Type	Agency (Standard)	No-Build			SF Enchanted Parkway Station			SF 99-Enchanted Station			SF 99-352nd Station			SF I-5 Station			% Change in Seconds of Delay or V/C Ratio between Build Alternatives and No-Build Alternative ⁴
				L.O.S.	Delay (sec/veh)	V/C Ratio	L.O.S.	Delay (sec/veh)	V/C Ratio	L.O.S.	Delay (sec/veh)	V/C Ratio	L.O.S.	Delay (sec/veh)	V/C Ratio	L.O.S.	Delay (sec/veh)	V/C Ratio	
1	SR 99/S 348th Street/SR 18	Signal	Federal Way – (1.2 v/c ratio)			0.98			1.00			1.00			1.00			0.98	0-2%
2	S 348th Street/ SR 18/SR 161 Enchanted Parkway	Signal	Federal Way – (1.2 v/c ratio)	D	37	0.89	D	39	0.90	D	39	0.90	D	39	0.90	D	39	0.90	5%
3	SR 18/I-5 Southbound Ramp	Signal	WSDOT HSS (L.O.S. D)	C	23	0.85	C	23	0.86	C	23	0.86	C	23	0.86	C	24	0.85	0-4%
4	SR 99/S 352nd Street	Signal	Federal Way – (1.2 v/c ratio)			0.65			0.70			0.70			0.70			0.65	0-8%
5	S 352nd Street and western SF 99-352nd Station Access	Signal	Federal Way – (1.2 v/c ratio)			N/A			N/A			0.56			0.39			N/A	Future intersection with SF 99-Enchanted and SF 99-352nd stations only
6	S 352nd Street and eastern SF 99-352nd Station Access	Signal	Federal Way – (1.2 v/c ratio)			N/A			N/A			0.40			0.38			N/A	Future intersection with SF 99-Enchanted and SF 99-352nd stations only
7	SR 161/ Enchanted Parkway/ S 352nd Street	Signal	Federal Way – 1.2 v/c ratio, WSDOT HRS (Mitigated L.O.S. E) ⁵	B	18	0.79	C	27	0.82	C	28	0.82	C	27	0.82	B	19	0.84	6-56%
8	SR 99/S 356th Street	Signal	Federal Way – (1.2 v/c ratio)			1.07			1.08			1.08			1.08			1.08	1%
9	S 356th Street and western SF 99-352nd Station Access	Signal	Federal Way – (1.2 v/c ratio)			N/A			N/A			N/A			0.41			N/A	Future intersection with SF 99-352nd Station only

Table 5-30 2042 PM Peak Hour Traffic Operations – South Federal Way Segment (continued)

I.D.	Intersection	Control Type	Agency (Standard)	No-Build			SF Enchanted Parkway Station			SF 99-Enchanted Station			SF 99-352nd Station			SF I-5 Station			% Change in Seconds of Delay or V/C Ratio between Build Alternatives and No-Build Alternative ⁴
				L.O.S.	Delay (sec/veh)	V/C Ratio	L.O.S.	Delay (sec/veh)	V/C Ratio	L.O.S.	Delay (sec/veh)	V/C Ratio	L.O.S.	Delay (sec/veh)	V/C Ratio	L.O.S.	Delay (sec/veh)	V/C Ratio	
10	S 356th Street and eastern SF 99-352nd Station Access	Signal	Federal Way – (1.2 v/c ratio)			N/A			N/A			N/A			0.42			N/A	Future intersection with SF 99-352nd Station only
11	SR 161/ Enchanted Parkway/ S 356th Street/16th Avenue S	Roundabout	Federal Way – 1.2 v/c ratio WSDOT HRS (Mitigated L.O.S. E) ⁵			0.58			0.59			0.60			0.60			0.81	2-40%
12	I-5 Southbound Off-Ramp at S 356th Street	Roundabout	WSDOT HSS (L.O.S. D)			0.31			0.31			0.31			0.31			0.34	0-10%
13	SR 161/ Enchanted Parkway/ SR 18 Westbound Ramp	Signal	Federal Way – 1.2 v/c ratio WSDOT HSS (L.O.S. D)	C	34	0.81	D	36	0.82	D	36	0.82	D	36	0.82	C	35	0.83	3-6%
14	SR 161/Milton Road S	Signal	WSDOT HRS (Mitigated L.O.S. E) ⁵	C	26	0.83	C	27	0.84	C	27	0.84	C	27	0.84	C	26	0.84	0-4%
15	SR 99 at Porter Way	Signal	WSDOT HSS (L.O.S. D)	D	49		E	57		E	57		E	57		E	57		16%

Source: Traffic operations models provided by City of Federal Way. All signal timings were optimized. Intersection operations analyzed using SimTraffic 10 for L.O.S. and delay and Synchro for overall intersection v/c ratio. SimTraffic results are the average of 10 simulation runs.

Notes:

- (1) L.O.S. = level of service; delay = seconds of delay per vehicle; v/c ratio = volume-to-capacity ratio for the overall intersection.
- (2) Cells highlighted in **gray bold and italicized** identify intersections that operate below the L.O.S. standard for the facility.
- (3) Intersections under City of Federal Way jurisdiction only summarized V/C ratio since that is the City of Federal Way operational measurement.
- (4) The column summarizing the percent change in either seconds of delay or V/C ratio between the No-Build Alternative and the build alternatives was included because 10 percent is the mitigation threshold when neither scenario would meet agency standards. This is described in more detail in Chapter 8 (Potential Mitigation Measures).
- (5) The standard for WSDOT Tier 1 routes is LOS E/mitigated, meaning that congestion should be mitigated when PM peak hour L.O.S. is at or below E.
- (6) For the SF 99-Enchanted Station and SF 99-352nd Station, the traffic operations analysis was updated at intersections 6, 7, 8 and 9. The intersection operations at the remaining study intersections are expected to be similar to the SF Enchanted Parkway Station.

Fife Segment

This section discusses the traffic operations changes associated with the alternatives in the Fife Segment.

Impacts Common to All Alternatives in the Fife Segment

Traffic operations in the Fife study area were evaluated with the additional traffic generated by the preferred Fife Station. AM peak hour results are presented in Table 5-31, and PM peak hour results are presented in Table 5-32. No-Build conditions AM and PM peak-hour L.O.S. are also shown in the tables for comparison. As previously described, the No-Build conditions assume substantial infrastructure changes planned as part of the WSDOT SR 167 Completion Project, I-5/Port of Tacoma Road, and I-5/54th Avenue interchanges. In addition, the No-Build conditions assume new development near the proposed station that the City of Fife is planning as part of its Town Center plan.

During the AM Peak Hour, six intersections would operate below standards in the No-Build Alternative (Intersections #5, #7, #15, #16, #24, and #26) and one additional intersection (Intersection #14) would operate below standard under the build alternative. The eight intersections that would operate below standard under the Fife Station include:

- Alexander Avenue E/SR 509 Westbound (Intersection #5, within Tacoma city limits).
- Alexander Avenue E/12th Street E (Intersection #7, on City of Tacoma and City of Fife boundary).
- 54th Avenue E/I-5 Southbound Ramps (Intersection #14).
- 54th Avenue E/I-5 Northbound Ramps (Intersection #15).
- 54th Avenue E/20th Street E (Intersection #16).
- 62nd Avenue E/SR 99 (Intersection #24).
- 70th Avenue E/20th Street E (Intersection #26).

During the PM Peak Hour, nine intersections would operate below standards in the No-Build Alternative (Intersections #3, #4, #5, #7, #12, #13, #15, #23, and #24) and four additional intersections (Intersections #11, #21, #22, and #26) would operate below standard under the build alternative. The 13 intersections that would operate below standard under the Fife Station include:

- Port of Tacoma Road/Pacific Highway (Intersection #3).
- 34th Avenue E/Pacific Highway (Intersection #4).
- Alexander Avenue E/SR 509 Westbound (Intersection #5, within Tacoma city limits).
- Alexander Avenue E/12th Street E (Intersection #7, on City of Tacoma and City of Fife boundary).
- 52nd Avenue E/12th Street E (Intersection #11).
- 54th Avenue E/12th Street E (Intersection #12).
- 54th Avenue E/SR 99 (Intersection #13).
- 54th Avenue E/I-5 Northbound Ramps (Intersection #15).

- 59th Avenue Ct E/SR 99 (Intersection #21).
- 12th Street E/59th Avenue Ct E (Intersection #22).
- 62nd Avenue E/12th Street E (Intersection #23).
- 62nd Avenue E/SR 99 (Intersection #24).
- 70th Avenue E/20th Street E (Intersection #26).

Vehicular access to and from station locations in the Fife segment was evaluated similarly to intersections and driveways accessing pickup/drop-off areas and parking perform acceptably, with an L.O.S. of C or higher for all options.

54th Avenue and 54th Span Design Options

Traffic operations in the Fife study area were evaluated with the additional traffic generated by the Fife Station. AM peak hour results are presented in Table 5-31, and PM peak hour results are presented in Table 5-32. The 54th Avenue and 54th Avenue Design Options would include an extension of 52nd Avenue E to connect with 12th Street E and provide access to the station site. The new intersection between 52nd Avenue E and 12th Street E (Fife Intersection #11) would operate below standard during the PM Peak Hour.

Table 5-31 2042 Traffic Operations – Fife Segment – AM Peak Hour

I.D.	Intersection	Control Type	Agency (Standard)	No-Build			All Build Alternatives with Preferred Fife Station			All Build Alternatives with 54th Avenue Design Option			All Build Alternatives with 54th Span Design Option			% Change in Seconds of Delay or V/C Ratio between Build Alternatives and No-Build Alternative ⁷
				L.O.S. ¹	Delay ¹	V/C Ratio	L.O.S.	Delay	V/C Ratio	L.O.S.	Delay	V/C Ratio	L.O.S.	Delay	V/C Ratio	
1	Port of Tacoma Road at SR 509 Westbound Ramp	Signal	WSDOT HSS (L.O.S. D)	A	9		A	10		A	10		A	10		11%
2	Port of Tacoma Road at SR 509 Eastbound Ramp	Signal	WSDOT HSS (L.O.S. D)	B	11		B	11		B	11		B	11		0%
3	Port of Tacoma Road at Pacific Highway	Signal	WSDOT HSS (L.O.S. D)	B	18		B	19		B	19		B	19		6%
4	34th Avenue E at Pacific Highway	Signal	WSDOT HSS (L.O.S. D)	A	8		A	8		A	8		A	8		0%
5	Alexander Avenue E at SR 509 Westbound	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio)	<i>F</i>	<i>200</i>	<i>0.90</i>	<i>F</i>	<i>>200⁸</i>	<i>0.90</i>	<i>F</i>	<i>>200⁸</i>	<i>0.90</i>	<i>F</i>	<i>>200⁸</i>	<i>0.90</i>	0%
6	Alexander Avenue E at SR 509 Eastbound	Signal	WSDOT HSS (L.O.S. D)	D	52		D	55		D	55		D	55		6%
7	Alexander Avenue E at 12th Street E	TWSC	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	<i>F</i>	<i>183</i>	<i>0.85</i>	<i>F</i>	<i>>200⁸</i>	<i>0.86</i>	<i>F</i>	<i>>200⁸</i>	<i>0.86</i>	<i>F</i>	<i>>200⁸</i>	<i>0.86</i>	9%
8	Alexander Avenue E at Pacific Highway	Signal	WSDOT HSS (L.O.S. D)	B	12		B	11		B	11		B	11		0%
9	54th Avenue E/Taylor Way E at SR 509	Signal	WSDOT HSS (L.O.S. D)	D	35		D	48		D	48		D	48		37%
10	54th Avenue E at SR 167 Ramps ³	Roundabout	WSDOT HSS (L.O.S. D)			0.43			0.48			0.48			0.48	12%

Table 5-31 2042 Traffic Operations – Fife Segment – AM Peak Hour (continued)

I.D.	Intersection	Control Type	Agency (Standard)	No-Build			All Build Alternatives with Preferred Fife Station			All Build Alternatives with 54th Avenue Design Option			All Build Alternatives with 54th Span Design Option			% Change in Seconds of Delay or V/C Ratio between Build Alternatives and No-Build Alternative ⁷
				L.O.S. ¹	Delay ¹	V/C Ratio	L.O.S.	Delay	V/C Ratio	L.O.S.	Delay	V/C Ratio	L.O.S.	Delay	V/C Ratio	
11	52nd Avenue E and 12th Street E	Signal	City of Fife (L.O.S. D)	N/A	N/A	N/A	N/A	N/A	N/A	A	1.4		A	1.4		N/A
12	54th Avenue E at 12th Street E	Signal	City of Fife (L.O.S. D)	B	15		B	19		B	16		B	16		7-27%
13	54th Avenue E at SR 99	Signal	WSDOT HSS (L.O.S. D)	D	47		D	54		D	50		D	50		6-15%
14	54th Avenue E at I-5 Southbound Ramps	Signal	WSDOT HSS (L.O.S. D)	C	27		E	64		E	64		E	64		137%
15	54th Avenue E at I-5 Northbound Ramps	No Control ⁴	WSDOT HSS (L.O.S. D)	E	40		E	43		E	43		E	43		8%
16	54th Avenue E at 20th Street E	Signal	City of Fife (L.O.S. D)	F	86		F	88		F	88		F	88		2%
17	54th Avenue E at Valley Avenue E	Signal	City of Fife (L.O.S. D)	C	28		D	45		D	45		D	45		61%
18	52nd Avenue E at SR99/Pacific Highway E	Signal	WSDOT HSS (L.O.S. D)	B	19		C	20		C	25		C	25		5-26%
19	SR 99/I-5 Southbound Ramps ³	Signal	WSDOT HSS (L.O.S. D)	C	24		C	23		C	23		C	23		0%
20	20th Street E/I-5 Northbound Ramps ³	Signal	WSDOT HSS (L.O.S. D)	B	13		B	13		B	13		B	13		0%
21	59th Avenue Court E at SR 99	Signal	WSDOT HSS (L.O.S. D)	C	26		C	28		C	26		C	26		0-8%
22	59th Avenue Court E at 12th Street E	Signal	City of Fife (L.O.S. D)	A	8		A	8		D	44		D	44		0-450%
23	62nd Avenue E at 12th Street E	TWSC	City of Fife (L.O.S. D)	D	28		D	28		D	25		D	25		0%

Table 5-31 2042 Traffic Operations – Fife Segment – AM Peak Hour (continued)

I.D.	Intersection	Control Type	Agency (Standard)	No-Build			All Build Alternatives with Preferred Fife Station			All Build Alternatives with 54th Avenue Design Option			All Build Alternatives with 54th Span Design Option			% Change in Seconds of Delay or V/C Ratio between Build Alternatives and No-Build Alternative ⁷
				L.O.S. ¹	Delay ¹	V/C Ratio	L.O.S.	Delay	V/C Ratio	L.O.S.	Delay	V/C Ratio	L.O.S.	Delay	V/C Ratio	
24	62nd Avenue E at SR 99	TWSC	WSDOT HSS (L.O.S. D)	<i>E</i>	36		<i>E</i>	36		<i>F</i>	125		<i>F</i>	125		0-248%
25	Wapato Way at SR 99 (70th Avenue E at SR 99) ⁵	Roundabout	WSDOT HSS (L.O.S. D)	B	10.2	0.91	A	2	0.92	A	2	0.92	A	2	0.92	0%<-0%
26	70th Avenue E at 20th Street E	Signal	City of Fife (L.O.S. D)	<i>F</i>	110		<i>F</i>	118		<i>F</i>	118		<i>F</i>	118		7%

Source: Future traffic operations models provided by WSDOT and City of Fife were combined and augmented to reflect year 2042 conditions with planned infrastructure and traffic control changes. All signal timings were optimized. Intersection operations analyzed using SimTraffic 10 for L.O.S. and delay and Synchro for overall intersection v/c ratio. SimTraffic results are the average of 10 simulation runs.

Notes:

- (1) L.O.S. = level of service; delay = seconds of delay per vehicle.
- (2) TWSC = two-way stop-controlled intersection.
- (3) New intersection planned as part of SR 167 Completion Project.
- (4) Current configuration would change in the future. Left turns from southbound 54th Avenue E would no longer be allowed at this location and would be diverted to the new northbound on-ramp from 20th Street E.
- (5) Roundabout is proposed for the future condition. v/c ratio is reported.
- (6) Cells highlighted in **gray bold and italicized** identify intersections that operate below the L.O.S. standard for the facility and may require mitigation.
- (7) The column summarizing the percent change in either seconds of delay or V/C ratio between the No-Build Alternative and the build alternatives was included because 10 percent is the mitigation threshold when neither scenario would meet agency standards. This is described in more detail in Chapter 8 (Potential Mitigation Measures).
- (8) Delay over 200 seconds is not accurately captured by traffic modeling, and estimated delay is limited to over 200 seconds in reporting model results and calculating mitigation thresholds.
- (9) For the 54th Avenue Design Option, the traffic operations analysis was updated at intersections 11, 12, 17, 19, 20 and 21. The intersection operations at the remaining study intersections are expected to be similar to the Build alternatives with the preferred Fife Station.
- (10) The intersection operations for the 54th Span Design Option are expected to be similar to the 54th Avenue Design Option.
- (11) Intersection assumed to be offset for the purposes of analysis and may be constructed by others as an aligned intersection with the 54th Avenue and 54th Span Design Options.

Table 5-32 2042 Traffic Operations – Fife Segment – PM Peak Hour

I.D.	Intersection	Control Type	Agency (Standard)	No-Build			All Build Alternatives with Preferred Fife Station			All Build Alternatives with 54th Avenue Design Option			All Build Alternatives with 54th Span Design Option			% Change in Seconds of Delay or V/C Ratio between Build Alternatives and No-Build Alternative ⁷
				L.O.S. ¹	Delay ¹	V/C Ratio	L.O.S.	Delay	V/C Ratio	L.O.S.	Delay	V/C Ratio	L.O.S.	Delay	V/C Ratio	
1	Port of Tacoma Road at SR 509 Westbound Ramp	Signal	WSDOT HSS (L.O.S. D)	B	17		B	18		B	18		B	18		6%
2	Port of Tacoma Road at SR 509 Eastbound Ramp	Signal	WSDOT HSS (L.O.S. D)	D	36		C	30		C	30		C	30		0%
3	Port of Tacoma Road at Pacific Highway	Signal	WSDOT HSS (L.O.S. D)	<i>F</i>	<i>121</i>		<i>F</i>	<i>120⁶</i>		<i>F</i>	<i>120⁶</i>		<i>F</i>	<i>120⁶</i>		0%
4	34th Avenue E at Pacific Highway	Signal	WSDOT HSS (L.O.S. D)	<i>F</i>	<i>86</i>		<i>F</i>	<i>89</i>		<i>F</i>	<i>89</i>		<i>F</i>	<i>89</i>		3%
5	Alexander Avenue E at SR 509 Westbound	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	<i>F</i>	<i>>200⁹</i>	<i>1.04</i>	<i>F</i>	<i>>200⁹</i>	<i>1.04</i>	<i>F</i>	<i>>200⁹</i>	<i>1.04</i>	<i>F</i>	<i>>200⁹</i>	<i>1.04</i>	0%
6	Alexander Avenue E at SR 509 Eastbound	Signal	WSDOT HSS (L.O.S. D)	D	48		D	45 ⁶		D	45 ⁶		D	45 ⁶		0%
7	Alexander Avenue E at 12th Street E	TWSC	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	<i>F</i>	<i>>200⁹</i>	<i>0.62</i>	<i>F</i>	<i>>200⁹</i>	<i>0.63</i>	<i>F</i>	<i>>200⁹</i>	<i>0.63</i>	<i>F</i>	<i>>200⁹</i>	<i>0.63</i>	0%
8	Alexander Avenue E at Pacific Highway	Signal	WSDOT HSS (L.O.S. D)	B	17		B	18		B	18		B	18		6%
9	54th Avenue E/Taylor Way E at SR 509	Signal	WSDOT HSS (L.O.S. D)	C	33		C	33		C	33		C	33		0%
10	54th Avenue E at SR 167 Ramps ³	Roundabout	WSDOT HSS (L.O.S. D)			0.34			0.37			0.37			0.37	9%
11	52nd Avenue E and 12th Street E ¹⁰	Signal	City of Fife (L.O.S. D)	N/A	N/A	N/A	N/A	N/A	N/A	<i>E</i>	<i>70.4</i>			<i>E</i>	<i>70.4</i>	N/A
12	54th Avenue E at 12th Street E	Signal	City of Fife (L.O.S. D)	<i>E</i>	<i>77</i>		<i>F</i>	<i>199</i>		<i>F</i>	<i>150</i>		<i>F</i>	<i>150</i>		<i>95-158%</i>
13	54th Avenue E at SR 99	Signal	WSDOT HSS (L.O.S. D)	<i>F</i>	<i>97</i>		<i>F</i>	<i>101</i>		<i>F</i>	<i>133</i>		<i>F</i>	<i>133</i>		<i>4-37%</i>
14	54th Avenue E at I-5 Southbound Ramps	Signal	WSDOT HSS (L.O.S. D)	C	27		C	26		C	26		C	26		0%
15	54th Avenue E at I-5 Northbound Ramps	No Control ⁴	WSDOT HSS (L.O.S. D)	<i>F</i>	<i>140</i>		<i>F</i>	<i>142</i>		<i>F</i>	<i>142</i>		<i>F</i>	<i>142</i>		1%
16	54th Avenue E at 20th Street E	Signal	City of Fife (L.O.S. D)	D	48		D	50		D	50		D	50		4%

Table 5-32 2042 Traffic Operations – Fife Segment – PM Peak Hour (continued)

I.D.	Intersection	Control Type	Agency (Standard)	No-Build			All Build Alternatives with Preferred Fife Station			All Build Alternatives with 54th Avenue Design Option			All Build Alternatives with 54th Span Design Option			% Change in Seconds of Delay or V/C Ratio between Build Alternatives and No-Build Alternative ⁷
				L.O.S. ¹	Delay ¹	V/C Ratio	L.O.S.	Delay	V/C Ratio	L.O.S.	Delay	V/C Ratio	L.O.S.	Delay	V/C Ratio	
17	54th Avenue E at Valley Avenue E	Signal	City of Fife (L.O.S. D)	A	8		A	8		A	8		A	8		0%
18	52nd Avenue E Pacific Highway E	Signal	WSDOT HSS (L.O.S. D)	C	20		B	19		C	31		C	31		-6%-53%
19	SR 99/I-5 Southbound Ramps ³	Signal	WSDOT HSS (L.O.S. D)	C	31		C	30 ⁶		C	32		C	32		0-3%
20	20th Street E/I-5 Northbound Ramps ³	Signal	WSDOT HSS (L.O.S. D)	C	23		C	23		C	23		C	23		0%
21	59th Avenue Court E at SR 99	Signal	WSDOT HSS (L.O.S. D)	C	33		D	44		E	66		E	66		33-100%
22	59th Avenue Court E at 12th Street E	Signal	City of Fife (L.O.S. D)	B	14		F	81		C	22.8		C	22.8		64%-482%
23	62nd Avenue E at 12th Street E	TWSC	City of Fife (L.O.S. D)	F	108		F	>200⁹		F	148		F	148		37-85%
24	62nd Avenue E at SR 99	TWSC	WSDOT HSS (L.O.S. D)	E	49		F	196		F	>200⁹		F	>200⁹		300-414%
25	Wapato Way at SR 99 (70th Avenue E at SR 99) ⁵	Roundabout	WSDOT HSS (L.O.S. D)	A	5.9	0.72	A	6.1	0.74	A	6.1	0.74	A	6.1	0.74	3%
26	70th Avenue E at 20th Street E	Signal	City of Fife (L.O.S. D)	D	54		E	61		E	61		E	61		13%

Source: Future traffic operations models provided by WSDOT and City of Fife were combined and augmented to reflect year 2042 conditions with planned infrastructure and traffic control changes. All signal timings were optimized. Intersection operations analyzed using SimTraffic 10 for L.O.S. and delay and Synchro for overall intersection v/c ratio. SimTraffic results are the average of 10 simulation runs.

Notes:

- (1) L.O.S. = level of service; delay = seconds of delay per vehicle.
- (2) TWSC = two-way stop-controlled intersection.
- (3) New intersection planned as part of SR 167 Completion Project.
- (4) Current configuration would change in the future. Left turns from southbound 54th Avenue E would no longer be allowed at this location and would be diverted to the new northbound on-ramp from 20th Street E.
- (5) Roundabout is proposed for the future condition; v/c ratio is reported.
- (6) Cells highlighted in **gray bold and italicized** identify intersections that operate below the L.O.S. standard for the facility and may require mitigation.
- (7) The column summarizing the percent change in either seconds of delay or v/c ratio between the No-Build Alternative and the build alternatives was included because 10 percent is the mitigation threshold when neither scenario would meet agency standards. This is described in more detail in Chapter 8 (Potential Mitigation Measures).
- (8) Delay over 200 seconds is not accurately captured by traffic modeling, and estimated delay is limited to over 200 seconds in reporting model results and calculating mitigation thresholds.
- (9) For the 54th Avenue Design Option, the traffic operations analysis was updated at intersections 11, 12, 17, 19, 20 and 21. The intersection operations at the remaining study intersections are expected to be similar to the Build alternatives with the preferred Fife Station.
- (10) The intersection operations for the 54th Span Design Option are expected to be similar to the 54th Avenue Design Option. Intersection assumed to be offset for the purposes of analysis and may be constructed by others as an aligned intersection with the 54th Avenue and 54th Span Design Options.

Tacoma Segment

This section discusses the traffic operations changes associated with the alternatives in the Tacoma Segment. Traffic operations in the Tacoma Segment were evaluated with the additional traffic generated by the Portland Avenue Station in combination with a station near the Tacoma Dome. The Portland Avenue Span Station Option is a design option that was only evaluated with the Tacoma Segment's Preferred Alternative (Tacoma 25th Street-West).

Vehicular access to and from the Tacoma Dome and Portland Avenue station locations was evaluated similarly to intersections and driveways accessing pickup/drop-off areas perform acceptably, with an L.O.S. of C or higher for all options.

AM Peak Hour

The following section describes the traffic operations impacts to the Tacoma street network for the AM peak hour. The AM peak hour results are presented in Table 5-33. Operational details included in the operations tables include L.O.S., delay, and v/c ratio for the study intersections.

Impacts Common to All Alternatives in the Tacoma Segment

During the AM Peak Hour, four intersections would operate below standards in the No-Build Alternative (Intersections #9, #11, #12, and #33) and one additional intersection (Intersection #24) would operate below standard under all build alternatives. The five intersections that would operate below standard under any proposed Tacoma Dome Alternative with Portland Avenue Station locations include:

- I-705 Northbound Off-Ramp/E 26th Street (Intersection #9).
- East C Street/Tacoma Dome Parking Lot Driveway (Intersection #11).
- East C Street/E 26th Street (Intersection #12).
- East L Street/E Puyallup Avenue (Intersection #24).
- E Portland Avenue/E 26th Street (Intersection #33).

No further intersections would operate below standard in the AM peak hour for specific Tacoma Dome-Portland Avenue Station combinations, including with the Portland Avenue Span Station Option.

Table 5-33 2042 Traffic Operations – Tacoma Segment – AM Peak Hour

I.D.	Intersection	Control Type	Agency (Standard)	No-Build			Tacoma 25th Street-West			Tacoma 25th Street-West-Portland Avenue Span			Tacoma 25th Street-East			Tacoma Close to Sounder			Tacoma 26th Street			% Change in Seconds of Delay or V/C Ratio between Build Alternatives and No-Build Alternative
				L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	
1	Pacific Avenue/ S 21st Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	C	31	0.72	C	34	0.73	C	33	0.73	C	32	0.73	C	32	0.73	C	33	0.73	3-10%
2	Pacific Avenue/ S 24th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	C	33	0.58	C	33	0.63	C	32	0.63	C	34	0.61	C	33	0.63	C	34	0.62	0-3%
3	Pacific Avenue/ S 25th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	C	24	0.56	C	23	0.57	C	22	0.57	C	23	0.60	C	22	0.61	C	24	0.62	0%
4	Pacific Avenue/ S Tacoma Way/S 26th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	C	21	0.65	C	23	0.72	C	22	0.72	C	24	0.72	C	23	0.72	C	25	0.74	5-19%
5	Pacific Avenue/ S 34th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	8	0.53	A	8	0.53	A	8	0.53	A	8	0.53	A	8	0.53	A	8	0.53	0%
6	A Street/ S 24th Street/ Puyallup Avenue	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	5	0.56	A	5	0.56	A	5	0.56	A	6	0.52	A	6	0.56	A	5	0.52	0-20%
7	A Street/ S 25th Street/ E 25th Street	Signal	Tacoma – Arterial (L.O.S. D) 0.89 v/c Ratio	A	9	0.40	B	10	0.42	B	10	0.42	B	10	0.42	B	11	0.42	B	10	0.40	11-22%
8	A Street/ S 26th Street/ E 26th Street	Signal	Tacoma – Arterial (L.O.S. D) 0.89 v/c Ratio	A	4	0.50	A	5	0.53	A	4	0.53	A	5	0.54	A	5	0.53	A	5	0.55	0-25%
9	I-705 NB Off-Ramp/ E 26th Street	TWSC	WSDOT Highways of Statewide Significance (L.O.S. D)	F	188	1.16	F	>200⁵	1.52	F	>200⁵	1.52	F	>200⁵	1.52	F	>200⁵	1.52	F	>200⁵	1.65	6%
10	East C Street/ E 25th Street	Signal	Tacoma – Arterial (L.O.S. D) 0.89 v/c Ratio	C	20	0.49	C	20	0.50	C	20	0.50	C	20	0.49	C	24	0.51	C	21	0.72	0-20%
11	East C Street/ Tacoma Dome Parking Driveway ²	TWSC	Tacoma – Arterial (L.O.S. D) 0.89 v/c Ratio	F	61	0.01	F	53	0.01	F	51	0.01	F	63	0.01	E	46	0.01	F	70	0.10	0-15%
12	East C Street/ E 26th Street	TWSC	Tacoma – Arterial (L.O.S. D) 0.89 v/c Ratio	E	37	0.30	F	183	0.43	F	183	0.43	F	69	0.43	F	>200⁵	0.43	F	89	0.39	85->200%
13	East D Street/ E Dock Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	6	0.40	A	7	0.42	A	7	0.42	A	7	0.42	A	8	0.42	A	6	0.42	0-33%
14	East D Street/ Puyallup Avenue	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	B	19	0.78	C	22	0.84	C	22	0.84	C	20	0.83	C	24	0.84	B	18	0.82	0-26%
15	East D Street/ E 25th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	C	22	0.54	C	22	0.83	C	23	0.83	C	21	0.56	C	24	0.83	B	17	0.56	0-9%
16	East D Street/ Tacoma Dome Parking Driveway	TWSC	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	C	15	0.01	C	22	0.01	C	19	0.01	B	13	0.01	C	20	0.01	B	12	0.01	0-47%
17	East D Street/ E 26th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	B	13	0.63	C	32	0.73	C	27	0.73	B	14	0.72	C	29	0.73	B	16	0.74	8-146%
18	East D Street/ McKinley Way/ E Wiley Avenue	TWSC	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	8	0.06	A	8	0.06	A	9	0.06	A	8	0.06	A	9	0.06	A	8	0.16	0-13%
19	McKinley Way/ E 34th Street	AWSC	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	9	0.46	A	9	0.51	A	9	0.51	A	8	0.51	A	8	0.51	A	9	0.51	0%
20	East E Street/ Puyallup Avenue	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	6	0.56	A	6	0.56	A	6	0.56	A	5	0.59	A	6	0.56	A	5	0.56	0%

Table 5-33 2042 Traffic Operations – Tacoma Segment – AM Peak Hour (continued)

I.D.	Intersection	Control Type	Agency (Standard)	No-Build			Tacoma 25th Street-West			Tacoma 25th Street-West-Portland Avenue Span			Tacoma 25th Street-East			Tacoma Close to Sounder			Tacoma 26th Street			% Change in Seconds of Delay or V/C Ratio between Build Alternatives and No-Build Alternative
				L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	
21	East F Street/ Puyallup Avenue	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	4	0.54	A	4	0.54	A	4	0.54	A	4	0.57	A	4	0.54	A	4	0.54	0%
22	East G Street/ Puyallup Avenue	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	8	0.59	B	10	0.65	B	10	0.65	B	13	0.61	B	10	0.65	B	10	0.69	25-63%
23	East G Street/ E 25th Street	Signal	Tacoma – Arterial (L.O.S. D) 0.89 v/c Ratio	C	21	0.44	B	11	0.60	B	12	0.60	C	20	0.60	B	14	0.63	B	11	0.44	0%
24	East L Street/ Puyallup Avenue	TWSC	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	D	30	0.79	F	60	1.22	F	72	1.37	F	63	1.23	F	60	1.23	F	55	1.23	83-140%
25	East L Street/ E 26th Street	TWSC	Tacoma (L.O.S. D) 0.89 v/c Ratio	A	6	0.04	A	7	0.04	A	6	0.07	A	6	0.04	A	6	0.04	A	6	0.04	0-17%
26	East L Street/ E Wiley Avenue/ E 27th Street	TWSC	Tacoma (L.O.S. D) 0.89 v/c Ratio	A	6	0.18	A	6	0.24	A	6	0.24	A	6	0.24	A	6	0.24	A	6	0.24	0%
27	East L Street/ E 28th Street	Signal ³	Tacoma (L.O.S. D) 0.89 v/c Ratio	A	2	-	A	2	-	A	2	-	A	2	-	A	2	-	A	2	-	0%
28	East L Street/ E 34th Street	TWSC	Tacoma (L.O.S. D) 0.89 v/c Ratio	A	3	0.24	A	9	0.28	A	8	0.28	A	9	0.28	A	9	0.28	A	9	0.28	167-200%
29	E Portland Avenue/ SR 509 WB On-Ramp	TWSC	WSDOT Highways of Statewide Significance (L.O.S. D)	A	6	-	A	6	-	A	6	-	A	6	-	A	6	-	A	6	-	0%
30	E Portland Avenue/ SR 509 EB Off-Ramp	Signal ³	WSDOT Highways of Statewide Significance (L.O.S. D)	A	6	0.40	A	6	0.41	A	5	0.41	A	6	0.41	A	6	0.41	A	6	0.41	0%
31	E Portland Avenue/ Puyallup Avenue	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	C	22	0.73	C	24	0.75	C	24	0.75	C	24	0.75	C	24	0.75	C	24	0.75	9%
32	E Portland Avenue/ E 25th Street/ E Bay Street	TWSC	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	D	29	0.31	E	37	0.22	D	31	0.30	E	41	0.22	E	43	0.22	E	44	0.22	7-52%
33	E Portland Avenue/ E 26th Street	TWSC	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	F	50	0.82	E	37	1.06	D	29	1.00	F	64	1.06	F	67	1.06	F	65	1.06	0-34%
34	E Portland Avenue/ E 27th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	B	16	0.72	B	16	0.80	B	17	0.79	B	15	0.82	B	15	0.80	B	15	0.82	0-6%
35	E Portland Avenue/ E 28th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	B	18	0.72	C	25	0.80	C	24	0.79	C	24	0.82	C	25	0.80	C	21	0.82	17-39%
36	E Portland Avenue/ E 32nd Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	B	11	0.66	B	13	0.68	B	12	0.68	B	13	0.68	B	14	0.68	B	11	0.68	0-27%
37	E Bay Street/ SR 167 Access Ramps	Yield Control	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	8	-	B	11	-	B	12	-	A	9	-	B	10	-	B	10	-	13-50%
38	E Bay Street/ E 27th Street/ I-5 SB Off-Ramp	Signal	WSDOT Highways of Statewide Significance (L.O.S. D)	B	15	0.60	B	15	0.64	B	14	0.64	B	14	0.64	B	15	0.64	B	14	0.64	0%

Table 5-33 2042 Traffic Operations – Tacoma Segment – AM Peak Hour (continued)

I.D.	Intersection	Control Type	Agency (Standard)	No-Build			Tacoma 25th Street-West			Tacoma 25th Street-West-Portland Avenue Span			Tacoma 25th Street-East			Tacoma Close to Sounder			Tacoma 26th Street			% Change in Seconds of Delay or V/C Ratio between Build Alternatives and No-Build Alternative
				L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	
39	East R Street/ E 28th Street/ I-5 NB On-Ramp	Signal	WSDOT Highways of Statewide Significance (L.O.S. D)	C	23	0.58	C	24	0.59	C	24	0.59	C	24	0.59	C	25	0.59	C	24	0.59	4-9%
40	East R Street/ E 30th Street	TWSC	Tacoma (L.O.S. D) 0.89 v/c Ratio	A	5	0.19	A	5	0.19	A	5	0.19	A	5	0.19	A	5	0.19	A	5	0.19	0%
41	East R Street/ E 32nd Street	TWSC	Tacoma (L.O.S. D) 0.89 v/c Ratio	A	6	0.22	A	7	0.22	A	7	0.22	A	6	0.22	A	7	0.22	A	6	0.22	0-17%
42	East R Street/ E 29th Street	Roundabout	Tacoma (L.O.S. D) 0.89 v/c Ratio	-	-	0.24	-	-	0.24	-	-	0.24	-	-	0.24	-	-	0.24	-	-	0.24	0%
43	E Bay Street/River Road E (SR 167)/ Pioneer Way E	Signal	WSDOT Highways of Statewide Significance (L.O.S. D)	C	27	0.76	D	36	0.78	C	29	0.78	D	43	0.78	D	39	0.78	D	35	0.78	30-59%

Source: Parametrix

Notes:

(1)

Cells highlighted in ***gray bold and italicized*** identify intersections that operate below the L.O.S. standard for the facility and may require mitigation.

(2)

Worst movement at the intersection would serve less than 10 vehicles. With minimal minor-street vehicle movements arriving in random seeds, delays can vary at TWSC intersections in SimTraffic.

(3)

Intersection would be converted from a TWSC to a traffic signal under the No-Build condition.

(4)

The column summarizing the percent change in either seconds of delay or V/C ratio between the No-Build Alternative and the build alternatives was included because 10 percent is the mitigation threshold when neither scenario would meet agency standards. This is described in more detail in Chapter 8 (Potential Mitigation Measures).

(5)

Delay over 200 seconds is not accurately captured by traffic modeling, and estimated delay is limited to over 200 seconds reporting model results and calculating mitigation thresholds.

PM Peak Hour

The following section describes the traffic operations impacts to the Tacoma street network for the PM peak hour. The PM peak hour results are presented in Table 5-34. Operational details in the table include L.O.S., delay, and v/c ratio for the study intersections.

Impacts Common to All Alternatives in the Tacoma Segment

During the PM peak hour, 10 intersections would operate below standards in the No-Build Alternative (Intersections #9, #12, #30, #32, #33, #34, #37, #38, #39, and #43) and two additional intersections (Intersections #24 and #29) would operate below standard under all build alternatives. The 12 intersections that would operate below standard under any proposed Tacoma Dome Alternative with Portland Avenue Station locations scenario include:

- I-705 Northbound Off-Ramp/E 26th Street (Intersection #9).
- East C Street/E 26th Street (Intersection #12).
- East L Street/E Puyallup Avenue (Intersection #24).
- E Portland Avenue/SR 509 Westbound On-Ramp (Intersection #29).
- E Portland Avenue/SR 509 Eastbound Off-Ramp (Intersection #30).
- E Portland Avenue/E 25th Street (Intersection #32).
- E Portland Avenue/E 26th Street (Intersection #33).
- E Portland Avenue/E 27th Street (Intersection #34).
- E Bay Street/SR 167 Access Ramps (Intersection #37).
- E Bay Street/E 27th Street/I-5 Southbound Off-Ramp (Intersection #38).
- East R Street/E 28th Street/I-5 Northbound On-Ramp (Intersection #39).
- E Bay Street/River Road E (SR 167)/Pioneer Way E (Intersection #43).

No further intersections would operate below standard in the PM peak hour for specific Tacoma Dome-Portland Avenue station combinations, including with the Portland Avenue Span Station Option.

Table 5-34 2042 Traffic Operations – Tacoma Segment – PM Peak Hour

I.D.	Intersection	Control Type	Agency (Standard)	No-Build			Tacoma 25th Street-West			Tacoma 25th Street West-Portland Avenue Span			Tacoma 25th Street- East			Tacoma Close to Sounder			Tacoma 26th Street			% Change in Seconds of Delay or V/C Ratio between Build Alternatives and No-Build Alternative
				L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	
1	Pacific Avenue/ S 21st Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	D	40	0.78	D	46	0.78	D	45	0.78	D	42	0.78	D	47	0.78	D	41	0.78	3-18%
2	Pacific Avenue/ S 24th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	C	33	0.68	C	31	0.69	C	33	0.69	C	35	0.70	C	32	0.69	C	34	0.69	0-6%
3	Pacific Avenue/ S 25th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	C	33	0.84	C	35	0.88	C	35	0.88	C	35	0.90	D	35	0.89	C	34	0.89	3-6%
4	Pacific Avenue/ S Tacoma Way/ S 26th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	C	25	0.72	C	27	0.77	C	27	0.77	C	26	0.77	C	27	0.77	C	28	0.79	4-12%
5	Pacific Avenue/ S 34th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	9	0.66	B	10	0.64	B	10	0.64	B	10	0.64	B	10	0.64	B	10	0.64	11%
6	A Street/ S 24th Street/ Puyallup Avenue	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	8	0.67	A	8	0.67	A	8	0.67	B	11	0.69	A	8	0.67	A	8	0.65	0-38%
7	A Street/ S 25th Street/ E 25th Street	Signal	Tacoma – Arterial (L.O.S. D) 0.89 v/c Ratio	A	10	0.50	B	14	0.50	B	11	0.50	A	10	0.50	B	14	0.50	B	10	0.50	0-40%
8	A Street/ S 26th Street/ E 26th Street	Signal	Tacoma – Arterial (L.O.S. D) 0.89 v/c Ratio	A	5	0.50	A	5	0.51	A	5	0.51	A	5	0.51	A	6	0.51	A	6	0.52	0-20%
9	I-705 NB Off-Ramp/ E 26th Street	TWSC	WSDOT Highways of Statewide Significance (L.O.S. D)	F	59	0.49	F	>200^d	0.56	F	>200^d	0.56	F	128	0.56	F	>200^d	0.56	F	>200^d	0.61	117-239%
10	East C Street/ E 25th Street	Signal	Tacoma – Arterial (L.O.S. D) 0.89 v/c Ratio	C	25	0.37	C	27	0.37	C	27	0.37	C	27	0.37	C	27	0.37	C	24	0.59	0-8%
11	East C Street/ Tacoma Dome Parking Driveway	TWSC	Tacoma – Arterial (L.O.S. D) 0.89 v/c Ratio	D	27	0.03	D	29	0.01	D	29	0.01	D	33	0.02	D	28	0.03	D	34	0.03	4-26%
12	East C Street/ E 26th Street	TWSC	Tacoma – Arterial (L.O.S. D) 0.89 v/c Ratio	E	39	0.57	F	>200^d	1.26	F	>200^d	1.26	F	77	1.22	F	>200^d	1.26	F	54	1.14	38->400%
13	East D Street/ E Dock Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	7	0.56	A	7	0.58	A	7	0.58	A	7	0.58	A	7	0.58	A	10	0.58	0-43%
14	East D Street/ Puyallup Avenue	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	B	17	0.65	B	11	0.74	C	21	0.74	C	20	0.72	B	20	0.74	C	21	0.69	0-24%
15	East D Street/ E 25th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	C	31	0.42	C	27	0.64	C	26	0.64	C	33	0.43	C	27	0.65	B	15	0.60	0-6%

Table 5-34 2042 Traffic Operations – Tacoma Segment – PM Peak Hour (continued)

I.D.	Intersection	Control Type	Agency (Standard)	No-Build			Tacoma 25th Street-West			Tacoma 25th Street West-Portland Avenue Span			Tacoma 25th Street- East			Tacoma Close to Sounder			Tacoma 26th Street			% Change in Seconds of Delay or V/C Ratio between Build Alternatives and No-Build Alternative
				L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	
16	East D Street/ Tacoma Dome Parking Driveway	TWSC	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	4	0.01	A	9	0.01	B	10	0.01	A	4	0.01	B	10	0.01	A	5	0.01	0-150%
17	East D Street/ E 26th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	B	12	0.77	D	37	0.96	D	37	0.96	B	12	0.87	D	37	0.96	C	22	0.93	0-208%
18	East D Street/ McKinley Way/ E Wiley Avenue	TWSC	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	9	0.15	A	10	0.17	B	10	0.17	A	10	0.18	A	9	0.17	A	10	0.27	0-11%
19	McKinley Way/ E 34th Street	AWSC	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	B	11	0.43	B	11	0.47	B	11	0.47	B	12	0.47	B	11	0.47	B	12	0.47	0-9%
20	East E Street/ Puyallup Avenue	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	B	14	0.58	B	15	0.58	B	14	0.58	B	15	0.61	B	14	0.58	B	15	0.58	0-7%
21	East F Street/ Puyallup Avenue	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	A	7	0.46	A	7	0.46	A	7	0.46	A	8	0.49	A	7	0.46	A	8	0.46	0-14%
22	East G Street/ Puyallup Avenue	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	B	10	0.66	B	12	0.69	B	12	0.69	B	16	0.71	B	12	0.69	B	13	0.70	20-60%
23	East G Street/ E 25th Street	Signal	Tacoma – Arterial (L.O.S. D) 0.89 v/c Ratio	C	29	0.61	C	32	0.81	C	32	0.81	C	31	0.78	D	49	0.89	C	22	0.64	0-69%
24	East L Street/ Puyallup Avenue	TWSC	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	E	39	0.38	F	63	1.40	F	108	1.68	F	108	1.40	F	106	1.40	F	95	1.40	62-177%
25	East L Street/ E 26th Street	TWSC	Tacoma (L.O.S. D) 0.89 v/c Ratio	A	7	0.06	A	6	0.07	A	7	0.10	A	7	0.07	A	7	0.07	A	7	0.07	0%
26	East L Street/ E Wiley Avenue/ E 27th Street	TWSC	Tacoma (L.O.S. D) 0.89 v/c Ratio	A	6	0.31	A	6	0.37	A	7	0.37	A	7	0.36	A	7	0.37	A	7	0.36	0-17%
27	East L Street/ E 28th Street	Signal ²	Tacoma (L.O.S. D) 0.89 v/c Ratio	A	2	0.23	A	1	0.19	A	1	-	A	1	0.19	A	1	0.19	A	1	0.19	0%
28	East L Street/ E 34th Street	TWSC	Tacoma (L.O.S. D) 0.89 v/c Ratio	A	8	0.25	A	9	0.28	A	9	0.28	A	9	0.28	A	9	0.28	A	9	0.28	13%
29	E Portland Avenue/ SR 509 WB On-Ramp	TWSC	WSDOT Highways of Statewide Significance (L.O.S. D)	D	28	-	F	85	-	F	52	-	F	57	-	F	57	-	F	79	-	86-204%
30	E Portland Avenue/ SR 509 EB Off-Ramp	Signal ²	WSDOT Highways of Statewide Significance (L.O.S. D)	F	88	0.58	F	>200⁴	0.58	F	137	0.58	F	141	0.58	F	141	0.58	F	>200⁴	0.58	56-127%
31	E Portland Avenue/ Puyallup Avenue	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	D	43	0.96	E	66	0.98	E	58	0.98	E	57	0.98	E	59	0.98	E	68	0.98	33-58%

Table 5-34 2042 Traffic Operations – Tacoma Segment – PM Peak Hour (continued)

I.D.	Intersection	Control Type	Agency (Standard)	No-Build			Tacoma 25th Street-West			Tacoma 25th Street West-Portland Avenue Span			Tacoma 25th Street- East			Tacoma Close to Sounder			Tacoma 26th Street			% Change in Seconds of Delay or V/C Ratio between Build Alternatives and No-Build Alternative
				L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	L.O.S.	Delay (sec/veh)	v/c ratio	
32	E Portland Avenue/ E 25th Street/ E Bay Street	TWSC	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	<i>F</i>	<i>>200^d</i>	<i>0.91</i>	<i>F</i>	<i>>200^d</i>	<i>0.94</i>	<i>F</i>	<i>>200^d</i>	<i>0.93</i>	<i>F</i>	<i>>200^d</i>	<i>0.94</i>	<i>F</i>	<i>>200^d</i>	<i>0.94</i>	<i>F</i>	<i>>200^d</i>	<i>0.94</i>	0%
33	E Portland Avenue/ E 26th Street	TWSC	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	<i>F</i>	<i>158</i>	<i>0.39</i>	<i>F</i>	<i>>200^d</i>	<i>0.39</i>	<i>F</i>	<i>>200^d</i>	<i>0.37</i>	<i>F</i>	<i>>200^d</i>	<i>0.39</i>	<i>F</i>	<i>120</i>	<i>0.39</i>	<i>F</i>	<i>>200^d</i>	<i>0.39</i>	0-27%
34	E Portland Avenue/ E 27th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	<i>E</i>	<i>66</i>	<i>0.73</i>	<i>F</i>	<i>102</i>	<i>0.80</i>	<i>F</i>	<i>83</i>	<i>0.78</i>	<i>F</i>	<i>82</i>	<i>0.80</i>	<i>F</i>	<i>89</i>	<i>0.80</i>	<i>F</i>	<i>92</i>	<i>0.80</i>	24-55%
35	E Portland Avenue/ E 28th Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	D	42	0.73	D	54	0.80	D	53	0.78	D	48	0.80	E	56	0.80	E	60	0.80	14-43%
36	E Portland Avenue/ E 32nd Street	Signal	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	C	25	0.84	C	28	0.86	C	25	0.86	C	26	0.86	C	26	0.86	C	28	0.86	0-12%
37	E Bay Street/ SR 167 Access Ramps	Yield Control	Tacoma – Arterial (L.O.S. E) 0.99 v/c Ratio	<i>F</i>	<i>>200^d</i>	-	<i>F</i>	<i>>200^d</i>	-	<i>F</i>	<i>>200^d</i>	-	<i>F</i>	<i>>200^d</i>	-	<i>F</i>	<i>>200^d</i>	-	<i>F</i>	<i>>200^d</i>	-	0%
38	E Bay Street/ E 27th Street/ I-5 SB Off-Ramp	Signal	WSDOT Highways of Statewide Significance (L.O.S. D)	<i>E</i>	<i>71</i>	<i>0.78</i>	<i>E</i>	<i>66</i>	<i>0.82</i>	<i>E</i>	<i>66</i>	<i>0.82</i>	<i>E</i>	<i>66</i>	<i>0.82</i>	<i>E</i>	<i>70</i>	<i>0.82</i>	<i>E</i>	<i>68</i>	<i>0.82</i>	0%
39	E Bay Street/ E 28th Street/ I-5 NB On-Ramp	Signal	WSDOT Highways of Statewide Significance (L.O.S. D)	<i>F</i>	<i>96</i>	<i>0.85</i>	<i>F</i>	<i>103</i>	<i>0.87</i>	<i>F</i>	<i>103</i>	<i>0.87</i>	<i>F</i>	<i>99</i>	<i>0.87</i>	<i>F</i>	<i>104</i>	<i>0.87</i>	<i>F</i>	<i>106</i>	<i>0.87</i>	3-10%
40	East R Street/ E 30th Street	TWSC	Tacoma (L.O.S. D) 0.89 v/c Ratio	A	7	0.36	A	7	0.36	A	7	0.36	A	7	0.36	A	9	0.36	A	7	0.36	0-29%
41	East R Street/ E 32nd Street	TWSC	Tacoma (L.O.S. D) 0.89 v/c Ratio	B	15	0.51	B	13	0.51	B	13	0.51	B	14	0.51	C	16	0.51	C	19	0.51	0-27%
42	East R Street/ E 29th Street	Roundabout	Tacoma (L.O.S. D) 0.89 v/c Ratio	-	-	0.53	-	-	0.53	-	-	0.53	-	-	0.53	-	-	0.53	-	-	0.53	0%
43	E Bay Street/River Road E (SR 167)/ Pioneer Way E	Signal	WSDOT Highways of Statewide Significance (L.O.S. D)	<i>F</i>	<i>86</i>	<i>0.65</i>	<i>F</i>	<i>163</i>	<i>0.68</i>	<i>F</i>	<i>>200^d</i>	<i>0.68</i>	<i>F</i>	<i>156</i>	<i>0.68</i>	<i>F</i>	<i>>200^d</i>	<i>0.68</i>	<i>F</i>	<i>158</i>	<i>0.68</i>	81-133%

Source: Parametrix

Notes:

(1)

Cells highlighted in ***gray bold and italicized*** identify intersections that operate below the L.O.S. standard for the facility and may require mitigation.

(2)

Intersection would be converted from a TWSC to a traffic signal under the No-Build condition.

(3)

The column summarizing the percent change in either seconds of delay or V/C ratio between the No-Build Alternative and the build alternatives was included because 10 percent is the mitigation threshold when neither scenario would meet agency standards. This is described in more detail in Chapter 8 (Potential Mitigation Measures).

(4)

Delay over 200 seconds is not accurately captured by traffic modeling, and estimated delay is limited to over 200 seconds reporting model results and calculating mitigation thresholds.

5.4 Freight Mobility and Access

The following sections describe the effects of the No-Build and build alternatives on freight mobility and access within the TDLE study area. Key findings and comparisons between build alternatives include the following:

- The completion of SR 167 and corresponding extension to I-5 from Puyallup is anticipated to remove a portion of the truck traffic that currently accesses the Port of Tacoma from roadways such as Pacific Highway, 20th Street E, and E Portland Avenue.
- None of the proposed TDLE build alternatives would affect truck circulation or change truck route designations on the regional and local street system, except for the Fife Median Alternative. While the elevated structure would not affect any turning movements at any major intersections along Pacific Highway, including Port of Tacoma Road, Alexander Avenue E, and 54th Avenue E, the median would prohibit left turns at some midblock intersections and driveways. Larger trucks that previously accessed business driveways from the existing two-way left-turn lane may be required to approach affected businesses using routes that do not require left turns.

5.4.1 No-Build Alternative

Freight mobility and access are expected to improve under the No-Build Alternative compared with existing conditions because the SR 167 Completion Project would create a new regional highway connection to/from I-5 within the TDLE study area. This new highway facility would improve freight mobility between major freight activity centers, such as the Port of Tacoma, when completed and would be a major freight route.

This highway extension project is planned to be completed by 2028. Within the study area, the SR 167 Completion Project is anticipated to remove some of the truck traffic that currently accesses the Port of Tacoma via I-5, Pacific Highway, or 20th Street E because the new highway would allow freight traffic to travel directly to SR 509. The project would also be anticipated to remove freight traffic from E Portland Avenue in Tacoma because the managed-access segment of SR 167 that currently continues to E Portland Avenue would no longer operate as SR 167. Overall, this SR 167 extension would increase north-south and east-west freight mobility in the TDLE study area. In addition to the SR 167 Completion Project, both the I-5/Port of Tacoma Road Interchange and I-5/54th Avenue Interchange planned improvements would improve freight travel because interchange improvements would reduce congestion through both interchanges. Even with these major planned background projects, roadway congestion would continue to occur along some freight corridors as traffic volumes increase in the TDLE study area.

In the Tacoma Segment, the City of Tacoma has planned improvements specifically for Freight Access along E Portland Avenue. These include the Portland Avenue Freight Access Improvement Project, which includes the installation of a traffic signal at the SR 509 Off-Ramp/E Portland Avenue intersection, along with the reconfiguration of an additional northbound left-turn lane at E Portland Avenue/E 27th Street while reducing two northbound through lanes down to one through the interchange area. This improvement would also include an additional southbound through lane at the intersection of E Portland Avenue/E 27th Street that would extend to E Portland Avenue/E 26th Street.

Other changes in Tacoma include the multimodal planned improvements along Puyallup Avenue, which includes converting one eastbound travel lane to a transit-only lane. This would add some vehicle delay and congestion to Puyallup Avenue, although freight traffic that previously used this section of Puyallup Avenue could utilize other freight roadways, including SR 509 or I-5, to reach their destinations.

5.4.2 Impacts Common to All Build Alternatives

With construction of the TDLE build alternatives, truck traffic would still be expected to use the designated freight facilities. The distribution of trucks on I-5, Pacific Highway, SR 167, Port of Tacoma Road, E Portland Avenue, and other major freight routes in the study area would be similar to the No-Build conditions.

Because the build alternatives would be either grade-separated or travel in an exclusive light rail guideway outside the roadway travel lanes, freight mobility and access would be similar to automobile mobility and access.

5.4.3 Federal Way Segment

This section discusses the freight mobility and access changes associated with the alternatives in the Federal Way Segment.

5.4.3.1 Federal Way Enchanted Parkway Alternative

The Preferred FW Enchanted Parkway Alternative would be elevated above existing roadways from its connection to the Federal Way Link Extension to the South Federal Way Segment. Since the track would not have at-grade crossings and would be on grade-separated guideway, freight traffic and access would be similar to automobile mobility. While some increases in traffic are anticipated with the construction of stations further south, this would not affect truck circulation and truck route designations. The guideway and columns are not anticipated to have any permanent impacts to loading areas.

5.4.4 South Federal Way Segment

This section discusses the freight mobility and access changes associated with the alternatives in the South Federal Way Segment.

5.4.4.1 South Federal Way Enchanted Parkway Alternative

The SF Enchanted Parkway Alternative station would be located just south of S 348th Street along SR 161. The track would be elevated above existing roadways and would not have any at-grade crossings in the South Federal Way Segment. Because this build alternative would be grade-separated and in an exclusive light rail guideway outside the roadway travel lanes, freight mobility and access would be similar to automobile mobility and access. While roadway traffic on SR 161 is anticipated to increase with the construction of the station, the station location would not affect truck circulation or change truck route designations on the regional and local street system. The SF Enchanted Parkway Alternative would permanently impact some loading areas for private businesses along the west side of Enchanted Parkway.

5.4.4.2 South Federal Way I-5 Alternative

The SF I-5 Alternative would be set back from SR 161 and other Federal Way roads but would be close to the I-5 southbound off-ramp to SR 161. The South Federal Way I-5 Alternative would add right-in, right-out driveways to SR 161 and to S 356th Street, connecting to the future constructed off-ramp intersections. While roadway traffic on SR 161 is anticipated to increase with the construction of the station, the station location would not affect truck circulation or change truck route designations on the regional and local street system.

5.4.4.3 South Federal Way 99-East Alternative

The SF 99-East Alternative would have an approximately 2-mile stretch of guideway along the east side or in the median of Pacific Highway. The track would be elevated exclusive light rail guideway. From S 356th Street to S 373rd Street, the guideway would travel along the east side of Pacific Highway, with some changes to driveways on that side of the roadway to maintain safe access to properties on the east side of the roadway. Between S 373rd Street and 70th Avenue E, the SF 99-East Alternative would be in the median of Pacific Highway and left-turn movements at intersections and to access businesses along both sides of Pacific Highway would be restricted. While traffic along Pacific Highway is expected to increase, the SF 99-East Alternative and SF 99-352nd Station would not affect truck circulation or change truck route designations.

5.4.4.4 South Federal Way 99-West Alternative

The SF 99-West Alternative would have an approximately 2-mile stretch of guideway along the west side of Pacific Highway. The track would be elevated exclusive light rail guideway, but because of the proximity to the roadway, freight access along the corridor would be affected. The SF 99-West Alternative would modify access points to properties on the west side of the roadway with the guideway, columns, and roadway improvements. While traffic along Pacific Highway is expected to increase, the SF 99-West Alternative and SF 99-352nd Station would not affect truck circulation or change truck route designations.

5.4.5 Fife Segment

This section discusses the freight mobility and access changes associated with the alternatives in the Fife Segment.

5.4.5.1 Fife Pacific Highway Alternative

The Fife Pacific Highway Alternative would include an elevated structure along the south side of Pacific Highway E, just west of the preferred Fife Station location. Because this alternative would be either grade-separated or in an exclusive light rail guideway outside the roadway travel lanes, freight mobility and access would be similar to automobile mobility and access. No proposed roadway network changes to Pacific Highway E or other Port of Tacoma access roadways are included with the Fife Pacific Highway Alternative; intersection channelization would be similar to that of the No-Build condition. Therefore, the proposed alignment would not affect truck circulation or change truck route designations on the regional and local street system.

Freight access and loading for some businesses adjacent to 13th Street E may require modification to accommodate the guideway and station. Permanent impacts to freight access and mobility would be similar for the Fife Station and the 54th Avenue Design Option, but the

54th Span Design Option would not have freight impacts along 13th Street E. 54th Avenue E is a major access point for freight to and from the Port of Tacoma. Continued maintenance of the of the guideway over 54th Avenue E would require some temporary partial closures of 54th Avenue E, and partial closures would be more frequent or longer in duration for the 54th Span Design Option with a station platform that spans the roadway.

5.4.5.2 Fife Median Alternative

The Fife Median Alternative would have an elevated structure that would bisect the current channelization of Pacific Highway E from 34th Avenue E to Willow Road E.

The elevated structure would not affect any turning movements at major intersections along Pacific Highway, including Port of Tacoma Road, Alexander Avenue E, and 54th Avenue E. The median would prohibit left turns at some midblock driveways. U-turn facilities provided at major intersections could be used by smaller trucks. However, larger trucks may be required to approach affected businesses using a route that does not require left turns. This is possible because there are full-access I-5 interchanges at each end of the affected segment. The Fife Median Alternative would have a greater effect on freight compared with the Fife Pacific Highway or Fife I-5 alternatives because of adjacent property access limitations.

Freight access and loading for some businesses adjacent to 13th Street E may require modification to accommodate the guideway and station. Permanent impacts to freight access and mobility would be similar for the Fife Station and 54th Avenue Design Option, but the 54th Span Design Option would not have freight impacts along 13th Street E. 54th Avenue E is a major access point for freight to and from the Port of Tacoma. Continued maintenance of the of the guideway over 54th Avenue E would require some temporary partial closures of 54th Avenue E, and partial closures would be more frequent or longer in duration for the 54th Span Design Option with a station platform that spans the roadway.

5.4.5.3 Fife I-5 Alternative

The Fife I-5 Alternative would be the farthest south of Pacific Highway E and adjacent to I-5. The alignment would be elevated for the entire section of guideway near I-5 and would not include any associated roadway network changes. The proposed alignment would not affect truck circulation or change truck route designations on the regional and local street system.

Freight access and loading for some businesses adjacent to 13th Street E may require modification to accommodate the guideway and station. Permanent impacts to freight access and mobility would be similar for the Fife Station and the 54th Avenue Design Option, but the 54th Span Design Option would not have freight impacts along 13th Street E. 54th Avenue E is a major access point to for freight to and from the Port of Tacoma. Continued maintenance of the of the guideway over 54th Avenue E would require some temporary partial closures of 54th Avenue E and partial closures would be more frequent or longer in duration for the 54th Span Design Option with a station platform that spans the roadway.

5.4.6 Tacoma Segment

This section discusses the freight mobility and access changes associated with the alternatives in the Tacoma Segment.

5.4.6.1 Impacts Common to All Tacoma Segment Build Alternatives

All Tacoma Segment build alternatives would include the same Portland Avenue Station as well as the Portland Avenue Span Station Option.

The Preferred Tacoma Portland Avenue Alternative would maintain an elevated track crossing above E Portland Avenue near E 26th Street. E Portland Avenue is an access point to the Port of Tacoma and is considered a T-2 freight access corridor. The proposed alignment and station location would not affect channelization on E Portland Avenue compared with No-Build conditions. Pickup/drop-off access would be via E Portland Avenue, E 26th Street, and E 27th Street, with the latter two being right-in, right-out. While traffic volumes on E Portland Avenue would be anticipated to increase from No-Build conditions with the construction of the station and pickup/drop-off trips accessing the station, the station location would not affect truck circulation or change truck route designations on the regional and local street system.

Similar to the Preferred Tacoma Portland Avenue Alternative, the Tacoma Portland Avenue Span Alternative would maintain an elevated track above E Portland Avenue and cross near E 26th Street. The Span alternative would remove the previously noted access to E 27th Street and would be replaced with a second E 26th access just west of E Portland Avenue. The proposed alignment would not affect channelization on E Portland Avenue, nor would the station location alter E Portland Avenue from No-Build conditions. While roadway traffic on E Portland Avenue would be anticipated to increase from No-Build conditions with the construction of the station and pickup/drop-off trips accessing the station, the station location would not affect truck circulation or change truck route designations on the regional and local street system.

A nonmotorized overcrossing of I-5, referred to as the optional Portland Avenue bike and pedestrian bridge, could be provided between the station and the area south of I-5 in the vicinity of either East R Street or E Portland Avenue. This optional bike and pedestrian bridge would not impact freight movement as it would be grade-separated from all roadways. WSDOT standards would be met for clearances over I-5.

None of the build alternatives in the Tacoma Segment would impact Tacoma Rail freight rail operations.

5.4.6.2 Tacoma 25th Street-West Alternative

The Preferred Tacoma 25th Street-West Alternative currently includes an elevated structure that would be above E 25th Street near the Tacoma Dome with access from E 25th Street. As E 25th Street is not a designated freight route, the station location and proposed alignment would not affect truck circulation or change truck route designations on the regional and local street system.

5.4.6.3 Tacoma 25th Street-East Alternative

The Tacoma 25th Street-East Alternative currently includes an elevated structure that would be above E 25th Street near the Tacoma Dome with pickup/drop-off access along East G Street and E McKinley Avenue. As E 25th Street, East G Street, and E McKinley Avenue are not designated freight routes, the station location and alignment would not affect truck circulation or change truck route designations on the regional and local street system.

5.4.6.4 Tacoma Close to Sounder Alternative

The Tacoma Close to Sounder Alternative would have an elevated structure and would also be offset to the south of E 25th Street. E 25th Street would experience minor channelization changes with the Close to Sounder Alternative, but no other street network changes would be incorporated. Similar to the Tacoma 25th Street West Alternative, pickup/drop-off access would be via E 25th Street. As E 25th Street is not a designated freight route, the station location would not affect truck circulation or change truck route designations on the regional and local street system.

5.4.6.5 Tacoma 26th Street Alternative

The Tacoma 26th Street Alternative would also maintain an elevated track above E 26th Street in the study segment. While S Tacoma Way is a T-3 freight route in the study segment, E 26th Street is not designated a freight route. As alternatives west of Tacoma Dome Station are not considered in this evaluation, the station location would not affect truck circulation or change truck route designations on the regional and local street system.

5.5 Nonmotorized Access

This section discusses the future nonmotorized conditions (year 2042) for the No-Build Alternative and the anticipated nonmotorized conditions for the build alternatives. The analysis includes future pedestrian and bicycle facilities, nonmotorized trip activity at stations, and pedestrian facility (crosswalks and sidewalks) operations (L.O.S.). Key findings and comparisons for the No-Build and build alternatives include the following:

- With the No-Build Alternative, pedestrian and bicycle activities would have a modest increase due to new developments, new pedestrian and bicycle facilities, and/or a mode shift to walking and bicycling.
- TDLE build alternatives would increase the number of pedestrians and bicyclists around stations.
- The TDLE guideway would not create barriers to nonmotorized travel because it would be elevated where it would cross public streets and private driveways or property access.
- For the South Federal Way, Fife, and Portland Avenue stations, I-5 is a major barrier to walking and bicycle activity and could prevent, inhibit, or discourage using nonmotorized modes to access stations. Other major roads, including Pacific Highway, S 348th Street, Enchanted Parkway, 54th Avenue E, and E Portland Avenue, have high traffic volumes and higher vehicle speeds, and are wider roadways with longer pedestrian crossings. These characteristics can be uncomfortable for pedestrians and bicyclists to access the station.
- The station near the Tacoma Dome would have the highest nonmotorized activity (all pedestrians and bicyclists traveling to and from the station as well as within the station for mode transfers) during the PM peak period (7,200 persons). The Portland Avenue Station would have the lowest nonmotorized activity (800 persons) during the PM peak period.
- Pedestrian L.O.S. for intersections and sidewalks near the stations would be acceptable (between L.O.S. A and C). However, there would be some intersections and sidewalk segments that would exceed L.O.S. C.
- Sound Transit would provide pedestrian and bicycle improvements at stations to safely accommodate the projected increase in pedestrian and bicycle travel associated with TDLE in accordance with Sound Transit System Access Policy.

5.5.1 Pedestrian Trip Generation

For the No-Build Alternative, future pedestrian volumes were developed at the study area intersections from the existing data and population and employment growth forecasts surrounding each station area.

For the build alternatives, the number of pedestrians within a station area is based on an estimate of the number of nonmotorized users accessing the station that would walk to or from the following:

- A park-and-ride facility.
- A passenger drop-off/pickup area.
- A transit transfer area (bus to bus, bus to rail).
- Surrounding land uses.

AM and PM peak period mode of access information for each TDLE station was obtained from the Sound Transit Ridership Model. PM peak period information was used because ridership and pedestrian volumes are higher than the AM peak period. Trips were distributed between the platforms and the facilities listed above within and surrounding the station area. Nonmotorized trips were distributed to and from each station based on an assessment of adjacent land uses and an estimate of where nonmotorized-based trips would be generated. These trips were added to the No-Build pedestrian forecasts to estimate the pedestrian activity at each of the stations for the build alternatives.

5.5.2 Pedestrian Level of Service

Pedestrian L.O.S. was evaluated for intersections within approximately 350 feet of the stations as well as street segments within a mile radius. The L.O.S. analysis was conducted using the *Highway Capacity Manual, 6th Edition* (Transportation Research Board [TRB] 2016) methodology. For intersections, each crosswalk and holding area (corner) is evaluated separately. For sidewalk segments, each side of the street between cross streets was evaluated, including streets without existing sidewalks.

The intersection L.O.S. analysis focused on four components of the pedestrian experience for the No-Build and build alternatives during the PM peak hour:

- Intersection corner circulation area.
- Crosswalk circulation area.
- Pedestrian delay.
- Pedestrian L.O.S. score.

The first two components are based on the concept of circulation area and describe the space available to pedestrians. The first element focuses on the amount of area provided to pedestrians while they wait at an intersection corner. The other measure focuses on the experience while walking within the crosswalk. A larger area for each of these is desirable from a pedestrian perspective. As the volume of pedestrians increases, the area available for maneuverability and comfort decreases. For these two measures of effectiveness, the *Highway Capacity Manual* recommends a circulation area of 60 square feet or greater per pedestrian, representing the ability of pedestrians to move at desired speeds. At 60 square feet of circulation area or less, speed and the ability to pass slower pedestrians become more

restricted. As circulation area decreases, speed is severely restricted and contact with other pedestrians is frequent. This is typical of dense urban areas.

The third component analyzed, pedestrian delay, is a measure of the average number of seconds of delay at a crosswalk. Pedestrian delay is determined by the walk time serving a crosswalk and the intersection cycle length. The *Highway Capacity Manual* recommends pedestrian delays of less than 30 seconds; delays above that could contribute to pedestrian noncompliance.

The last component analyzed for intersections, the pedestrian L.O.S. score, is an indication of the typical pedestrian's perception of the overall crossing experience and was analyzed for each crosswalk leg of signalized intersections. This score considers the number of travel lanes crossed, motorized vehicle speed, average pedestrian delay, motorized vehicle volumes, and number of right-turn channelizing islands.

The pedestrian L.O.S. for both intersections and street segments is assigned a grade, A through F, that is intended to correspond to pedestrians' perceived comfort that a facility provides. A grade of A represents a high level of comfort, while a grade of F represents a low level of comfort.

For sidewalk segments, pedestrian L.O.S. focused on the following components:

- Motorized vehicle speed.
- Width of sidewalk.
- Motorized vehicle volumes.
- Width of roadway shoulder.
- Number of through lanes adjacent to sidewalk.
- Bicycle facility width adjacent to sidewalk.
- Striped parking lane width adjacent to sidewalk.
- Buffer width between pavement edge or curb and sidewalk.

Traffic counts were used to establish the baseline data for vehicle volumes and speeds to evaluate pedestrian L.O.S., with some assumptions made for turning vehicle volumes in specific signal phases. These factors are part of a widely used equation to calculate a numerical value for pedestrian segment L.O.S. that can then be converted to a grade from A through F. Similar to pedestrian segment L.O.S., a pedestrian intersection L.O.S. grade of A represents a high level of comfort, while a grade of F represents a low level of comfort. Pedestrian L.O.S. at the planned five-leg roundabout intersection of Enchanted Parkway, S 356th Street, and 16th Avenue S was not evaluated, since the *Highway Capacity Manual, 6th Edition* methodologies for pedestrian L.O.S. at intersections do not apply to roundabouts. Results of both pedestrian segment and intersection L.O.S. are described for each of the build alternatives in the following sections.

5.5.3 No-Build Alternative

Future pedestrian and bicycle facilities expected to exist in the study area under No-Build Alternative are shown on Figures 5-20 through 5-25. Planned facilities with identified construction funding were included in the analysis. Pedestrian facilities were inventoried and evaluated within a mile radius, and bicycle facilities were inventoried within a 3-mile radius of the station locations. In each of the station areas, there are some proposed facilities included in

regional and local agency plans. Regional nonmotorized facilities expected to be constructed in the study area by 2042 include:

- spuyaləpabš Trail (formerly called the Tacoma to Puyallup Regional Trail) including the portion constructed by the SR 167 completion project to be completed by WSDOT is funded through construction.
- Sidewalk improvements along the south side of E 25th Street adjacent to the T Line Operations and Maintenance Facility. This project is funded through construction.
- Puyallup River Front Trail along the Puyallup River for the entire length of the City of Fife to be completed by the City of Fife, with a completion year of 2025. This project is not currently funded for construction.
- Pipeline Trail along N Levee Road between I-5 and 140th Street E to be completed by Pierce County, with a completion year of 2040. This project is not currently funded for construction.
- Water Flume Line Trail Phase 3 along South Tacoma Way between South M Street and S Pine Street to be constructed in two phases between 2023 (Phase 3A) and 2024 (Phase 3B). This project is fully funded for construction and would be completed by the City of Tacoma.
- Bicycle Lanes on Puyallup Avenue between E Portland Avenue and South C Street to be completed by the City of Tacoma, with a completion year of 2023. This project is not currently funded for construction.
- Trail to the Mountain Shared-Use Path on City of Tacoma-owned rail line between E 11th Street and the entrance of Mount Rainier to be completed by the City of Tacoma, with a completion year of 2040. This project is not currently funded for construction.
- Improved Sidewalk and/or Shared-Use Path on E Portland Avenue between E 28th Street and E 11th Street to be completed by the City of Tacoma, with a completion year of 2026. This project is not currently funded for construction.
- Tacoma Dome Station Access Improvements to be completed by Sound Transit, with a completion year of 2023. This project is funded but undefined. It is expected that potential access improvements would be identified as part of TDLE.
- Schuster Parkway Promenade Phase 1 Multiuse Path on Schuster Parkway between S 4th Street and N 30th Street to be completed by the City of Tacoma, with a completion year of 2023. This project is not currently funded for construction.
- Green River Trail Phases 3, 4, and 5 along the banks of the Green River between 86th Avenue S in Kent and SE Green Valley Road at Flaming Geyser State Park to be completed by King County. This project is not currently funded for construction.
- Historic Water Ditch Trail Phase III along S Tacoma Way between South M Street and S Pine Street to be completed by the City of Tacoma. This project is not currently funded for construction.
- SR 18 Trail (Auburn to Snoqualmie Trail) along SR 18 between the Interurban Trail in Auburn to the Redmond Ridge Trail north of I-90 to be completed by King County. This project is not currently funded for construction.
- A multiuse path along the north side of Stewart Road/8th Street E between Valentine Avenue E and Butte Avenue to be completed by the City of Pacific. This project is not currently funded for construction.
- A multiuse path along the north side of Stewart Road/8th Street E across the White River to be completed by the City of Sumner. This project is not currently funded for construction.

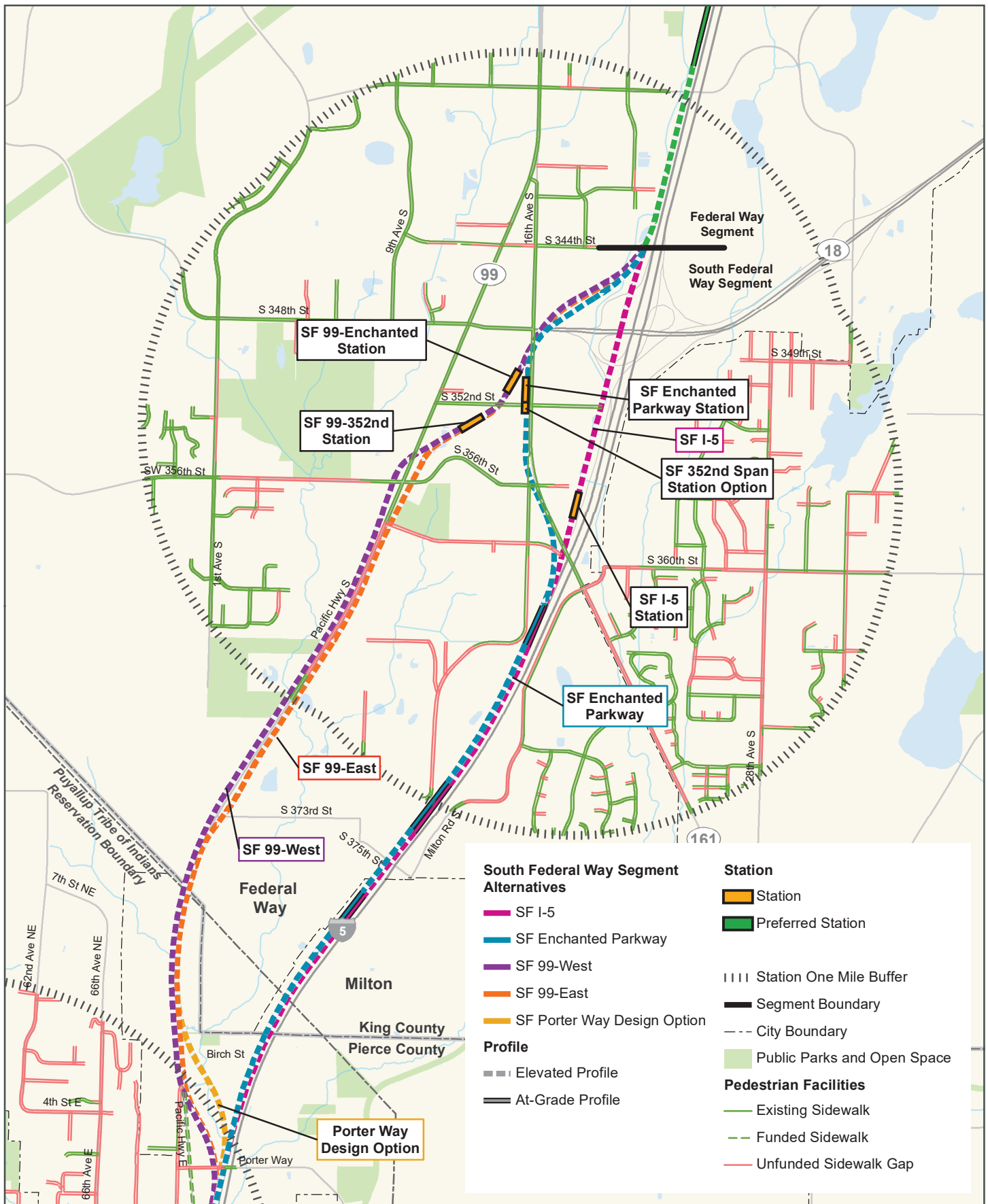
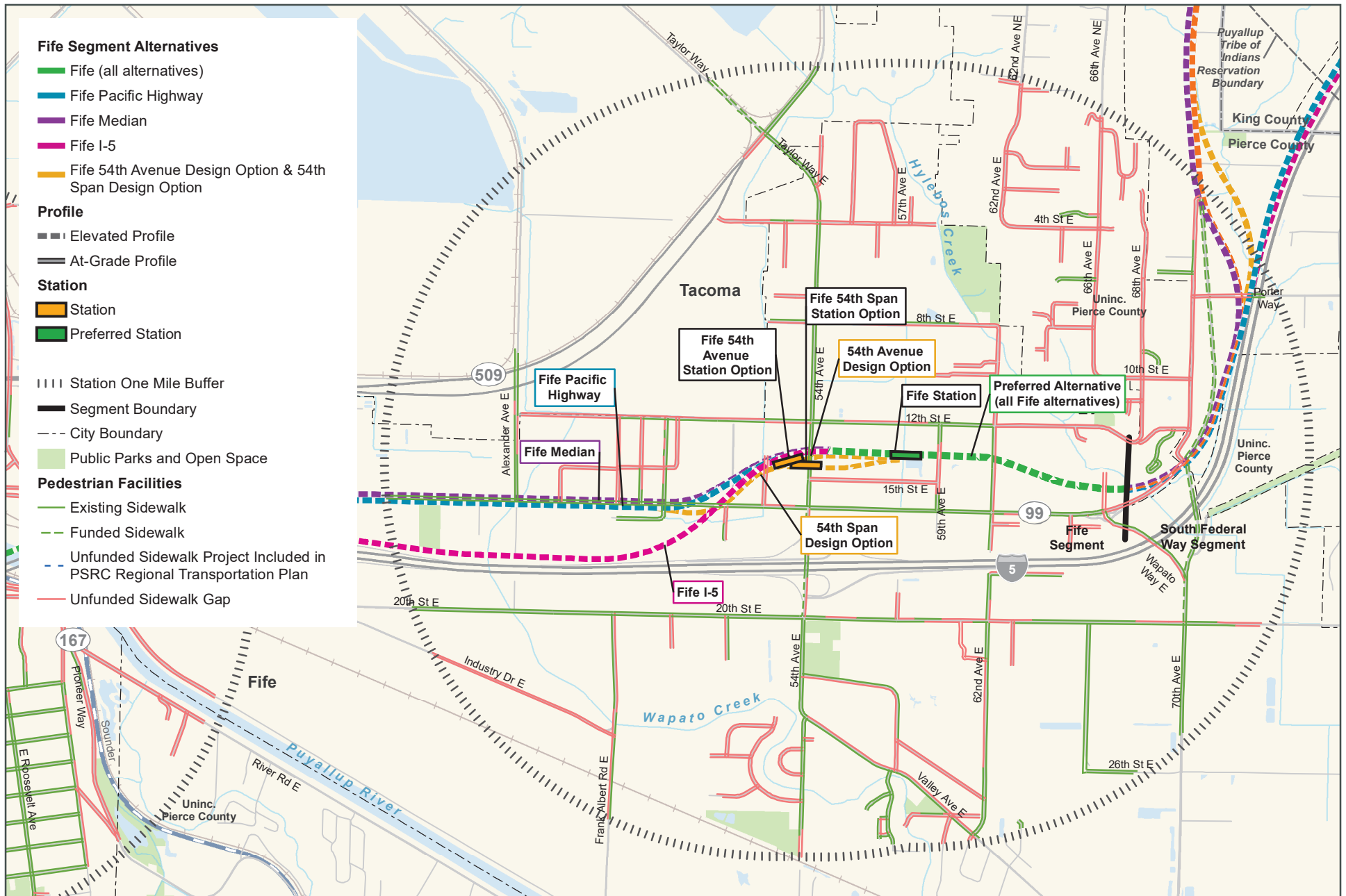


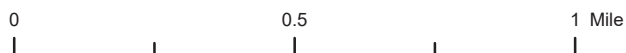
FIGURE 5-20
Existing and Funded Pedestrian Facilities
within One Mile of Station Alternatives
South Federal Way Segment
Tacoma Dome Link Extension

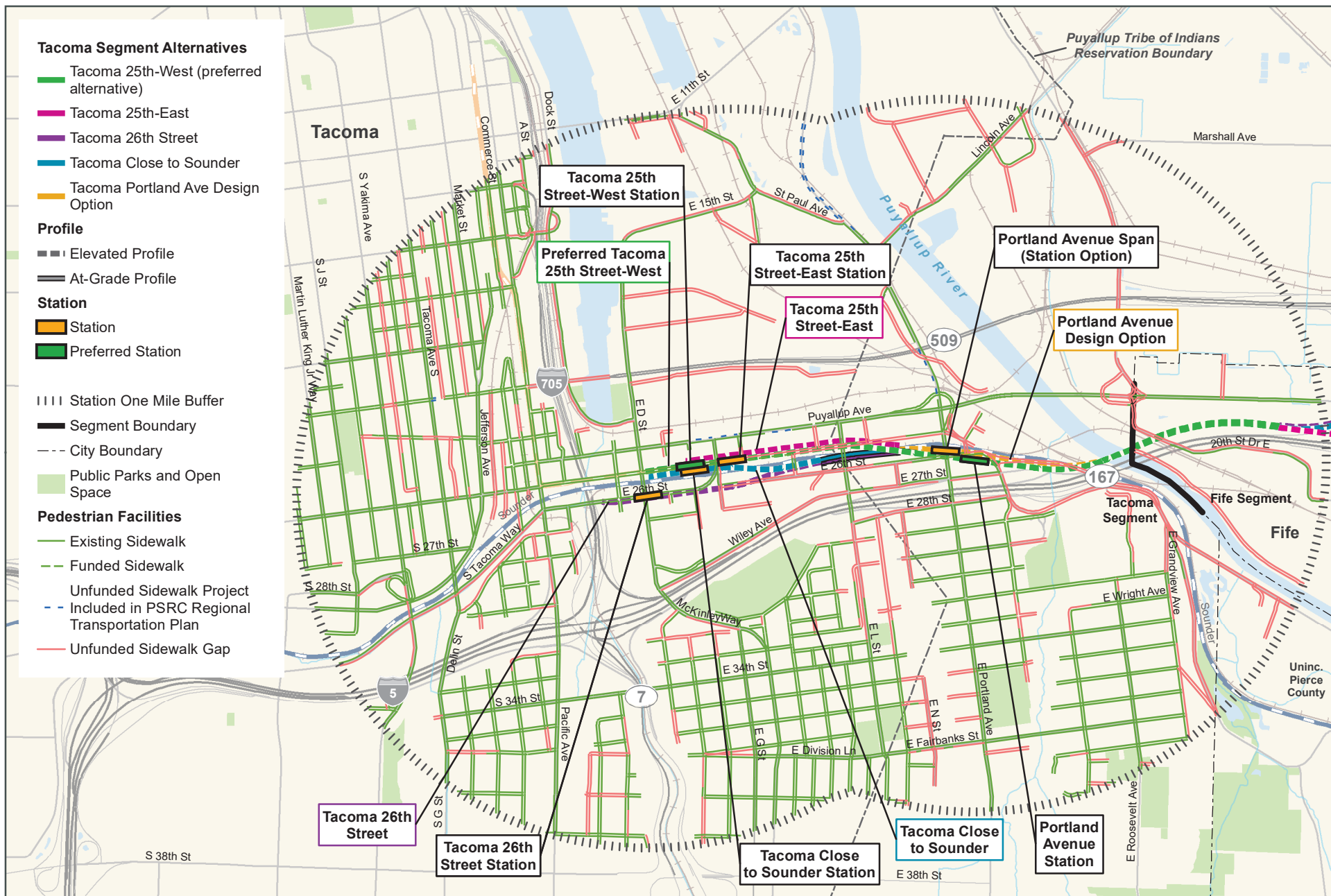


Data Sources: PSRC, King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma, Google Maps (2019).

FIGURE 5-21
Existing and Funded Pedestrian Facilities within One Mile of Station Alternatives
Fife Segment

Tacoma Dome Link Extension

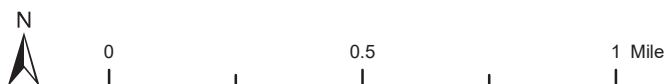


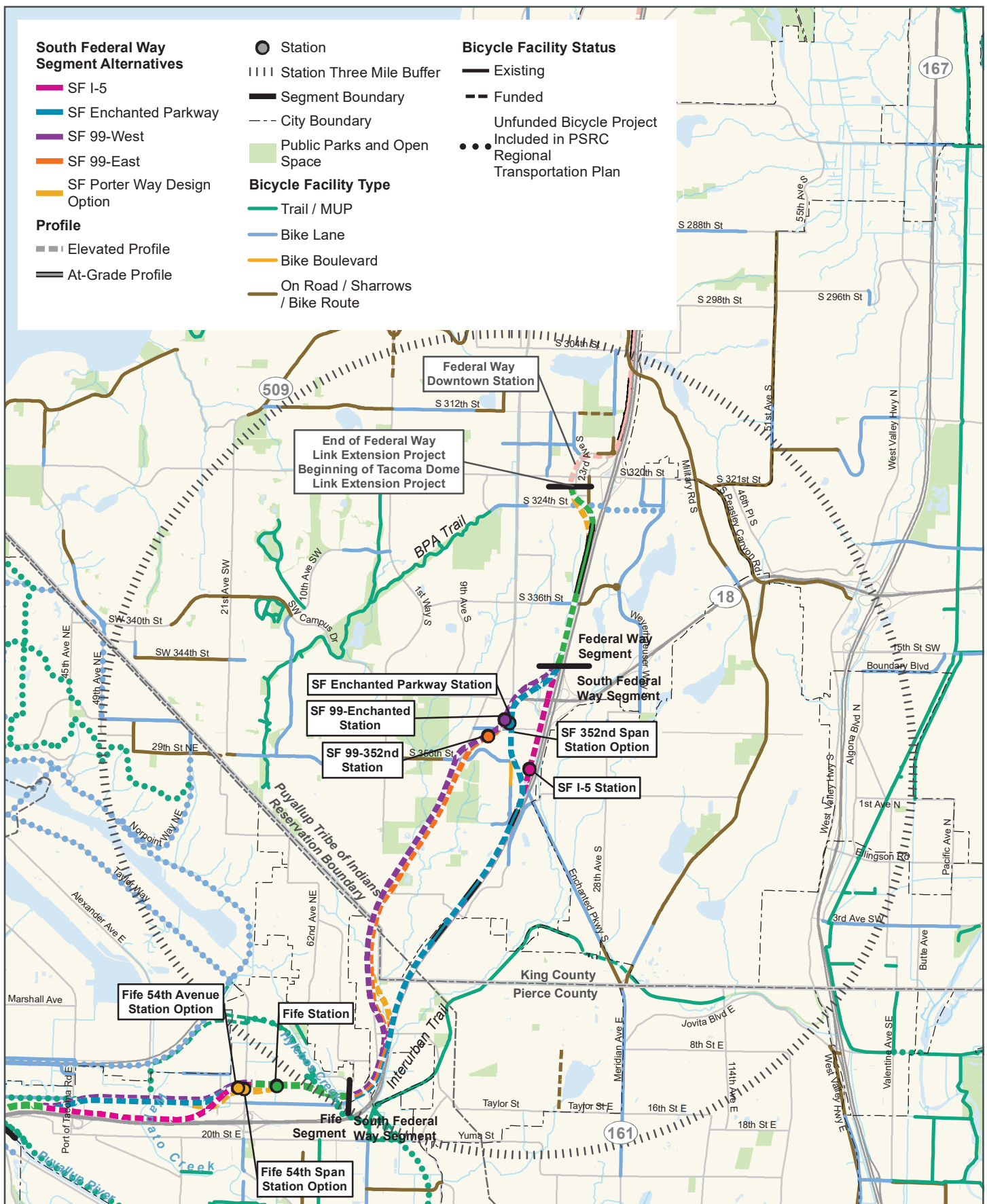


Data Sources: PSRC, King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma, Google Maps (2019).

FIGURE 5-22
Existing and Funded Pedestrian Facilities within One Mile of Station Alternatives
Tacoma Segment

Tacoma Dome Link Extension





Data Sources: PSRC, King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma, Edgewood, Fircrest, University Place, Puyallup, Pacific, Algonia, Auburn, Sumner, Google Maps (2019).

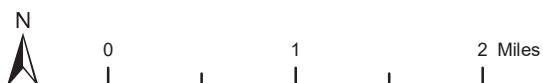
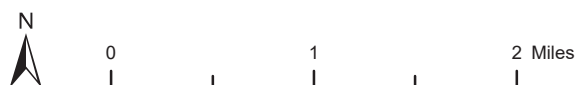


FIGURE 5-23
Existing and Funded Bicycle Facilities
within Three Miles of Station Alternatives
South Federal Way Segment
Tacoma Dome Link Extension



Existing and Funded Bicycle Facilities within Three Miles of Station Alternatives Fife Segment

Tacoma Dome Link Extension





Data Sources: PSRC, King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma, Edgewood, Fircrest, University Place, Puyallup, Pacific, Algona, Auburn, Sumner, Google Maps (2019).

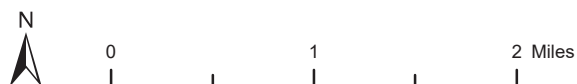


FIGURE 5-25
Existing and Funded Bicycle Facilities within Three Miles of Station Alternatives
Tacoma Segment

Tacoma Dome Link Extension

- Bicycle lanes along a new section of S 324th Street between 23rd Avenue S and Weyerhaeuser Way S to be completed by the City of Federal Way. This project is not currently funded for construction.
- Bicycle lanes along S 272nd Street between Pacific Highway S and Military Road S to be completed by the City of Kent. This project is not currently funded for construction.
- Nonmotorized improvements within the Brewery District Roadway Improvement project area, bounded by Pacific Avenue, Jefferson Avenue, S 19th Street, and S 25th Street, to be completed by the City of Tacoma. This project is not currently funded for construction.
- Nonmotorized improvements within the MLK Mixed Use Center Complete Streets Improvement Project, bounded by MLK Jr Way, East J Street, Division Avenue, and S 25th Street, to be completed by the City of Tacoma. This project is not currently funded for construction.

Some sidewalks and crosswalks in the station areas could be out of compliance with ADA standards in 2042.

Nonmotorized volumes are expected to increase throughout the study area from land use and development changes, construction of new nonmotorized facilities, and users shifting from other travel modes. It is expected that nonmotorized trips would grow by approximately 11.5 percent from existing conditions by 2042. Nonmotorized travel patterns are expected to be similar to Affected Environment conditions.

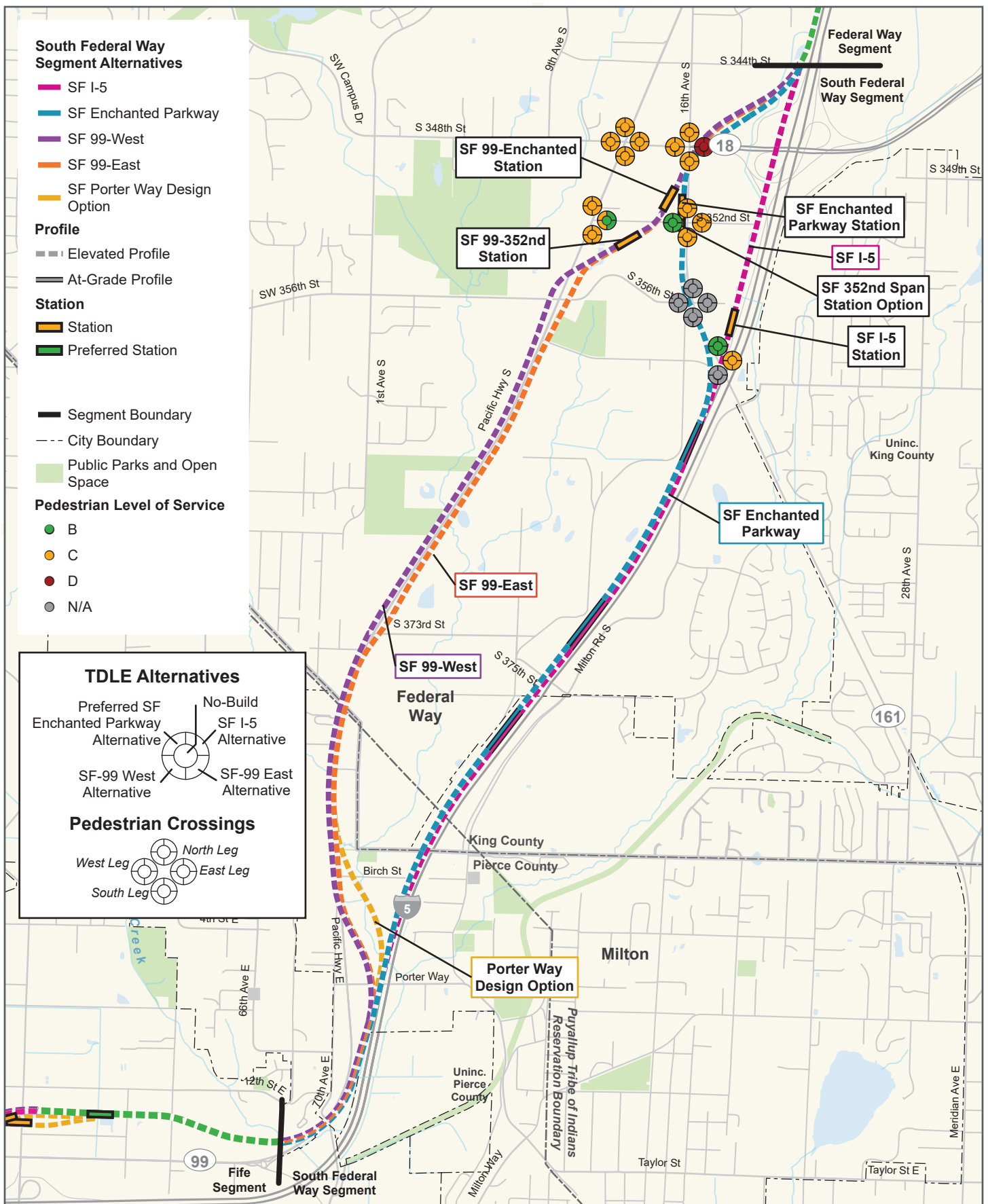
5.5.3.1 Federal Way and South Federal Way Segments

Pedestrian volumes would not exceed the available capacity for intersections and crosswalks in the station areas under the No-Build condition; however, pedestrians would experience average delays in excess of 30 seconds at all crosswalks.

The pedestrian L.O.S. for most study intersections in the South Federal Way Segment would operate at L.O.S. C or better, shown on Figure 5-26. There would be one location that would be expected to operate at L.O.S. D in the future: the east crosswalk leg of the of Enchanted Parkway S/S 348th Street intersection (SF Intersection #4). The east crosswalk leg is expected to operate at L.O.S. D because of the number of travel lanes crossed, vehicular speeds east of Enchanted Parkway S, and high traffic volumes. Pedestrian L.O.S. at the intersection of Enchanted Parkway, S 356th Street and 16th Avenue South, planned for reconstruction as a two-lane roundabout was not evaluated, as the *Highway Capacity Manual* pedestrian methodologies do not include roundabouts.

Most street segments within a mile of the station areas would also be expected to operate at pedestrian L.O.S. C or better, as shown on Figure 5-27, due to the presence of sidewalks, low vehicular traffic volumes, low vehicular speeds, and/or separation between the roadway edge and sidewalk. There would be some segments that would be expected to operate at L.O.S. D. These include:

- 1st Avenue S (east side) between Jewell Street and the edge of the study area.
- S 356th Street (both sides of the street) between the edge of the study area and Pacific Highway.
- Pacific Highway S (both sides of the street) between the edge of the study area and S 356th Street.
- Pacific Highway S (west side) between S 351st Street and S 352nd Street.
- Enchanted Parkway S (east side) between S 348th Street and S 352nd Street.



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

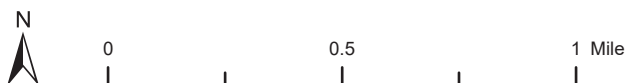
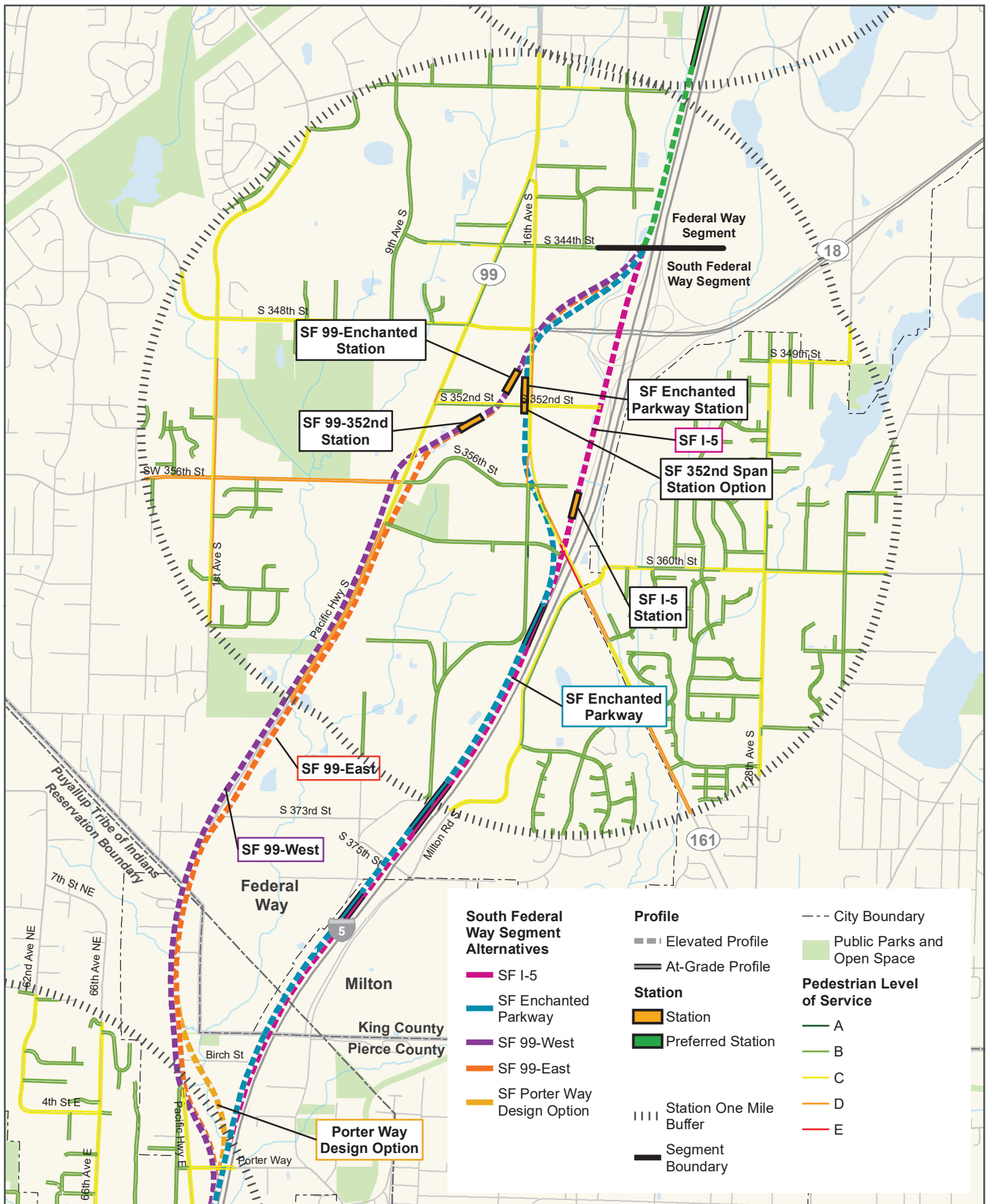


FIGURE 5-26
No-Build and Build Alternatives
Pedestrian Level of Service - Intersections
South Federal Way Segment
Tacoma Dome Link Extension



Data Sources: PSRC, King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

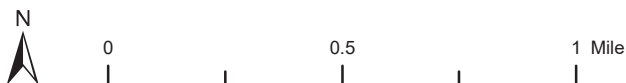


FIGURE 5-27
Pedestrian Level of Service
within One Mile of Station Alternatives
South Federal Way Segment
Tacoma Dome Link Extension

- Enchanted Parkway S (east side) between S 356th Street and the south I-5 off-ramp.
- SR 161 (both sides) between 20th Avenue S/Milton Road S and 363rd Place S.

The west side of Enchanted Parkway S between the I-5 southbound off-ramp and 20th Avenue S/Milton Road S across I-5 would be expected to operate at pedestrian L.O.S. E.

5.5.3.2 Fife Segment

Pedestrian volumes would not exceed the available capacity for intersections and crosswalks in the station area under the No-Build condition, except for the north leg crosswalk at the intersection of Pacific Highway E and 59th Avenue Court E (Fife Intersection #19). However, pedestrians would experience average pedestrian delays in excess of 30 seconds at all crosswalks.

The pedestrian L.O.S. for all intersections would be expected to operate at L.O.S. C or better, shown on Figure 5-28.

Many street segments within a mile of the station would also be expected to operate at pedestrian L.O.S. C or better, as shown on Figure 5-29, due to the presence of sidewalks, low vehicular traffic volumes, low vehicular speeds, and/or separation between the roadway edge and sidewalk. There would be some segments that would be expected to operate at L.O.S. D. These include:

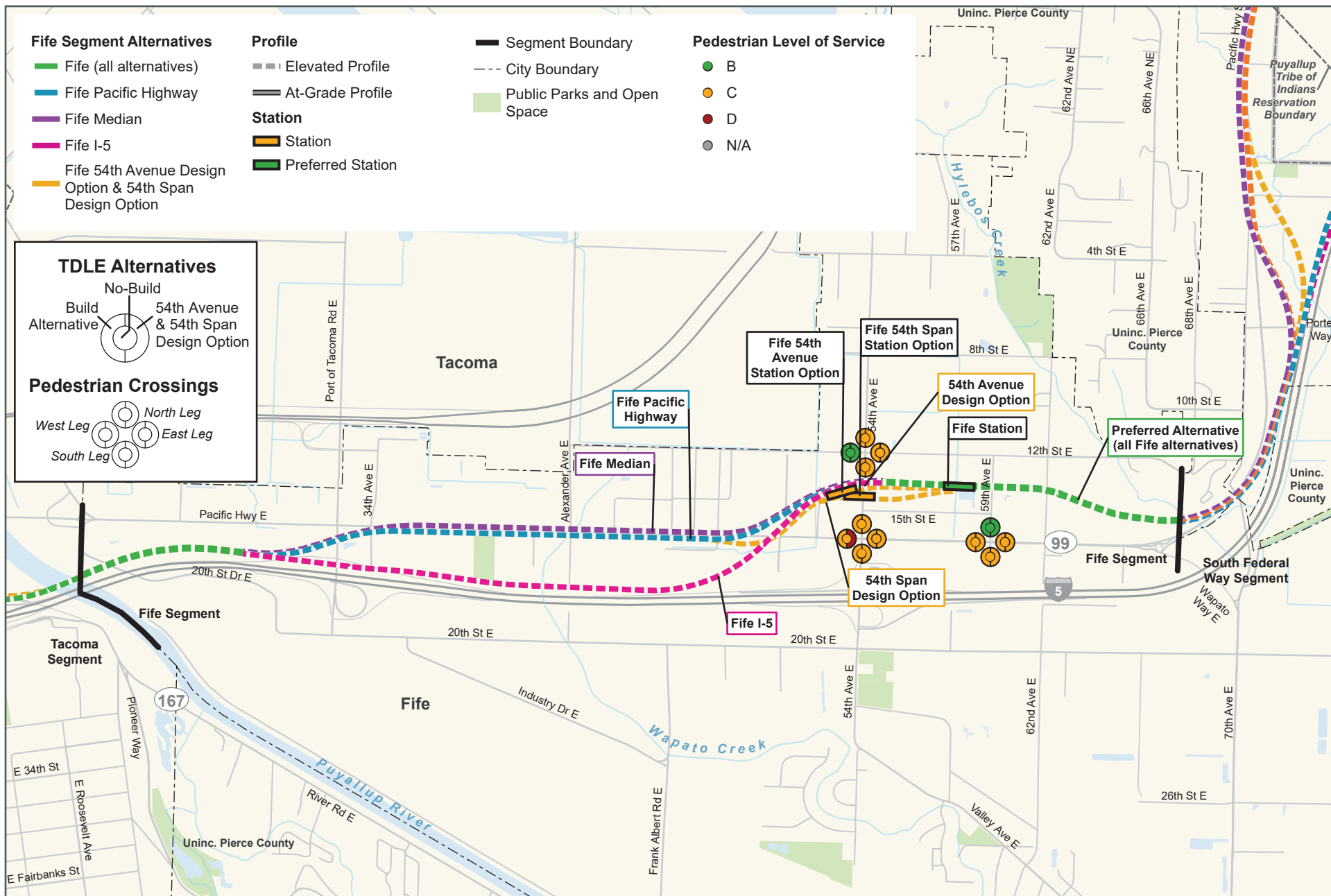
- Valley Avenue E (east side) between 62nd Avenue E and 54th Avenue E.
- Frank Albert Road E (east side) between the edge of the study area and 20th Street E.
- Various segments (both sides) on 20th Street E between 54th Avenue E and the edge of the study area.
- Various segments (both sides) on Pacific Highway between Porter Way and 59th Avenue E.
- 54th Avenue E between 20th Street E and the I-5 northbound off-ramp (both sides) and between Pacific Highway E and the I-5 southbound off-ramp (east side).
- 12th Street E (north side) between 59th Avenue E and 54th Avenue E.
- Taylor Way E (both sides) between Marine View Drive and the edge of the study area.

There are no segments that would be expected to operate at pedestrian L.O.S. E.

5.5.3.3 Tacoma Segment

Pedestrian volumes would not exceed the available capacity at most intersections and crosswalks under the No-Build condition. However, several intersection corners and crosswalk legs experience higher pedestrian volumes and/or constrained facilities, which could reduce the ability of pedestrians to circulate. These include:

- Puyallup Avenue and East D Street (Tacoma Intersection #14).
 - Northeast intersection corner.
- East D Street and E 25th Street (Tacoma Intersection #15).
 - Southwest intersection corner.
- E Portland Avenue and E 27th Street (Tacoma Intersection #34).
 - West crosswalk leg.



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

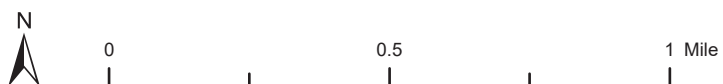
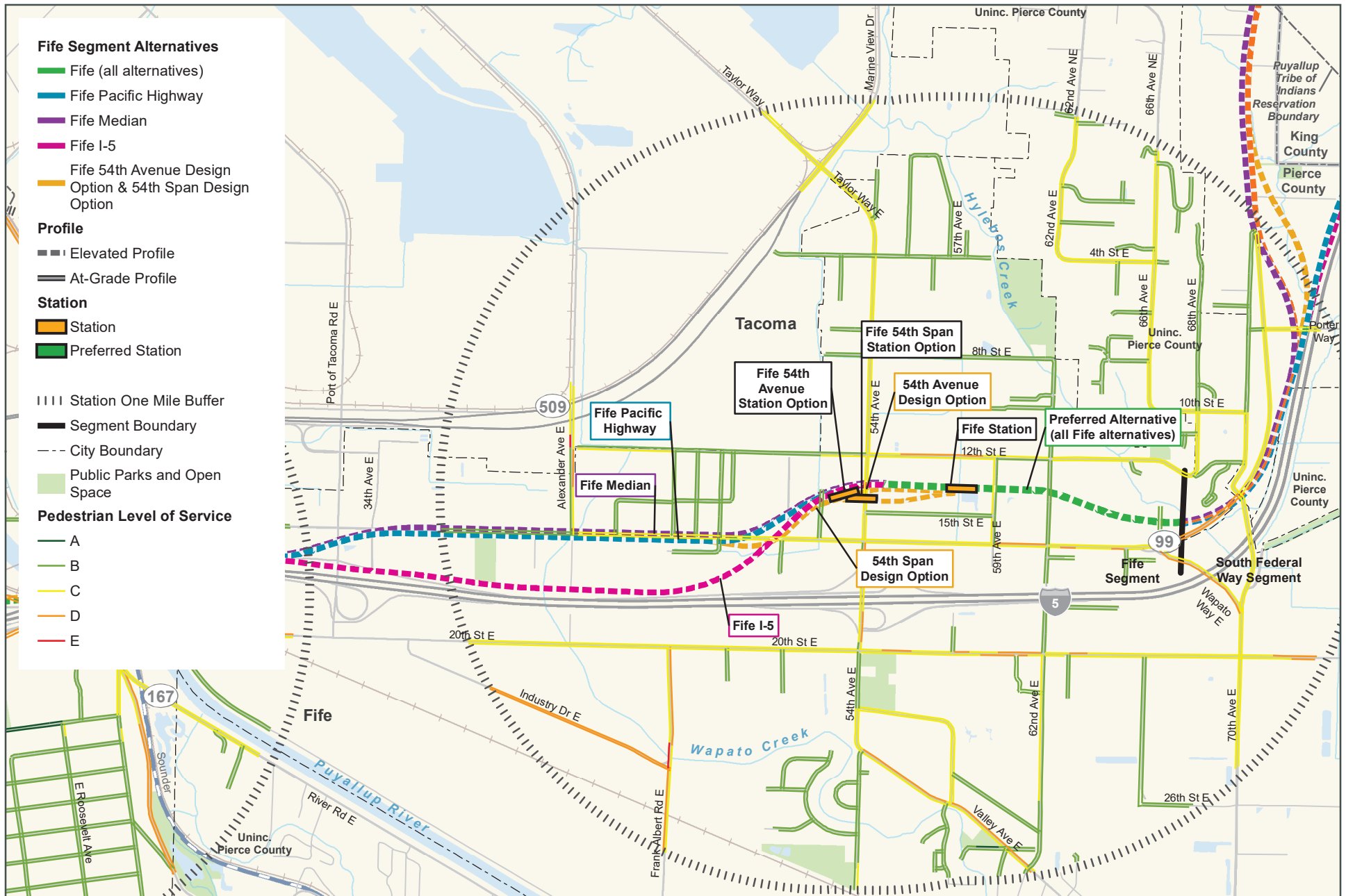


FIGURE 5-28
No-Build and Build Alternatives
Pedestrian Level of Service - Intersections
Fife Segment
Tacoma Dome Link Extension



Data Sources: PSRC, King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

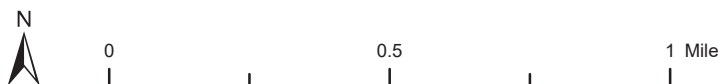


FIGURE 5-29
Pedestrian Level of Service within One Mile of Station Alternatives
Fife Segment
Tacoma Dome Link Extension

Pedestrians would experience average pedestrian delays in excess of 30 seconds at all crosswalks. The pedestrian L.O.S. for all study intersections in the Tacoma Segment would operate at L.O.S. C or better, as shown in Figure 5-30.

Most street segments within a mile of the station would also be expected to operate at pedestrian L.O.S. C or better, as shown on Figure 5-31, due to the presence of sidewalks, low vehicular traffic volumes, low vehicular speeds, and/or separation between the roadway edge and sidewalk. There would be some segments that would be expected to operate at L.O.S. D, primarily in the eastern portion of the Tacoma Segment. These include:

- Milwaukee Way (both sides) between the edge of the study area and Pacific Highway E.
- 20th Street Drive E (west side and east side in some locations) between the edge of the study area and Pacific Highway E.
- E Bay Street (both sides) between E 26th Street and River Road E.
- Pioneer Way E (both sides) between River Road E and the edge of the study area.
- E 28th Street (both sides) between E Bay Street and E Portland Avenue.
- E Portland Avenue Ramp to Puyallup Avenue (both sides) between Puyallup Avenue and E 25th Street.
- E Portland Avenue (west side) between E 26th Street and E 27th Street.
- E 27th Street (north side) between E Portland Avenue and East N Street, and between East M Street and East L Street.
- S Tacoma Way (south side) between the edge of the study area and Pacific Avenue.
- S 21st Street (both sides) between S Yakima Avenue and South G Street, and between Tacoma Avenue S and Fawcett Avenue.

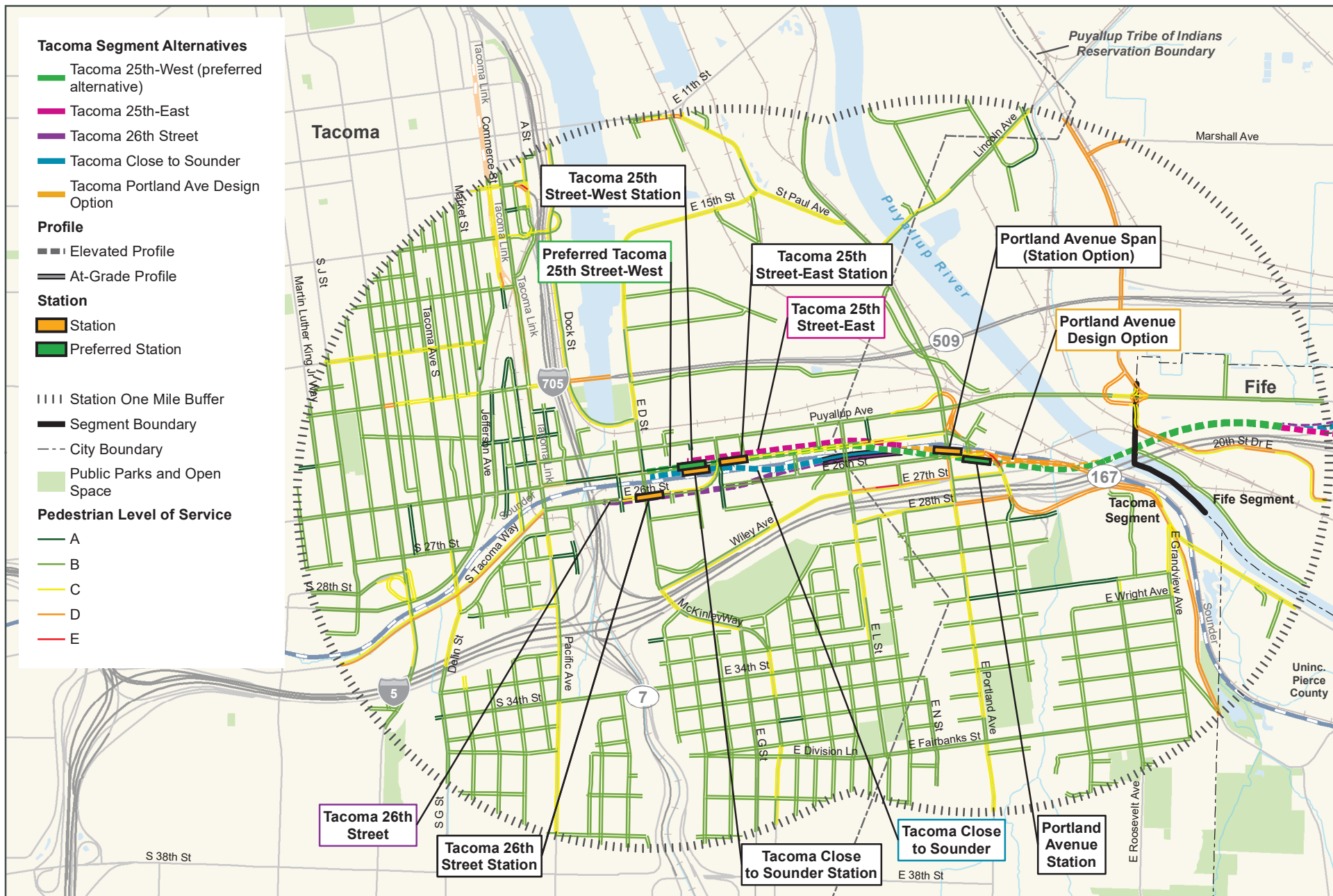
The street segment on the north side of E 27th Street between East M Street and East N Street would be expected to operate at L.O.S. E.

5.5.4 Build Alternatives

5.5.4.1 Impacts Common to All Build Alternatives

TDLE could affect how pedestrians access and circulate within each of the station areas. This could result in differences in nonmotorized flows that would not occur under the No-Build Alternative.

None of the build alternatives would create barriers to nonmotorized traffic. The guideway would be elevated where it would cross public streets and private driveways or property access to prevent impacts. Where the guideway is at grade, it would not cross any existing streets, or the guideway would pass below the existing street.



Data Sources: PSRC, King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

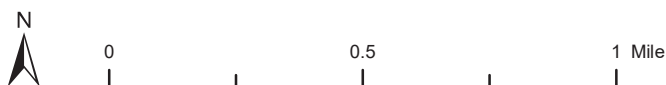
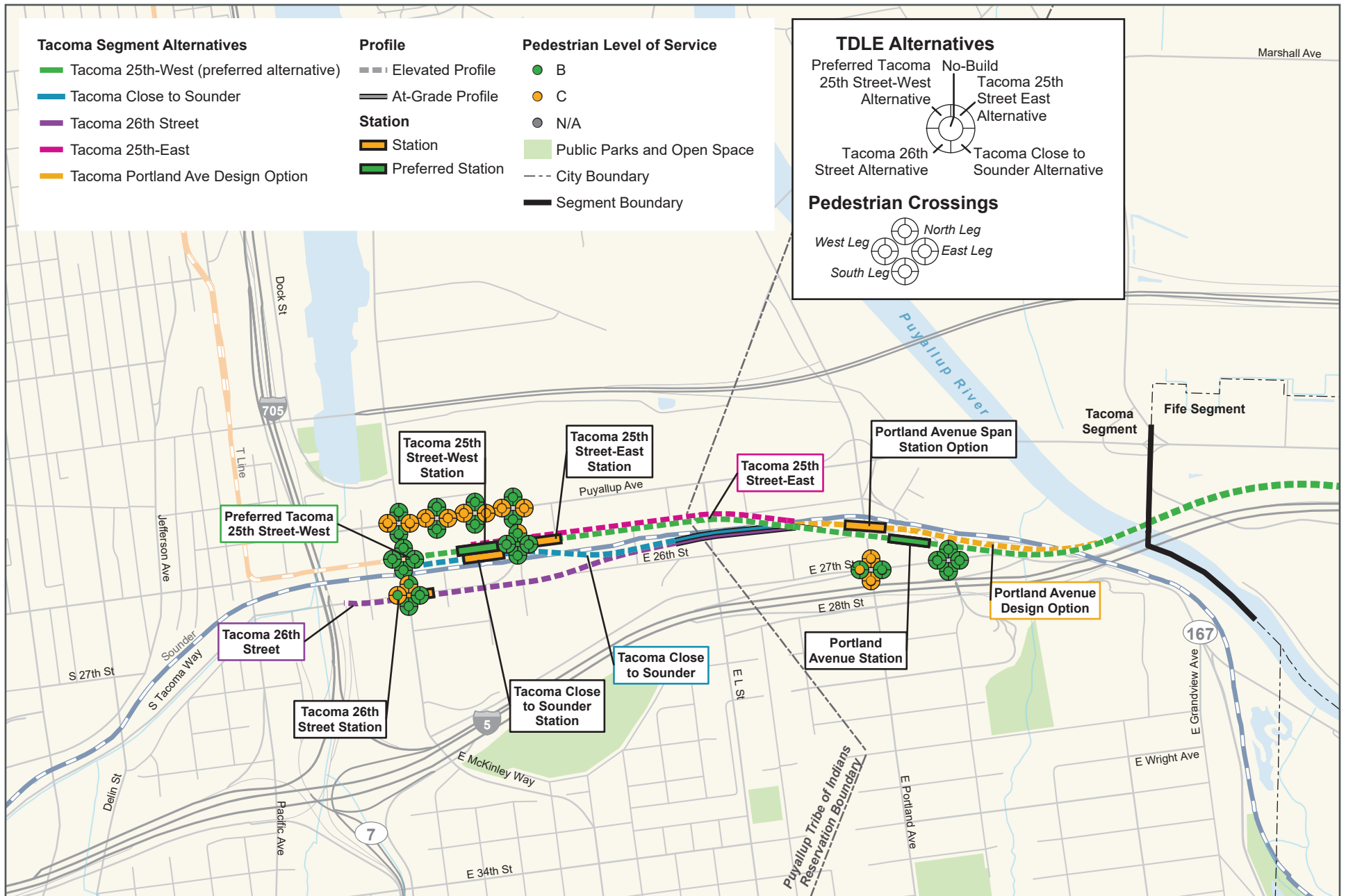


FIGURE 5-30
Pedestrian Level of Service within One Mile of Station Alternatives
Tacoma Segment
Tacoma Dome Link Extension



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).



FIGURE 5-31
No-Build and Build Alternatives
Pedestrian Level of Service - Intersections
Tacoma Segment

Tacoma Dome Link Extension

Consistent with Sound Transit System Access Policy, TDLE includes pedestrian and bicycle improvements at stations to safely accommodate the projected increase in pedestrian and bicycle travel with TDLE (Sound Transit 2013). In September 2019, the Board provided \$40.6 million in the Sound Transit District to award funds to local jurisdictions and agencies who would lead the design, construction, operation, and maintenance of the access projects. This program, called the System Access Program, is intended to fund projects that make it easier and more convenient for people to get to Sound Transit facilities. Potential nonmotorized projects are being identified for the program, in consultation with local jurisdictions, to safely accommodate the projected increase in pedestrian and bicycle travel with TDLE. The potential nonmotorized projects are not part of TDLE and no funding has been identified for any of these potential access projects. This Draft EIS does not evaluate the potential environmental impacts of these access projects. Once the access projects have been refined and identified by local jurisdictions, in consultation with Sound Transit, the local agency would prepare the appropriate environmental review. Some of the nonmotorized improvements may be implemented by others such as cities, the Puyallup Tribe of Indians, or others as lead agencies and require multi-agency funding partnerships to implement.

5.5.4.2 Federal Way Segment

5.5.4.3 Federal Way Enchanted Parkway Alternative

The Preferred FW Enchanted Parkway Alternative and FW Design Option are not near streets designated as Safe Routes to School for Federal Way Public Schools. Alternatives and design options in this segment do not have a station within the segment and would not have permanent effects on pedestrian facilities, volumes, or conditions in this segment.

5.5.4.4 South Federal Way Segment

5.5.4.5 Impacts Common to All South Federal Way Segment Build Alternatives

For all South Federal Way build alternatives, there would be approximately 220 pedestrian and bicycle trips associated with the station in South Federal Way during the PM peak period, which would likely be traveling to and from residential areas outside of the station area. Land uses near the station area would be primarily auto oriented. There would be a multi-family residential area in the southern portion of the station area; all other residential uses would be located on the east side of I-5 and to the west of the station area. Transfers between modes would also result in nonmotorized traffic, primarily within the station area. During the PM peak period, there would be approximately 310 transfers between pickup/drop-off, 550 transfers between park-and-ride, and 180 transfers between bus transit.

I-5 would be a barrier to walking and biking between the station and areas to the east. Nonmotorized users accessing the station would be able to cross I-5 using the Enchanted Parkway bridge, but this would be the only crossing of I-5 in the study area. The Enchanted Parkway bridge would provide sidewalks and shoulders; however, sidewalks are adjacent to vehicle travel lanes.

Limited right-of-way and large block sizes would also reduce nonmotorized access to the stations in the South Federal Way Segment. The roadway network would require some out-of-direction travel for nonmotorized users since there would be limited roadways connecting to the station area. It is possible that some pedestrians and bicyclists may choose to circulate through parking lots of adjacent properties to access the station. Many of the streets and intersection crossings near the stations would be wide, which could result in nonmotorized delay at intersections.

Sidewalks would be provided on most streets as well as some separated bicycle facilities on streets adjacent to the stations. Crosswalks and curb ramps would be provided on all legs of most intersections. Curb ramps and sidewalks would not consistently meet ADA standards.

Both alternatives in the South Federal Way Segment would traverse areas directly adjacent to several roadways designated as Safe Routes to School for Federal Way Public Schools' Todd Beamer High School. These include:

- 16th Avenue S.
- S 359th Street.
- S 364th Way.
- 12th Avenue S.
- S 372nd Way.

There would be no disruption to these walking routes because the TDLE guideway would be elevated. Roadways designated as Safe Routes to School for Federal Way Public Schools' Rainier View Elementary are located east of I-5 and the project area.

5.5.4.6 South Federal Way Enchanted Parkway Alternative

South Federal Way Enchanted Parkway Station

For the SF Enchanted Parkway Station, short- and long-term bicycle parking would be provided at the station in a centralized location, which could include lockers and bicycle racks.

Intersection and crosswalk capacity and pedestrian delay near the SF Enchanted Parkway Station would be expected to remain consistent with the No-Build Alternative.

For the SF Enchanted Parkway Alternative, pedestrian L.O.S. for study intersections would be expected to operate under the same conditions as the No-Build Alternative, shown on Figure 5-26. Only the east crosswalk leg at the intersection of Pacific Highway and S 352nd Street (SF Intersection #4) would degrade to pedestrian L.O.S. C from L.O.S. B due to increases in traffic volumes.

For the SF Enchanted Parkway Alternative, street segments within 1 mile of the station would be expected to operate at the same pedestrian L.O.S. as the No-Build Alternative, as shown in Figure 5-27.

South Federal Way 352nd Span Station Option

The SF 352nd Span Station Option would have similar impacts to nonmotorized travel as the SF Enchanted Parkway Station; however, this option would eliminate the need for nonmotorized users from the south to cross S 352nd Street at grade since there would be station entrances on both sides of the street. Bicycle parking would be provided near the station entrances on both sides of S 352nd Street.

5.5.4.7 South Federal Way I-5 Alternative

South Federal Way I-5 Station

At the SF I-5 Station, the Triangle Project would introduce two roundabouts: a five-leg roundabout where Enchanted Parkway intersects S 356th Street, 16th Avenue S, and an

eastern leg of S 356th Street that extends from the new I-5 southbound off-ramp and a smaller roundabout farther east on the leg where the new off-ramp lands. The latter roundabout would be immediately north of the SF I-5 Station. Station accessibility may be reduced for some nonmotorized users due to the proximity of the roundabouts to the station. The Triangle Project was suspended in 2023, with no schedule for resumption.

The SF I-5 Station would also be located directly adjacent to I-5. This would reduce nonmotorized access by limiting the street network accessible by pedestrian and bicycle users directly surrounding the station. The terrain between Enchanted Parkway and the station would also create a barrier for some users because there is an elevation gain between the plaza and Enchanted Parkway. The station site would be graded to transition nonmotorized users from Enchanted Parkway to the plaza.

Short- and long-term bicycle parking would be provided at the station in a centralized location, which could include lockers and bicycle racks.

Intersection and crosswalk capacity and pedestrian delay near the SF I-5 Station would be expected to remain consistent with the No-Build Alternative.

For the SF I-5 Alternative, the pedestrian L.O.S. for study intersections would be expected to operate under the same conditions as the No-Build Alternative, shown on Figure 5-26. Street segments within a mile of the station would be expected to operate at the same pedestrian L.O.S. as the No-Build Alternative, as shown on Figure 5-27.

5.5.4.8 South Federal Way 99-East Alternative

The SF 99-East Alternative would add sidewalks along the east side of Pacific Highway between S 359th Street and S 373rd Street. Between S 373rd Street to south of Birch Street, sidewalks would be added along both sides of Pacific Highway. The Porter Way Design Option would not extend as far south along Pacific Highway and would not add sidewalks to the roadway near Birch Street.

Near the SF 99-352nd Station, the intersection and crosswalk capacity and pedestrian delay would be expected to remain consistent with the No-Build Alternative.

Pedestrian L.O.S. for study intersections near the SF 99-352nd Station would be expected to operate under the same conditions as the No-Build Alternative, shown on Figure 5-26.

Street segments within a mile of the station are expected to operate at the same pedestrian L.O.S. as the No-Build Alternative, as shown in Figure 5-27.

5.5.4.9 South Federal Way 99-West Alternative

The SF 99-West Alternative would add sidewalks along the west side of Pacific Highway from S 356th Street to Birch Street, and on both sides of the roadway where the guideway crosses Pacific Highway south of Birch Street.

The SF 99-Enchanted Station would have very similar impacts to the SF Enchanted Parkway Station.

Intersection and crosswalk capacity and pedestrian delay near the SF 99-Enchanted Station would be expected to remain consistent with the No-Build Alternative.

Pedestrian L.O.S. for study intersections near the SF 99-Enchtated Station are expected to operate under similar conditions as the No-Build Alternative, shown on Figure 5-26. Only the east crosswalk leg at the intersection of SR 99 and S 352nd Street (SF Intersection #4) would degrade to pedestrian L.O.S. C from L.O.S. B due to increases in vehicular traffic volumes.

Street segments within 1 mile of the station are expected to operate at the same pedestrian L.O.S. as the No-Build Alternative, as shown in Figure 5-27.

5.5.4.10 Fife Segment

The preferred Fife Station, the 54th Avenue Station Option, and the 54th Span Station Option are compatible with all Fife build alternatives. There would be approximately 280 pedestrian and bicycle trips associated with the TDLE station in Fife during the PM peak period, which would likely be traveling to and from residential areas outside of the station area. Land uses near the station area are primarily auto oriented. Most residential uses would be located south of I-5. Transfers between modes would also result in nonmotorized traffic, primarily within the station area. During the PM peak period, there would be approximately 170 transfers between pickup/drop-off, 610 transfers between park-and-ride, and 620 transfers between bus transit.

I-5 would be a major barrier to walking and biking between the station and areas to the south. Nonmotorized users accessing the station would be able to cross I-5 on improved pedestrian facilities on 54th Avenue E as part of the I-5/54th Avenue E interchange improvements; however, higher travel speeds and volumes with heavy freight vehicles would make it uncomfortable for most users to access the station area from the south of I-5. There would also be few crossing opportunities along Pacific Highway E.

Sidewalks would be provided on some streets adjacent to the station, with notable sidewalk gaps along 59th Avenue E and 15th Street E. Crosswalks and curb ramps would be provided at most intersections but may not be present on all legs. Curb ramps and sidewalks would not consistently meet ADA standards.

A multiuse path, referred to as the Fife Multiuse Path, could be provided beneath the guideway between 54th Avenue E and the SR 167 Completion Project, where it would connect to the trail associated with that project. This would provide a direct connection to a regional shared-use path system, with connections to the Interurban Trail to the south, in addition to the shared-use path provided as part of the SR 167 Completion Project. There is currently no funding commitment by any party, including Sound Transit, to build the Fife Multiuse Path.

Short- and long-term bicycle parking would be provided at the stations in a centralized location, which could include lockers and bicycle racks.

For all Fife Segment build alternatives, intersection and crosswalk capacity, and pedestrian delay would be expected to be similar to the No-Build Alternative.

In the 54th Avenue and 54th Span design options, the west crosswalk would leg at the intersection of 54th Avenue E and SR 99 (Fife Intersection #13) would degrade to pedestrian L.O.S. D from L.O.S. C due to small increases turning traffic through the west crossing of Pacific Highway (SR 99). The pedestrian L.O.S. score for this crossing is near the threshold between L.O.S. C and L.O.S. D for the no-build alternative and for other build alternatives and is sensitive to small changes in turning volumes. For all Fife Segment build alternatives, street segments within a mile of the station would be expected to operate at the same pedestrian L.O.S. as the No-Build Alternative, as shown on Figure 5-29.

There would be no Safe Routes to School near the alternatives in the Fife Segment.

5.5.4.11 Fife Median Alternative

In order to accommodate roadway widening under the Fife Median Alternative, the sidewalk and crosswalks could move from their existing location along Pacific Highway E between 54th Avenue E and Port of Tacoma Road. All sidewalks and crosswalks would be reconstructed to meet the current standards at the time of construction. Some crossing distances could increase to accommodate roadway widening; the median would provide a midblock refuge for nonmotorized users at intersections and designated crossing locations.

5.5.4.12 Tacoma Segment

5.5.4.13 Impacts Common to All Tacoma Segment Build Alternatives

At the Portland Avenue Station, there would be approximately 260 pedestrian and bicycle trips associated with TDLE during the PM peak period, which would likely be traveling to residential areas outside of the station area. Land uses near the station area are primarily industrial and auto oriented. Most residential uses as well as the Emerald Queen Casino, a major event and entertainment destination, would be located on the south side of I-5. Transfers between modes would also result in nonmotorized traffic, primarily within the station area. During the PM peak period, there would be approximately 520 transfers between pickup/drop-off and 20 transfers between bus transit.

Near the Portland Avenue Station area, I-5 would be a major barrier to walking and biking between the station and areas to the south. Nonmotorized users accessing the station would be able to cross I-5 using the undercrossings at E Portland Avenue and E Bay Street/East R Street. These undercrossings would be improved as part of TDLE, which could include sidewalk widening, lighting, and art. A nonmotorized overcrossing of I-5, referred to as the optional Portland Avenue bike and pedestrian bridge, could be provided between the station and the area south of I-5 in the vicinity of either East R Street or E Portland Avenue. This would provide nonmotorized users traveling to and from the area south of I-5 with a direct grade-separated connection into the Portland Avenue Station. There is currently no funding commitment by any party, including Sound Transit, to build this overcrossing of I-5.

Near the Portland Avenue Station, sidewalks would be provided on most streets adjacent to the station, with notable sidewalk gaps along E Bay Street, E 25th Street, E 26th Street, E 27th Street, and E 28th Street. Crosswalks and curb ramps would be provided at most intersections but may not be present on all legs. Curb ramps and sidewalks would not consistently meet ADA standards.

At any of the station locations near the Tacoma Dome, there would be approximately 960 pedestrian and bicycle trips associated with TDLE during the PM peak period. Transfers between modes would result in additional nonmotorized traffic within the station area and along streets immediately adjacent to the station area. During the PM peak period, there would be approximately 1,810 transfers between park-and-ride, 1,080 transfers between pickup/drop-off, and 3,350 transfers between bus transit.

Near the Tacoma Dome Station, sidewalks would be provided on many streets adjacent to the existing station, with some gaps to the east and southeast on E 25th Street, East G Street, E 26th Street, East F Street, and E Wiley Avenue. Crosswalks and curb ramps would be provided at most intersections but may not be present or marked on all legs. Curb ramps and sidewalks would not consistently meet ADA standards. Bicycle lanes would be provided on

East D Street, which would provide a north-south bicycle connection near the station. A separated bicycle facility would also be provided on Puyallup Avenue. There would be an at-grade crossing of the Sounder tracks along East D Street.

Short- and long-term bicycle parking would be provided in a centralized location at each station in the Tacoma Segment, which could include lockers and bicycle racks. In the Tacoma Dome Station Parking Garage, there is currently additional short-term and long-term bicycle parking provided. This includes two bicycle racks, seven bike lockers, and a locked bicycle cage.

For all Tacoma Segment build alternatives, street segments within a mile of the station would be expected to operate at the same pedestrian L.O.S. as the No-Build Alternative, as shown on Figure 5-30. Pedestrian delay at all intersections would be expected to remain consistent with the No-Build Alternative.

During large events at the Tacoma Dome, there could be surges of nonmotorized users prior to and after events. During these times, the pedestrian L.O.S. for facilities near the Tacoma Dome would degrade due to event attendees using light rail. It is anticipated that these events would occur sporadically during the year and that traffic control would be provided by the City of Tacoma and Tacoma Dome management to manage vehicular and nonmotorized traffic.

Roadways designated as Safe Routes to School for Tacoma Public Schools' Blix and Roosevelt Elementary Schools are located south of I-5 and the project area. There would be no disruption to these walking routes as the TDLE guideway would be elevated.

5.5.4.14 Tacoma 25th Street-West Alternative

The Preferred Tacoma 25th Street-West Station would include a pedestrian bridge between the station mezzanine and E 26th Street. This would allow nonmotorized users to cross the Sounder tracks above grade rather than at grade along East D Street. The pedestrian bridge would also provide direct access between the mezzanine and the Sounder platform. There would be an optional grade-separated connection over E 25th Street between the mezzanine and the parking garage.

Most intersections and crosswalk capacity near the Preferred Tacoma 25th Street-West Station would remain consistent with the No-Build Alternative. The following locations would exhibit conditions different from those experienced under the No-Build Alternative:

- East D Street and E 25th Street (Tacoma Intersection #15).
 - East crosswalk leg (pedestrian volumes exceed capacity).
- East G Street/E 26th Street and E 25th Street (Tacoma Intersection #23).
 - North crosswalk leg (pedestrian volumes exceed capacity).
 - South crosswalk leg (pedestrian volumes exceed capacity).
 - West crosswalk leg (pedestrian volumes exceed capacity).
- E Portland Avenue and E 27th Street (Tacoma Intersection #34).
 - West crosswalk leg (pedestrian volumes no longer exceed capacity).

The pedestrian L.O.S. for most intersections near the Preferred Tacoma 25th Street-West Station would remain consistent with the No-Build Alternative, as shown on Figure 5-31. The following intersection crosswalks would exhibit pedestrian L.O.S. conditions different from those experienced under the No-Build condition:

- East D Street and E 26th Street (Tacoma Intersection #17).
 - North crosswalk leg (degrades from L.O.S. B to L.O.S. C).
 - West crosswalk leg (degrades from L.O.S. B to L.O.S. C).
- E Portland Avenue and E 27th Street (Tacoma Intersection #34).
 - West crosswalk leg (improves from L.O.S. C to L.O.S. B).

Most intersections and crosswalk capacity near the Tacoma 25th Street-West Station with the Portland Avenue Span Station Option would remain consistent with the No-Build Alternative. The following locations would exhibit conditions different from those experienced under the No-Build Alternative:

- East D Street and E 25th Street (Tacoma Intersection #15).
 - East crosswalk leg (pedestrian volumes exceed capacity).
- East G Street/E 26th Street and E 25th Street (Tacoma Intersection #23).
 - North crosswalk leg (pedestrian volumes exceed capacity).
 - South crosswalk leg (pedestrian volumes exceed capacity).
 - West crosswalk leg (pedestrian volumes exceed capacity).
- E Portland Avenue and E 27th Street (Tacoma Intersection #34).
 - West crosswalk leg (pedestrian volumes no longer exceed capacity).

The pedestrian L.O.S. for most intersections near the Tacoma 25th Street-West Station with the Portland Avenue Span Station Option would remain consistent with the No-Build Alternative, as shown on Figure 5-31. The following intersection crosswalks would exhibit pedestrian L.O.S. conditions different from those experienced under the No-Build condition:

- East D Street and E 26th Street (Tacoma Intersection #17).
 - North crosswalk leg (degrades from L.O.S. B to L.O.S. C).
 - West crosswalk leg (degrades from L.O.S. B to L.O.S. C).
- E Portland Avenue and E 27th Street (Tacoma Intersection #34).
 - West crosswalk leg (improves from L.O.S. C to L.O.S. B).

5.5.4.15 Tacoma 25th Street-East Alternative

The Tacoma 25th Street-East Station would include a pedestrian bridge between the station mezzanine and E 25th Street. This would allow nonmotorized users to cross East G Street above grade.

Most intersections and crosswalk capacity near the Tacoma 25th Street-East Station would remain consistent with the No-Build Alternative. The following locations would exhibit conditions different from those experienced under the No-Build Alternative:

- East G Street/E 26th Street and E 25th Street (Tacoma Intersection #23).
 - North crosswalk leg (pedestrian volumes exceed capacity).
 - Northwest intersection corner (pedestrian volumes exceed capacity).
 - Northeast intersection corner (pedestrian volumes exceed capacity).

- E Portland Avenue and E 27th Street (Tacoma Intersection #34).
 - West crosswalk leg (pedestrian volumes no longer exceed capacity).

The pedestrian L.O.S. for most intersections near the Tacoma 25th Street-East Station would remain consistent with the No-Build Alternative, as shown on Figure 5-31. The following intersection crosswalks would exhibit pedestrian L.O.S. conditions different from those experienced under the No-Build condition:

- East D Street and E 26th Street (Tacoma Intersection #17).
 - West crosswalk leg (degrades from L.O.S. B to L.O.S. C).
- East G Street/E 26th Street and E 25th Street (Tacoma Intersection #23).
 - North crosswalk leg (degrades from L.O.S. B to L.O.S. C).
- E Portland Avenue and E 27th Street (Tacoma Intersection #34).
 - West crosswalk leg (improves from L.O.S. C to L.O.S. B).

5.5.4.16 Tacoma Close to Sounder Alternative

The Tacoma Close to Sounder Station would include a pedestrian bridge between the mezzanine and E 26th Street. This would allow nonmotorized users to cross the Sounder tracks above grade rather than at grade along East D Street. The pedestrian bridge would also provide direct access between the mezzanine and the Sounder platform. There would be an optional connection between the mezzanine and the parking garage.

Most intersections and crosswalk capacity near the Tacoma Close to Sounder Station would remain consistent with the No-Build Alternative. The following locations would exhibit conditions different from those experienced under the No-Build Alternative:

- East D Street and E 25th Street (Tacoma Intersection #15).
 - East crosswalk leg (pedestrian volumes exceed capacity).
- East G Street/E 26th Street and E 25th Street (Tacoma Intersection #23).
 - North crosswalk leg (pedestrian volumes exceed capacity).
 - South crosswalk leg (pedestrian volumes exceed capacity).
 - West crosswalk leg (pedestrian volumes exceed capacity).
 - East crosswalk leg (pedestrian volumes exceed capacity).
 - Northwest intersection corner (pedestrian volumes exceed capacity).
 - Northeast intersection corner (pedestrian volumes exceed capacity).
 - Southwest intersection corner (pedestrian volumes exceed capacity).
 - Southeast intersection corner (pedestrian volumes exceed capacity).
- E Portland Avenue and E 27th Street (Tacoma Intersection #34).
 - West crosswalk leg (pedestrian volumes no longer exceed capacity).

The pedestrian L.O.S. for most intersections near the Tacoma Close to Sounder Station would remain consistent with the No-Build Alternative, as shown on Figure 5-31. The following

intersection crosswalks would exhibit pedestrian L.O.S. conditions different from those experienced under the No-Build condition:

- East D Street and E 26th Street (Tacoma Intersection #17).
 - North crosswalk leg (degrades from L.O.S. B to L.O.S. C).
 - West crosswalk leg (degrades from L.O.S. B to L.O.S. C).
- E Portland Avenue and E 27th Street (Tacoma Intersection #34).
 - West crosswalk leg (improves from L.O.S. C to L.O.S. B).

5.5.4.17 Tacoma 26th Street Alternative

The Tacoma 26th Street Station would include a pedestrian bridge between the mezzanine and E 25th Street. This would allow nonmotorized users to cross the Sounder tracks above grade rather than at grade along East D Street. The pedestrian bridge would also provide direct access between the mezzanine and the Sounder lobby on E 25th Street. There would be an optional connection to extend the pedestrian bridge to the Tacoma Dome Station parking garage.

Most intersections and crosswalk capacity near the Tacoma 26th Street Station would remain consistent with the No-Build Alternative. The following locations would exhibit conditions different from those experienced under the No-Build Alternative:

- East D Street and E 26th Street (Tacoma Intersection #17).
 - North crosswalk leg (pedestrian volumes exceed capacity).
- East G Street/E 26th Street and E 25th Street (Tacoma Intersection #23).
 - Northeast intersection corner (pedestrian volumes exceed capacity).
 - Southwest intersection corner (pedestrian volumes exceed capacity).
- E Portland Avenue and E 27th Street (Tacoma Intersection #34).
 - West crosswalk leg (pedestrian volumes no longer exceed capacity).

The pedestrian L.O.S. for most intersections near the Tacoma 26th Street Station would remain consistent with the No-Build Alternative, as shown on Figure 5-31. The following intersection crosswalks would exhibit pedestrian L.O.S. conditions different from those experienced under the No-Build condition:

- East D Street and E 26th Street (Tacoma Intersection #17).
 - North crosswalk leg (degrades from L.O.S. B to L.O.S. C).
 - West crosswalk leg (degrades from L.O.S. B to L.O.S. C).
- E Portland Avenue and E 27th Street (Tacoma Intersection #34).
 - West crosswalk leg (improves from L.O.S. C to L.O.S. B).

5.5.4.18 Interim Terminus

South Federal Way Station

If the station in South Federal Way were the interim terminus, nonmotorized trips would be the same as the full-build condition. While there would be changes to the transit transfers and pickup/drop-off trips, these transfers would occur within the station footprint, there would be no changes to nonmotorized impacts near the station.

Fife Station

If the station in Fife were the interim terminus, there would be fewer nonmotorized trips and fewer pickup/drop-off transfers during the PM peak period than the full-build condition. Bus transit transfers would be expected to increase with more bus service feeding the station. Nonmotorized trips would decrease from 280 trips to 160 trips during the PM peak period. Bus transit transfers would increase from 620 trips to 1,280 trips, and pickup/drop-off transfers would decrease from 170 trips to 150 trips. Because nonmotorized volumes would be lower and transfers would occur within the station footprint, nonmotorized impacts near the station would be similar to or less than those present at the station in Fife under the full-build condition.

Nonmotorized trips at the station in South Federal Way would also change if the station in Fife were the interim terminus. There would be fewer nonmotorized trips to the station as well as fewer transfers between modes. Nonmotorized trips would decrease to 140 trips during the PM peak period. Park-and-ride transfers would decrease to 540 trips, pickup/drop-off trips would decrease to 290 trips, and bus transit transfers would decrease to 160 trips.

Avoidance and Minimization Measures for Construction Impacts

Sound Transit would provide pedestrian and bicycle improvements at stations to safely accommodate the projected increase in pedestrian and bicycle travel associated with TDLE in accordance with Sound Transit System Access Policy. Any new facilities would be expected to meet local and federal design standards for pedestrian and bicycle facilities, including ADA accessibility standards.

5.6 Safety

This section summarizes the qualitative safety evaluation for all build alternatives. Impacts from TDLE were evaluated for general-purpose traffic, transit, freight, and nonmotorized safety.

Key findings and comparisons between build alternatives include the following:

- All TDLE build alternatives would shift up to 30,000 people per day from driving or taking another non-transit mode to use transit and reduce VMT in the region by up to 228,200. A mode shift to transit from auto and non-transit trips would be likely to benefit safety and result in fewer crashes.
- Safety conditions are expected to be similar to existing conditions because all TDLE build alternatives would be located in an exclusive guideway outside of roadway operations. With all build alternatives and station options, there would be an increase in vehicle and nonmotorized activity around the station areas, which would increase the potential for conflicts among different travel modes.
- In Tacoma, the 25th Street West, Close to Sounder, and 26th Street alternatives include a possible nonmotorized bridge over Sounder tracks that provides a safer alternative to the existing at-grade crossings of Sounder tracks.
- The southbound I-5 clear zone would be maintained under all TDLE alternatives within the I-5 right-of-way. The alternatives along I-5 are not expected to have any quantifiable impact on the safety of the I-5 mainline. If any build alternative introduces fixed objects within the southbound I-5 buildout clear zone, all TDLE build alternatives would provide guardrails and barriers to protect mainline traffic from light rail columns.

5.6.1 No-Build Alternative

The safety of the transportation system would be expected to be similar to existing conditions, but crash frequencies may increase due to more traffic. Crash types and locations would be similar to those described in the Affected Environment chapter.

Within the South Federal Way Segment, the Triangle Project would introduce two roundabouts along S 356th Street at Enchanted Parkway S/16th Avenue S and the new I-5/SR 18 ramp. A change from the current signalized intersection configuration could result in changes to crash types and conflicts between travelers in the vicinity. Roundabout intersections typically reduce the total number of crashes as well as greatly reduce crash severity, including the number of personal injury and fatal crashes. This project was suspended in 2023, with no scheduled date for resumption.

5.6.2 Impacts Common to All Build Alternatives

The safety of the transportation system is expected to be largely consistent with existing conditions because all build alternatives would be grade-separated and operate in exclusive right-of-way, with no direct conflicts with vehicles, pedestrians, or bicyclists. The light rail design would adhere to both light rail and roadway standards to minimize the potential effects on traffic safety. For example, infrastructure elements of the light rail guideway, such as walls and columns, would be designed to current standards for fixed objects, vertical and horizontal clearances, and other infrastructure-related safety elements.

A roadside clear zone assessment of the I-5 mainline was completed for the western edge of I-5 southbound in areas where build alternatives are adjacent to I-5. Segments of I-5 in which clear zone assessments were performed include I-5 southbound between S 324th Street and 70th Avenue E and I-5 southbound between Frank Albert Road E to the Puyallup River. See Table 4-38 for a summary of I-5 southbound clear zone and barrier lengths.

Coordination between WSDOT and TDLE staff has resulted in the preservation of an additional 38 feet (28-foot expansion with 10-foot buffer) beyond the existing edge of traveled way along I-5 southbound. Planned geometry for this widening consists of a 12-foot express toll lane, 14-foot bus-on-shoulder lane, and a 2-foot width reserved for roadside barriers. A detailed inventory of clear zone impacts under existing conditions and build alternatives with unwidened and widened scenarios of I-5 is provided in Attachment C, I-5 Clear Zone Analysis.

Under unwidened conditions, construction of TDLE build alternatives would affect 1,600 feet of the I-5 southbound clear zone adjacent to Oakland Hills Boulevard and approximately 300 feet of the existing clear zone at the Port of Tacoma Road interchange. These changes in clear zone could result in increased crash rates and impacts to safety conditions along I-5. Additional barrier required under unwidened conditions to meet clear zone requirements range from 1,580 feet to 1,880 feet, depending upon the build alternative.

Under widened conditions, construction of TDLE build alternatives would affect 6,900 feet of the I-5 southbound clear zone adjacent to Oakland Hills Boulevard, 800 feet of the existing clear zone between Enchanted Parkway S and Milton Road S, and 300 feet of existing clear zone at the Port of Tacoma Road interchange. Changes to these clear zone areas could result in increased crash frequencies and impact safety conditions along I-5. Additional barrier required under widened conditions to meet clear zone requirements range from 6,930 feet to 7,230 feet, depending upon the build alternative.

If TDLE were to remove or modify transportation infrastructure, these facilities would be replaced to ensure that the transportation system would operate similar to or better than the No-Build Alternative. In some locations, increased traffic volumes could be expected to result in an increase in crashes.

All TDLE build alternatives would shift up to 30,000 people per day from driving or other type of vehicular travel to using light rail. This would reduce the amount of VMT in the region by up to 228,200 miles, which would be likely to result in fewer crashes in the region because people would be driving fewer miles. There would be an increase in general traffic volumes, transit movements, pedestrians, and bicyclists near each of the stations, which could increase the risk of traffic conflicts and conflicts among travel modes.

Traffic signals and protected turn phasing indicated in Section 8.3 are anticipated to reduce the severity of crashes (fatality and serious injury) compared with two-way or all-way stop-control intersections. As a result of these measures, intersection safety would be improved with construction of TDLE.

5.6.3 Federal Way Segment

This section discusses the safety conditions associated with the alternatives in the Federal Way Segment.

5.6.3.1 Impacts Comment to All Federal Way Segment Build Alternatives

The Federal Way Segment does not include any stations, but traffic volumes on some roadways in this segment are likely to increase with vehicles accessing the station in the South Federal Way Segment. This would increase the potential for conflicts between travel modes on the southern end of the Federal Way Segment near the station in South Federal Way.

5.6.3.2 Federal Way Enchanted Parkway Alternative

For the Preferred FW Enchanted Parkway Alternative and FW Design Option, the guideway would be elevated or at grade west of I-5 southbound and would be directly adjacent to roadside clear zones. Some portions of the I-5 mainline would maintain clear zone standards established in the WSDOT Design Manual. In areas where minimum clear zone conditions cannot be maintained, barriers or impact attenuators would be provided to “shield” vehicles from roadside hazards.

5.6.4 South Federal Way Segment

This section discusses the safety conditions associated with the alternatives in the South Federal Way Segment.

5.6.4.1 Impacts Common to All South Federal Way Segment Build Alternatives

Under all South Federal Way Segment build alternatives, safety elements of the transportation system would be expected to be similar to existing conditions, with crash types and locations consistent with those described in the Affected Environment chapter.

There would be an increase in vehicle and nonmotorized activity around the station area, which would increase the potential for conflicts between different travel modes.

Transfers between bus transit and light rail would contribute to the pedestrian traffic near the station. The bus transit and paratransit facilities would be within the station footprint for all build alternatives, so these users would likely not be crossing at intersections near the station. The station and facilities located within the footprint would be designed to standards that minimize the potential for conflicts among buses, nonmotorized users, and vehicles.

In the South Federal Way segment, the roadside clear zones along the I-5 southbound mainline between S 324th Street and 70th Avenue E are located directly adjacent to portions of all build alternatives. Both the SF Enchanted Parkway Alternative and the SF I-5 Alternative would include longer sections of roadside clear zones along I-5 southbound, with longer stretches of guideway along the west side of the highway. Some portions of the I-5 mainline would maintain clear zone standards established in the WSDOT Design Manual. In areas where minimum clear zone conditions cannot be maintained, barriers or impact attenuators would be provided to “shield” vehicles from roadside hazards.

5.6.4.2 South Federal Way Enchanted Parkway Alternative

For the SF Enchanted Parkway Alternative, the light rail guideway would be elevated or at grade west of the WSDOT right-of-way for I-5 for most of the South Federal Way Segment. Between S 344th Street and S 359th Street, the guideway would deviate from the I-5 right-of-way extending along the west side of Enchanted Parkway S. It would be elevated for this entire section. The guideway would cross public streets, private driveways, and property access points with grade-separated crossings. The SF Enchanted Parkway Alternative design would adhere to current design standards and would not be expected to result in additional safety impacts.

A bus loop would be provided within the SF Enchanted Parkway Station; however, buses may serve an on-street bus stop along Enchanted Parkway S, which would result in additional nonmotorized users at the Enchanted Parkway S and S 352nd Street intersection (SF Intersection #7). This intersection is signalized and includes crosswalks to facilitate pedestrian movements across the street.

The SF 352nd Span Station Option would have similar impacts to safety as the SF Enchanted Parkway Station; however, this option would eliminate the need for nonmotorized users from the south to cross S 352nd Street at grade since there would be station entrances on both sides of the street.

5.6.4.3 South Federal Way I-5 Alternative

For the SF I-5 Alternative, the light rail guideway would be elevated or at grade west of the WSDOT right-of-way for I-5 for the entire length of the South Federal Way Segment. The guideway would cross public streets, private driveways, and property access points with grade-separated crossings. The SF I-5 Alternative design would adhere to current design standards and would not be expected to result in safety impacts.

A bus loop would be provided within the SF I-5 Station; however, buses may serve an on-street bus stop along Enchanted Parkway S, which would result in additional nonmotorized users at the Enchanted Parkway S/16th Avenue S and S 356th Street intersection (SF Intersection #9). This intersection would be a roundabout and include crosswalks to facilitate pedestrian movements across the street.

5.6.4.4 South Federal Way 99-East Alternative

The SF 99-East Alternative would include elevated guideway along the east side and in the median of Pacific Highway through the South Federal Way Segment. Columns on the east side of Pacific Highway would be set back from the roadway to provide adequate sight distance for vehicles turning out of connecting streets or driveways.

South of S 373rd Street, the guideway for the SF 99-East Alternative would be in the median, resulting in left-turn restrictions between intersections. Restrictions to left turns through Milton and unincorporated Pierce County would be implemented, which would be similar to conditions on other portions of Pacific Highway where there are existing turn restrictions. This could result in small reductions in crashes in this part of Pacific Highway, with fewer locations where vehicles would be turning across traffic.

All columns and guideway infrastructure would be designed to current standards for fixed objects, vertical and horizontal clearances, and other infrastructure-related safety elements. This could result in more crashes in this part of Pacific Highway because there would be new objects to the roadway system.

5.6.4.5 South Federal Way 99-West Alternative

The SF 99-West Alternative crosses over Pacific Highway three times north of the Fife Segment. Columns on the west side of Pacific Highway would be set back from the roadway to provide adequate sight distance for vehicles turning out of connecting streets or driveways.

5.6.5 Fife Segment

This section discusses the safety conditions associated with the alternatives in the Fife Segment.

5.6.5.1 Impacts Common to All Fife Alternatives

Under all Fife Segment build alternatives, safety elements of the transportation system would be similar to existing conditions, with crash types and locations consistent with those described in the Affected Environment section.

There would be an increase in vehicle and nonmotorized activity around the station area, which would increase the potential for conflicts among different travel modes, specifically at intersections where local streets intersect the arterial street network. For the preferred Fife Station, this would include the intersections of 54th Avenue E/12th Street E (Fife Intersection #12), 62nd Avenue E/12th Street E (Fife Intersection #21), and SR 99/62nd Avenue E (Fife Intersection #22), where increases in traffic volumes and delay could result in increases in crashes at these locations. For the 54th Avenue Station Option and 54th Span Station Option, nonmotorized activity would be expected to increase at the intersection of 54th Avenue E/12th Street E (Fife Intersection #12), 54th Avenue/Pacific Highway E (Fife Intersection #13), Pacific Highway E/51st Avenue E (Fife Intersection #18), and the new 12th Street E/54th Avenue E intersections (Fife Intersection #12).

Transfers between bus transit and light rail would contribute to the pedestrian traffic near the station. The bus transit and paratransit facilities would be located within the station footprint so these users would likely not be crossing at intersections near the station. The station and facilities located within the footprint would be designed to standards that minimize the potential

for conflicts among buses, nonmotorized users, and vehicles. If on-street bus stops were provided along 59th Avenue E, there could be additional nonmotorized users at the crossing of 59th Avenue E near the station. This crossing would be marked with crosswalks, lighting, and other pedestrian improvements to facilitate pedestrian movements across the street.

The Fife 54th Avenue Station Option would increase nonmotorized users along 54th Avenue E as well as at the intersection with 12th Street E and 52nd Avenue E, which would be extended from its current terminus on private property to the north. The 54th Span Station Option would have station entrances on the east and west sides of 54th Avenue E, which would result in fewer crossings of 54th Avenue E at nearby intersections. This would result in the potential for reducing conflicts between nonmotorized users and vehicles.

The Fife build alternatives could also include a multiuse path, to be provided beneath the guideway between 54th Avenue E and the SR 167 Completion Project. If constructed, the Fife Multiuse Path would introduce nonmotorized crossings of several streets along this portion of the build alternatives, including 62nd Avenue E and 59th Avenue E. These new crossings could increase the potential for conflicts among nonmotorized users and vehicles. These crossings would be marked with crosswalks, lighting, and other pedestrian improvements to facilitate crossings.

In the Fife Segment, roadside clear zones along the I-5 southbound mainline between 46th Avenue E and 20th Street E are directly adjacent to portions of all alternatives. Some portions of the I-5 mainline would maintain clear zone standards established in the WSDOT Design Manual. In areas where minimum clear zone conditions cannot be maintained, barriers or impact attenuators would be provided to “shield” vehicles from roadside hazards.

5.6.5.2 Fife Pacific Highway Alternative

There would be no additional changes to safety conditions for the Fife Pacific Highway Alternative. Columns for the elevated guideway would be set back far enough from Pacific Highway to provide adequate sight distance for vehicles turning out of connecting streets or driveways.

5.6.5.3 Fife Median Alternative

The Fife Median Alternative would include a median along Pacific Highway E, where the guideway support columns would be located. This would result in localized left-turn restrictions on Pacific Highway E as well as U-turn opportunities at intersections. Restrictions on left turns could result in minor reductions in crashes in this part of Pacific Highway E because there would be fewer locations where vehicles would be turning across traffic.

All columns and guideway infrastructure associated with the median would be designed to current standards for fixed objects, vertical and horizontal clearances, and other infrastructure-related safety elements and could result in more crashes in this part of Pacific Highway E because this adds new objects to the roadway system.

5.6.5.4 Fife I-5 Alternative

There would be no additional changes to safety conditions for the Fife Pacific Highway Alternative because the guideway would be grade-separated and operate in exclusive right-of-way, with no direct conflicts with vehicles, pedestrians, or bicyclists.

5.6.6 Tacoma Segment

This section discusses the safety conditions associated with the alternatives in the Tacoma Segment.

5.6.6.1 Impacts Common to All Tacoma Segment Build Alternatives

Under all Tacoma Segment build alternatives, safety elements of the transportation system would be expected to be similar to existing conditions, with crash types and locations consistent with those described in the Affected Environment chapter. There would be an increase in vehicle and nonmotorized activity around the station area, which would increase the potential for conflicts among different travel modes.

Some intersections along E Portland Avenue – including E Portland Avenue/E 25th Street (Tacoma Intersection #32), E Portland Avenue/E 26th Street (Tacoma Intersection #33), and E Portland Avenue/E 27th Street (Tacoma Intersection #34) – would experience increases in traffic volumes and delay, which could result in increases in crashes along this corridor. The intersection of E Bay Street and the SR 167 access ramps (Tacoma Intersection #37) would also experience more congestion relative to other roadways in the study area. This congestion increase could result in a commensurate increase in crashes.

Transfers between bus transit and light rail at the Portland Avenue Station would contribute to the pedestrian traffic near the station. The bus transit and paratransit facilities would be located within the station footprint, so these users would likely not be crossing at intersections near the station. The station and facilities located within the footprint would be designed to standards that minimize the potential for conflicts among buses, nonmotorized users, and vehicles.

The Portland Avenue Span Station Option would include on-street bus stops; however, the potential for conflicts among buses, nonmotorized users, and vehicles would be lessened through the inclusion of station entrances on both sides of E Portland Avenue. This would likely result in a reduction of pedestrians crossing E Portland Avenue at grade to make transfers between modes.

5.6.6.2 Tacoma 25th Street-West Alternative

Transfers between bus transit and light rail at the Tacoma 25th Street-West Station would contribute to the pedestrian traffic near the station. The bus transit facilities would be located at the existing transit plaza on Puyallup Avenue, which can be accessed via the existing transit plaza at the Tacoma Dome Station, so most users would likely not be crossing at intersections near the station. This would minimize the potential for conflicts among buses, nonmotorized users, and vehicles.

The Sounder tracks are at grade along East D Street. Nonmotorized users could use East D Street to access the station, which could introduce some additional nonmotorized crossings of the Sounder tracks. However, the Sounder at grade crossing has safety measures, including pedestrian crossing gates and signage, and the station design includes the potential for a nonmotorized bridge. The nonmotorized bridge would allow grade-separated crossings of the Sounder tracks with a direct connection into the station mezzanine.

5.6.6.3 Tacoma 25th Street-East Alternative

Transfers between bus transit and light rail at the Tacoma 25th Street-East Station would contribute to the pedestrian traffic near the station. The bus transit facilities would be located at

the existing transit plaza on Puyallup Avenue as well as on East G Street. The Tacoma 25th Street-East Station would include the potential for a nonmotorized bridge between the station mezzanine and E 25th Street. This would allow nonmotorized users to avoid the at-grade crossing of East G Street and improve pedestrian safety.

5.6.6.4 Tacoma Close to Sounder Alternative

Transfers between bus transit and light rail at the Tacoma Close to Sounder Station would contribute to the pedestrian traffic near the station. The bus transit facilities would be in a new transit plaza on the parcel between Puyallup Avenue, E 25th Street, E McKinley Avenue, and East G Street. Users would likely cross East G Street at grade to transfer between bus and rail, which could result in the potential for conflicts among buses, nonmotorized users, and vehicles.

Two additional bus transit concepts could be paired with the Tacoma Close to Sounder Alternative: the 25th Street One-Way Option and the 25th Street Two-Way Transit-Only Option.

The 25th Street One-Way Option would provide on-street bus stops along E 25th Street between East D Street and East G Street as well as a bus transit plaza on the parcel between E 25th Street, East C Street, East D Street, and the Sounder tracks. Some transfers between bus and rail would cross East D Street to access the bus transit plaza on E 25th Street and East D Street. This intersection is signalized and includes marked crosswalks. There could be the potential for conflicts among vehicles and nonmotorized users.

The 25th Street Two-Way Transit-Only Option would provide bus stops in both directions of travel along E 25th Street between East D Street and East G Street. Some transfers between bus and rail would cross E 25th Street. The 25th Street Two-Way Transit-Only Option would also result in double-tracking of T Line along E 25th Street between East D Street and East G Street. This would introduce an additional at-grade crossing of T Line. Crossings would be isolated to the two midblock crossing locations and would include pedestrian safety improvements; however, there could be the potential for conflicts among vehicles, buses, rail, and nonmotorized users.

The Sounder tracks are at grade along East D Street. Nonmotorized users may use East D Street to access the station, which could introduce some additional nonmotorized crossings of the Sounder tracks. However, the existing Sounder at-grade crossing has safety measures, including pedestrian crossing gates and signage, and the station design would include a nonmotorized bridge. The nonmotorized bridge would allow grade-separated crossings of the Sounder tracks with a direct connection into the station mezzanine.

5.6.6.5 Tacoma 26th Street Alternative

Transfers between bus transit and light rail at the Tacoma 26th Street Station would contribute to the pedestrian traffic near the station. The bus transit facilities would be provided in a transit plaza at E 27th Street between East D Street and East F Street. Users would likely need to cross a low-volume driveway on East D Street to transfer between bus and rail, which could result in the potential for conflicts among nonmotorized users and vehicles.

The Sounder tracks are at grade along East D Street. Nonmotorized users may use East D Street to access the station, which could introduce some additional nonmotorized crossings of the Sounder tracks. However, the existing Sounder at-grade crossing has safety measures including pedestrian crossing gates and signage, and the station design would include a nonmotorized bridge. The nonmotorized bridge would allow grade-separated crossings of the Sounder tracks with a direct connection into the station plaza area.

5.7 Parking

This section documents the amount of public on-street and off-street parking that would be removed by the build alternatives and assesses the potential for the station parking demand to exceed capacity. In areas where parking demand may exceed available supply at the stations, the potential for spillover to nearby on-street parking that surrounds the station areas is assessed. It also summarizes the amount of private (off-street) parking that would be removed with any of the build alternatives as well as parking loss associated with partial property acquisitions. Detailed public and private parking impacts for all build alternatives are summarized in Attachment D to this Appendix J1.

Key findings and comparisons between build alternatives include the following:

- The build alternatives would remove between 80 and 230 public parking spaces throughout the entire study area. The public parking loss would be confined to the Federal Way/ S 320th Street Park and Ride or to on-street parking in the area near the Tacoma Dome.
- The build alternatives could result in a loss of between 30 and 120 parking spaces on private business or residential properties, depending on the build alternative.
- Depending upon the build alternative, parking losses associated with partial property acquisitions range from 500 to 750 parking spaces; full property acquisitions are not included in these totals because they would remove the corresponding demand associated with parking removal.
- The stations in both Fife and South Federal Way include construction of 500-stall park-and-ride facilities to accommodate transit users who drive to/from the stations.
- Neither of the stations in Tacoma (Portland Avenue Station or any of the station locations near the Tacoma Dome) would provide additional public parking with the construction of TDLE. The Tacoma Dome Station currently has 2,337 parking spaces.
- An increased usage of unrestricted on-street parking by TDLE patrons may be experienced around the Portland Avenue Station location because no additional parking would be provided by TDLE, and both public and private time-unlimited parking exist within 0.25 mile of the proposed Portland Avenue Station location. On-street parking near the station locations in South Federal Way and Fife and any of the station locations near the Tacoma Dome is not anticipated to increase notably because of the adjacent park-and-ride facilities.

5.7.1 No-Build Alternative

The No-Build Alternative includes projects, funding packages, and proposals in the central Puget Sound region that are planned to occur with or without TDLE. The No-Build Alternative has potential for some parking impacts to occur as a result of pending development and transportation projects that are in the environmental and design process.

5.7.2 Impacts Common to All Build Alternatives

Table 5-35 summarizes the number of public on- or off-street parking spaces removed, private parking spaces removed, and parking spaces that would be removed for construction staging resulting from partial business acquisition for each build alternative compared with the No-Build Alternative. All build alternatives would affect the availability of private off-street parking for businesses and residents near the proposed alignments and stations. Public off-street parking would not be removed with any of the build alternatives or station options except for both South

Federal Way alternatives, which would remove portions of the Federal Way/S 320th Street Park and Ride. Private parking spaces within properties that are expected to be entirely acquired by Sound Transit for an alternative are not considered in the analysis of the build alternatives because the corresponding demand for the parking spaces would also be removed. Private parking that would be removed due to partial property acquisitions could reduce business activity in those locations, make the business nonconforming to city parking standards, and/or limit the type of business that could occupy the space based on the remaining number of parking spaces. If the removed parking was deemed to make the property unviable, it was considered a full acquisition and was not included in the parking impacts assessment.

Table 5-35 Parking Impacts by Build Alternative

Segment	Alternative	Removed Public (On- or Off-Street Spaces)	Removed Private Parking Spaces	Total Parking Removed
Federal Way	FW Enchanted Parkway Alternative	79	248	327
	FW Enchanted Parkway Alternative with Design Option	42	259	301
South Federal Way	SF Enchanted Parkway Alternative, including SF Enchanted Parkway Station	0	96	96
	SF I-5 Alternative, including SF I-5 Station	0	3	3
	SF 99-West Alternative, including SF 99-Enchanted Station	0	64	64
	SF 99-East Alternative, including SF 99-352nd Station	0	22	22
	SF 99-West Alternative, including SF 99-Enchanted Station with Porter Way Design Option	0	64	64
	SF 99-East Alternative, including SF 99-352nd Station with Porter Way Design Option	0	26	26
Fife	Fife Pacific Highway Alternative, including Fife Station	0	200	200
	Fife Pacific Highway Alternative with 54th Avenue Design Option	0	198	198
	Fife Pacific Highway Alternative with 54th Span Design Option	0	190	190
	Fife Median Alternative, including Fife Station	0	254	254
	Fife Median Alternative, including 54th Avenue Station Option	0	252	252
	Fife Median Alternative, including 54th Span Station Option	0	244	244
	Fife I-5 Alternative, including Fife Station	0	193	193
	Fife I-5 Alternative, including 54th Avenue Station Option	0	191	191
	Fife I-5 Alternative, including 54th Span Station Option	0	184	184
Tacoma	Preferred Tacoma 25th Street-West Alternative, including Portland Avenue Station and 25th Street-West Station	166	3	169
	Tacoma 25th Street-East Alternative, including Portland Avenue Station and 25th Street-East Station	187	3	190
	Tacoma Close to Sounder Alternative, including Portland Avenue Station and Close to Sounder Station	40	0	40
	Tacoma 26th Street Alternative, including Portland Avenue Station and 26th Street Station	86	5	91

Sources: TDLE Team estimated parking impacts based on the 10 percent design drawings.

In general, the build alternatives would impact public on-street and off-street parking in the South Federal Way Segment and the Tacoma Segment. Impacts to public off-street parking are limited to the Federal Way Segment and vary from 42 to 79 spaces removed depending on the alternative. Impacts to public off-street parking in the Federal Way Segment are limited to the Federal Way/S 320th Street Park and Ride.

Impacts to public on-street parking spaces are limited to the station locations near the Tacoma Dome and range between 40 and 190 impacted spaces, depending upon the build alternative. The locations of these parking impacts are expected to occur on E 25th Street (between East D Street and East J Street) or on E 26th Street (between East D Street and East G Street), depending upon the build alternative.

Permanent parking impacts from partial acquisitions of private property to accommodate the guideway, structure, and supports along the corridor were evaluated separately from construction staging acquisitions. There are permanent parking impacts from partial acquisitions in all four project segments. The Fife and South Federal Way segments have the largest potential impacts to private parking; these impacts are located primarily along Pacific Highway and properties adjacent to I-5. These permanent parking impacts range from approximately three to 14 spaces impacted in the Federal Way Segment, none to 77 in the South Federal Way Segment, 19 to 82 in the Fife Segment, and three to five in the Tacoma Segment.

Parking impacts for each alternative are described in the following sections.

5.7.3 Federal Way Enchanted Parkway Alternative

The Preferred FW Enchanted Parkway Alternative would remove approximately 79 public off-street parking spaces located at the Federal Way/S 320th Street Park and Ride. Current utilization of this 515-space park-and-ride is 18 percent, or 95 spaces. While future utilization of this park-and-ride could increase, the number of parking spaces remaining is more than the current and forecast usage. Any changes to the Federal Way/S 320th Street Park and Ride facility would be coordinated with WSDOT. The Preferred FW Enchanted Parkway Alternative would permanently remove 248 private parking spaces because of partial business acquisitions for construction of the alignment and to accommodate guideway and associated features.

The FW Design Option for the Preferred FW Enchanted Parkway Alternative would include a modified alignment at the northern end of the TDLE project. This design option associated with a design speed of 55 mph would impact fewer spaces at the Federal Way/S 320th Street Park and Ride. Parking impacts associated with this design option include 42 public parking spaces at the Federal Way/S 320th Park and Ride (a reduction of approximately 40 spaces), 259 private parking spaces from partial business acquisitions to accommodate construction of the guideway and related features.

5.7.4 South Federal Way Enchanted Parkway Alternative

The SF Enchanted Parkway Alternative, including the SF Enchanted Parkway Station, would permanently remove approximately 96 private parking spaces from businesses along Enchanted Parkway from alignment impacts, and construction of the guideway and station.

5.7.5 South Federal Way I-5 Alternative

The South Federal Way I-5 Alternative has a proposed alignment along the west side of southbound I-5 with the South Federal Way station adjacent to the interstate. The current design of this alternative shows that the SF I-5 Station would be constructed south of S 356th Street and east of Enchanted Parkway. Construction of this alternative would have permanent impacts to three private parking because of partial acquisitions or alignment impacts.

5.7.6 South Federal Way 99-East Alternative

The SF 99-East Alternative, including the SF 99-352nd Station would permanently remove approximately 26 private parking spaces from businesses along Enchanted Parkway and Pacific Highway. Most of these permanent parking impacts would be spaces in the Walmart parking lot between I-5 and SR 18, with an estimated 20 parking spaces removed. The SF 99-East Alternative and all design options would have impacts to the loading docks for U-Haul in Federal Way off South 352nd Street.

The SF Porter Way Design Option would displace approximately six private business parking spaces with partial property acquisitions. This design option would have the same impacts to parking spaces in the Walmart parking lot, with an estimated 20 spaces permanently removed.

5.7.7 South Federal Way 99-West Alternative

The SF 99-West Alternative, including the SF 99-Enchanted Station, would permanently remove approximately 61 private parking spaces from businesses along Enchanted Parkway and Pacific Highway and approximately three private residential parking spaces from properties on SR 99. Nearly one-third of permanent impacts private business spaces would be in the Walmart parking lot between I-5 and SR 18, with an estimated 20 parking spaces removed.

The SF Porter Way Design Option would have very similar permanent parking impacts along the corridor and would remove an estimated 61 private business parking spaces and an estimated 3 private residential parking spaces. This design option would have the same impacts the Walmart parking lot, with an estimated 20 spaces permanently removed.

5.7.8 Fife Pacific Highway Alternative

The current design of the Fife Pacific Highway Alternative, including Fife Station, shows a proposed alignment along the southern side of Pacific Highway. Most parking impacts associated with the Fife Pacific Highway Alternative would be partial acquisitions for construction staging and would permanently displace approximately 200 private business parking spaces along the alignment because of partial property acquisitions for the guideway and station. None of the build alternatives within the Fife Segment are anticipated to incur public parking impacts.

The 54th Avenue Design Option and 54th Span Design Option include other station options along 54th Avenue. There would be similar permanent parking impacts from partial business acquisitions, with 198 private parking spaces permanently removed for the 54th Avenue Design Option and 190 spaces permanently removed for the 54th Span Design Option.

5.7.9 Fife Median Alternative

The Fife Median Alternative, including the Fife Station, has a proposed alignment within the median of Pacific Highway and is anticipated to displace approximately 254 private business parking spaces from partial acquisitions to accommodate the guideway, station, and related features. None of the build alternatives within the Fife Segment are anticipated to incur public parking impacts.

The 54th Avenue Design Option and 54th Span Design Option include other station options along 54th Avenue and would have similar permanent parking impacts compared to the preferred Fife Station with the Fife Median Alternative. An estimated 252 parking spaces would be permanently removed for the Fife 54th Avenue Design Option and 244 parking spaces would be permanently removed for the Fife 54th Span Design Option.

5.7.10 Fife I-5 Alternative

The Fife I-5 Alternative, including Fife Station, has a proposed alignment along the north side of I-5 southbound in Fife and is anticipated to permanently remove a total of 193 parking spaces: 185 from partial business acquisitions and eight from partial residential acquisitions to accommodate the guideway and station through the Fife Segment.

The 54th Avenue Design Option and the 54th Span Design Option include other station options along 54th Avenue and would have similar permanent parking impacts compared to the preferred Fife Station with the Fife I-5 Alternative. An estimated 191 parking spaces would be permanently removed for the Fife 54th Avenue Design Option and 184 parking spaces would be permanently removed for the Fife 54th Span Design Option.

5.7.11 Tacoma 25th Street-West Alternative

Parking impacts associated with the Tacoma 25th Street-West Alternative are anticipated to be confined to E 25th Street between East D Street and East M Street. Approximately 170 public on-street parking spaces are expected to be displaced by the guideway and station. Approximately 70 percent of public on-street parking impacts associated with this alternative would occur on E 25th Street between East D Street and East J Street. This alternative would displace about five private business parking spaces. The current design of this alternative proposes the construction of roughly 15 public on-street parking stalls on E 25th Street between East D Street and McKinley Avenue. No partial business acquisitions are anticipated to be needed for this alternative.

5.7.12 Tacoma 25th Street-East Alternative

Parking impacts associated with the Tacoma 25th Street-East Alternative are anticipated to be confined to E 25th Street between East D Street and East M Street. This alternative would displace approximately 185 on-street public parking spaces and five private business parking spaces and would provide approximately 40 new public on-street parking stalls on the south side of E 25th Street, between East D Street and East G Street.

A design option for the Tacoma 25th Street-East Alternative would shift the proposed location of the Portland Avenue Station from east of Portland Avenue (between E 27th Street and E 26th Street) to west of Portland Avenue (between E 26th Street and E 25th Street). This design option would have similar private business parking impacts and similar proposed public

on-street parking stalls and would result in the displacement of approximately 190 on-street parking spaces.

5.7.13 Tacoma Close to Sounder Alternative

The Tacoma Close to Sounder Alternative alignment would be parallel to existing Sounder/Amtrak lines on the south side of E 25th Street. Compared with previously discussed alternatives, this alternative would incur fewer public on-street parking impacts. Approximately 40 public on-street parking stalls would be displaced with this alternative. These impacts would occur on the south side of E 25th Street (between East D Street and East G Street) and would be replaced with roughly 35 new public on-street parking stalls. No private parking spaces are anticipated to be impacted by this alternative.

The design option for this alternative would modify the proposed location of the Portland Avenue Station from east of Portland Avenue (between E 27th Street and E 26th Street) to the west so that it spans over Portland Avenue (between E 26th Street and E 25th Street). This design option would have similar private and public parking impacts but would provide approximately 25 new public on-street parking stalls on the south side of E 25th Street (between East D Street and East G Street).

5.7.14 Tacoma 26th Street Alternative

The Tacoma 26th Street Alternative shows an alignment that is parallel to existing Sounder/Amtrak lines on the south side of E 25th Street. This alignment continues onto E 26th Street and has a proposed station platform location at the intersection of E 26th Street and East D Street.

The alignment of the Tacoma 26th Street Alternative is anticipated to impact approximately five private business parking stalls and 90 public on-street parking spaces. Public parking impacts associated with this alternative are primarily located on E 26th Street between East D Street and East G Street. The current design of the Tacoma 26th Street Alternative would provide approximately 40 new public on-street parking stalls within this section of E 26th Street.

The design option for this alternative would modify the proposed location of the Portland Avenue Station from east of Portland Avenue (between E 27th Street and E 26th Street) to the west so that it spans over Portland Avenue (between E 26th Street and E 25th Street) and is expected to incur similar parking impacts.

5.7.15 Station Area Parking

The two proposed light rail station facilities in South Federal Way and Fife would both include the construction of new park-and-ride facilities to accommodate the increase in demand. Each park-and-ride facility is proposed to have roughly 500 parking spaces. Each of the stations would include parking spaces for pickup/drop-off (including accessible spaces) and paratransit. Accessible spaces would be provided at each of the parking facilities at South Federal Way and Fife.

For the stations in South Federal Way and Fife, the 500-space parking facilities could be delayed until 2038, approximately 3 years after light rail operations begin in 2035. there would be some shift in mode of access to both stations to pickup/drop-off, walk/bike, and transit. In the interim years during which the South Federal Way and Fife stations would be open with some or

no parking available on the station site, there would be somewhat lower ridership at both stations and there would be more demand for pickup/drop-off spaces.

No additional parking would be provided at either of the stations in the Tacoma Segment for the build condition. The Portland Avenue Station and the Portland Avenue Span Station option would serve only pickup/drop-off, nonmotorized, and transit transfers and would not have any dedicated park-and-ride facility. The existing Tacoma Dome Station currently has more than 2,300 parking stalls and is close to 100 percent utilized under existing conditions.

In each of the station areas, there is the potential for parking spillover onto private property or unrestricted on-street parking. In Federal Way and Fife, transit riders may choose to park in retail lots such as at Federal Way Crossings or the Emerald Queen Hotel and Casino, although these lots are intended only for retail and recreational patrons. Both stations in South Federal Way and Fife would include a 500-space parking facility, but there is still some potential for spillover parking. There is no unrestricted on-street parking in either the South Federal Way or Fife station areas.

In Tacoma, the possibility of Sound Transit riders using unrestricted on-street parking exists in the residential area west of E Portland Avenue and at parking lots associated with the Emerald Queen Casino. Neither the Portland Avenue Station or Span Option provides park-and-ride facilities, only pickup/drop-off locations, so drivers may resort to parking on-street. Currently, nearby on-street parking has no time restrictions and is less than 40 percent utilized, but parking controls could be considered to restrict TDLE users from this area. The newly constructed parking lots for the Emerald Queen Casino could also be used for TDLE patrons because the lot would be less than 0.25 mile from the proposed Portland Avenue Station location. It is anticipated that the Emerald Queen Casino and other private businesses near the stations would have parking controls in place to deter unauthorized use.

The possibility of TDLE patrons using unrestricted on-street parking could also exist in Tacoma around the potential station locations near the Tacoma Dome. The existing Tacoma Dome Station parking garage is currently near capacity, with almost 100 percent of the stalls used daily for commuters and other station users. Off-street parking near the Tacoma Dome is currently 45 percent occupied, so TDLE users could use these public off-street lots as needed. In addition, over 70 percent of the on-street public parking near the Tacoma Dome was utilized, while much of the parking is time-limited; this parking control would minimize TDLE patron use of public on-street parking in the station area.

5.7.16 Interim Terminus

With an interim terminus at the station in South Federal Way or Fife, 500 parking spaces would be included at the station. Since this is the same as the full-length TDLE alternatives, the impacts would be similar for either interim terminus. Parking demand at the South Federal Way interim terminus, based on rider mode of access, would be comparable to the South Federal Way station in either the Fife interim terminus or the full build condition to Tacoma Dome.

5.8 Navigation

This section summarizes the qualitative assessment of impacts to navigable waterways in the study area.

The key finding and comparisons between build alternatives include the following:

- TDLE build alternatives would have no long-term effects on navigation on any navigable waterways in the study area.

5.8.1 No-Build Alternative

The navigable waterways and usage would be expected to be similar to existing conditions as described in the Affected Environment chapter.

5.8.2 Impacts Common to All Build Alternatives

The operation of TDLE with all build alternatives would not affect navigation on the Puyallup River or Thea Foss Waterway.

The Puyallup River crossing could include columns within the ordinary high-water mark, depending on the bridge type. Any in-water bridge columns would be outside of the navigation channel and would maintain navigability by recreational and small craft. However, an in-water column may change vessel movement outside of the navigation channel. The bridge height would be the same or higher than the existing I-5 bridge and higher than the downstream Milwaukee Railroad Puyallup River Bridge; therefore, it would not reduce the existing vertical clearance. The Thea Foss Waterway, north of the potential station locations near the Tacoma Dome, would not be impacted.

6 CONSTRUCTION IMPACTS

This chapter provides an overview of potential construction impacts and mitigation measures for regional transportation facilities and travel, transit, arterials and local streets, parking, nonmotorized facilities, freight mobility and access, safety, and waterway navigation that would be caused by the construction of the TDLE build alternatives.

This section provides an overview of potential construction activities and timing. Major activities would include:

- **Civil construction:** This includes utility relocation, foundation and column placement, guideway construction, and track work, followed by construction of other facilities such as stations, park-and-ride lots and structures, and ancillary facilities.
- **Systems installation:** This includes the installation of the electrical system that would power the trains.
- **Testing and startup activities:** Before beginning revenue operations, Sound Transit would complete a safety certification process by testing vehicles, communications, safety, and emergency systems.

The duration of construction could range from approximately 1 to 4 years in any given portion of the corridor. Activities would be most intense in the initial part of construction, with later periods involving station finishing, systems installation, and testing. For all build alternatives, construction would likely be staged and occur in approximately half-mile-long work zones. Construction activities expected to have roadway impacts include utility relocation, street reconstruction, foundation and column construction, guideway placement, truck hauling, demolition, and construction staging. The impacts from truck hauling were evaluated based on the number of truck trips and potential haul routes, as discussed in the following subsection.

The SR 167 Completion Project was included in the 2042 No-Build Alternative for the TDLE analysis. The SR 167 Completion Project was originally funded over a 16-year timeline, with targeted completion in 2031. The state Legislature advanced program funding in the 2019 session, accelerating project completion to 2028. Stage 1a was completed in 2022 and Stage 1b is expected to be completed in 2026. Stage 2 of construction connecting the SR 167 interchange with SR 161 in Puyallup should be completed in 2028 prior to TDLE construction but may overlap with the beginning of the TDLE construction period. Due to the uncertainty of the timing/sequencing of major construction activities for TDLE and the end of Stage 2 for the SR 167 Completion Project, this chapter analyzes only TDLE project construction impacts. Potential combined impacts of both projects being constructed at the same time are discussed in Chapter 9, Cumulative Impacts.

There are several factors that affect how a project is built, including site-specific conditions, permit requirements, and market conditions at the time of construction. Many impacts described in this chapter are discussed qualitatively because it is not known exactly how the project would be constructed and the design would likely be adjusted during preliminary and final design as additional information on site conditions is obtained. Sound Transit will coordinate with each jurisdiction regarding the necessary permits required for construction, and specific mitigation measures would be determined through these permitting processes.

6.1 Maintenance of Traffic, Truck Volumes, and Haul Routes

Figures 6-1 through 6-4 show the potential construction staging areas and truck haul routes for the TDLE build alternatives in each segment. The potential construction staging areas and truck haul routes would include and be adjacent to where guideway construction would occur and in the vicinity of the station areas. For elevated guideway construction, peak truck trips are estimated at 10 to 15 trucks per hour for concrete delivery, or between 80 and 240 trips per day, assuming 8 to 16 hours per day of active construction. The duration of this truck activity would vary from a few nights to several months at a given location, depending on the type of construction. A similar level of truck activity is expected for earthwork activities, but this would be focused on trucks hauling material during excavation and backfill operations and would not occur at the same time and location as guideway construction.

Construction truck traffic would typically use I-5, I-5 ramps, Pacific Highway (SR 99), and other truck routes in the study area, and/or, if required, other principal arterials to access the construction areas. There could be direct access allowed from the I-5 mainline, pending coordination with and approval from WSDOT, where staging areas are adjacent to I-5 and in the following areas:

- Transmission and distribution electrical line relocations across I-5.
- Tree removal along I-5.

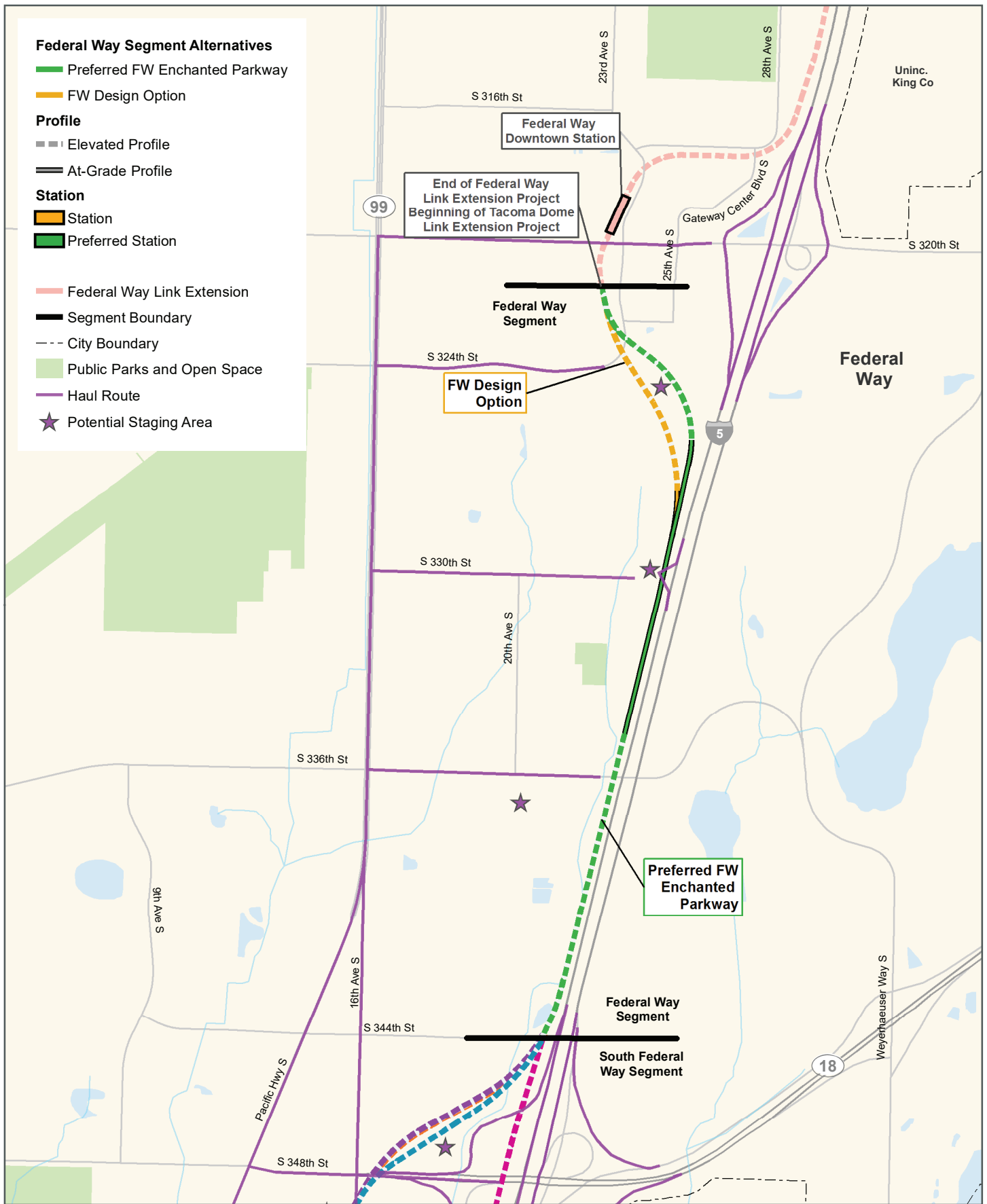
Tree removal along I-5 would likely require closure of the southbound shoulder and possibly one lane periodically over several months for safety purposes. This activity is expected to occur only during the daytime hours outside of peak commute periods.

A Maintenance of Traffic Plan that addresses all transportation modes would be prepared during subsequent TDLE design and construction phases for agency approval. The Maintenance of Traffic Plan would include detailed design drawings that establish all physical and operating characteristics for staging, access, lane or shoulder closures and transitions, hauling, traffic management (including general-purpose traffic, transit, bicycle, and pedestrian traffic), detours, lane modifications, and other construction zones or activities. The plan would incorporate guidance in the FHWA Manual on Uniform Traffic Control Devices (2009) and the WSDOT Transportation Management Plan strategies in Chapter 1010 of the Design Manual (2020) to be applied during construction periods.

6.2 Regional Facilities and Travel

6.2.1 Impacts Common to All Alternatives

In addition to Pacific Highway and I-5, there are also several regional roadway facilities that would be impacted by TDLE construction. Approval would be needed from WSDOT and local jurisdictions for traffic control plans for all build alternatives. All alternatives would require nighttime closure of local roads for adjacent guideway construction. Impacts specific to each build alternative are described below.



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

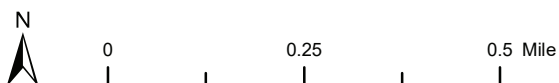
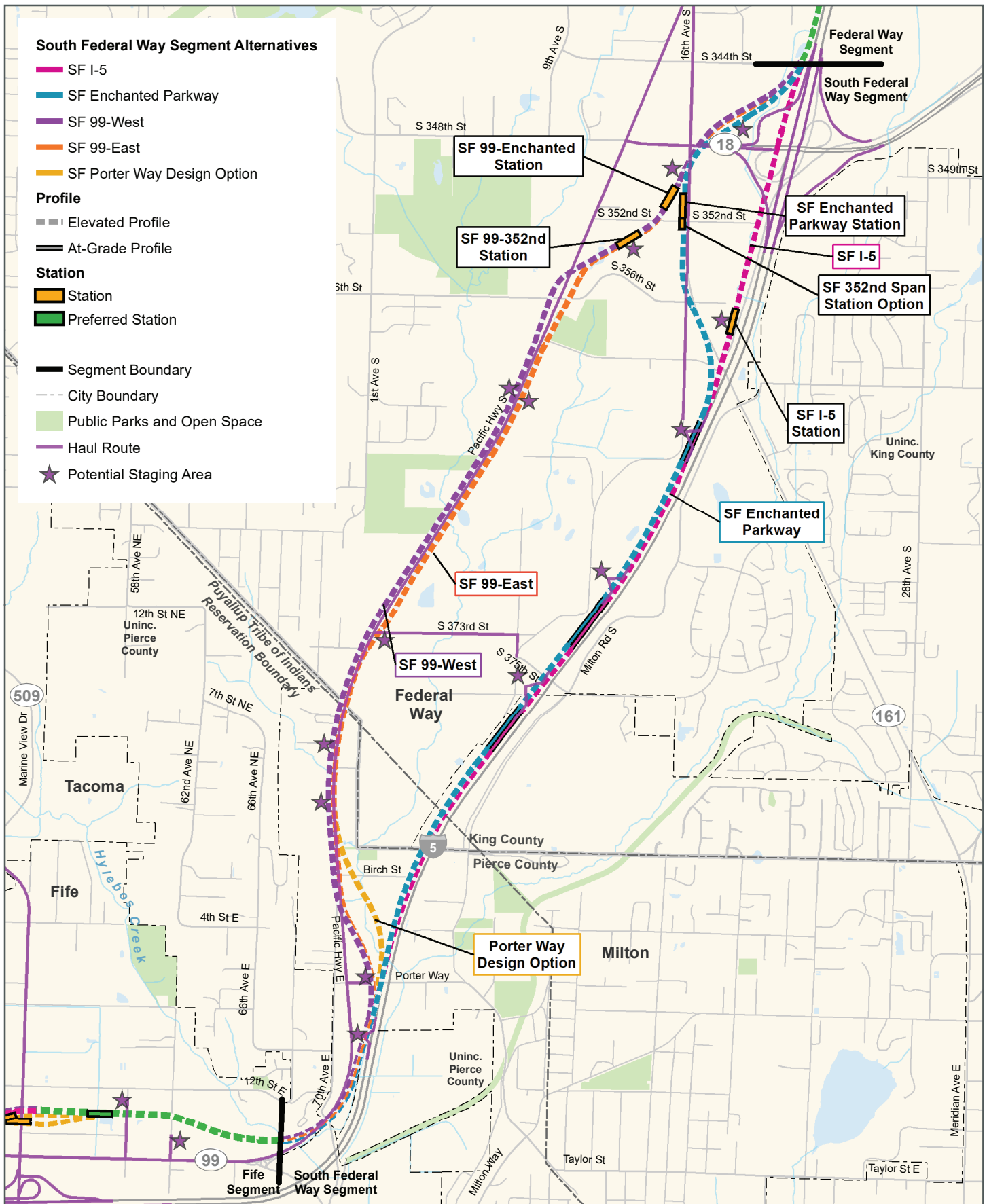


FIGURE 6-1
Truck Hauling Routes
Federal Way Segment
Tacoma Dome Link Extension



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

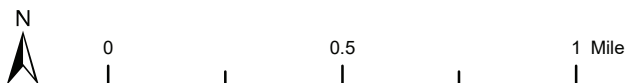
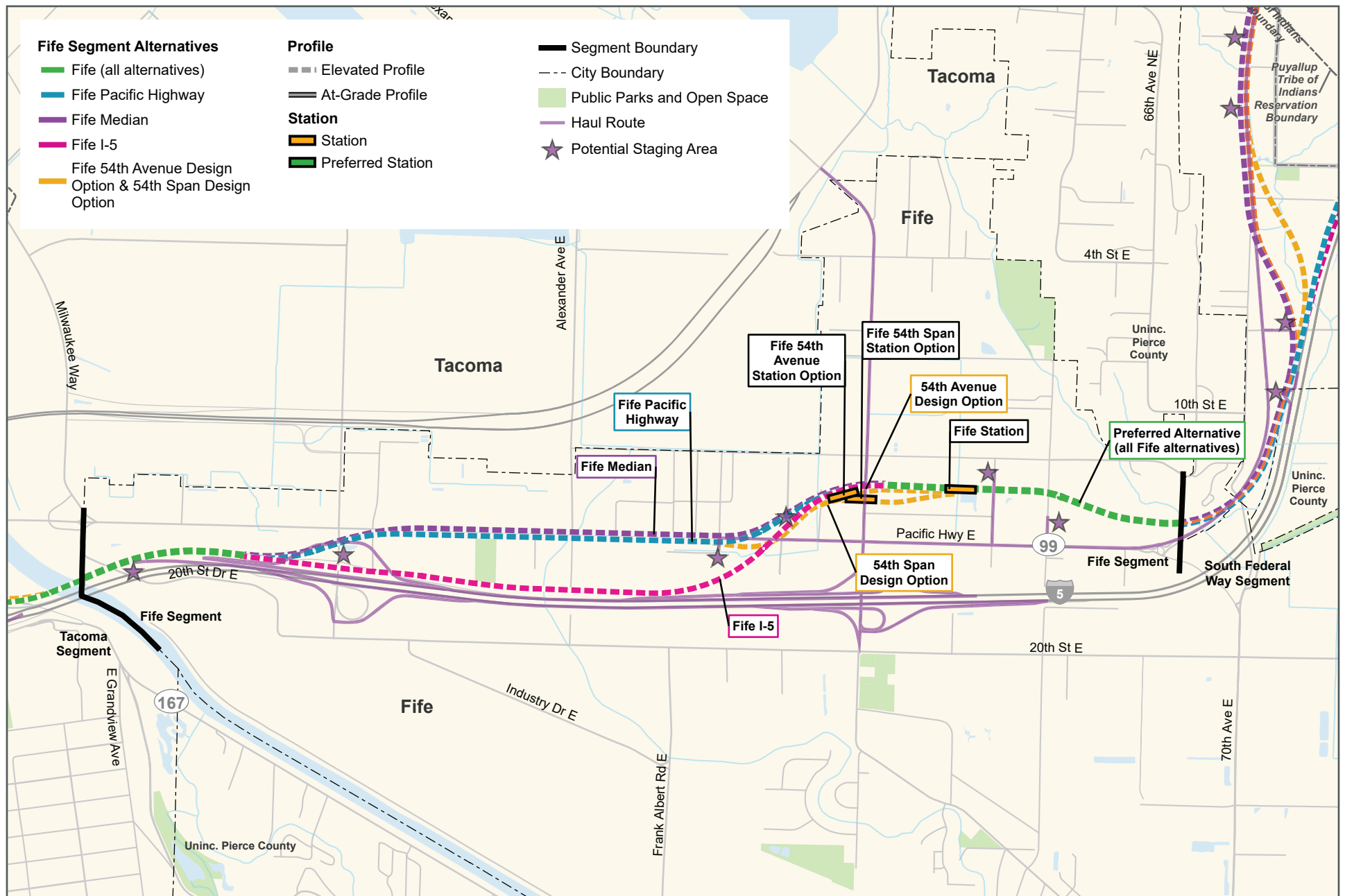


FIGURE 6-2
Truck Hauling Routes
South Federal Way Segment
Tacoma Dome Link Extension



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

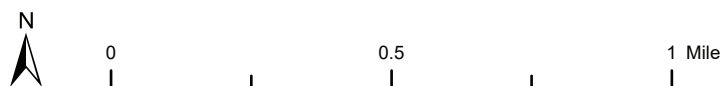
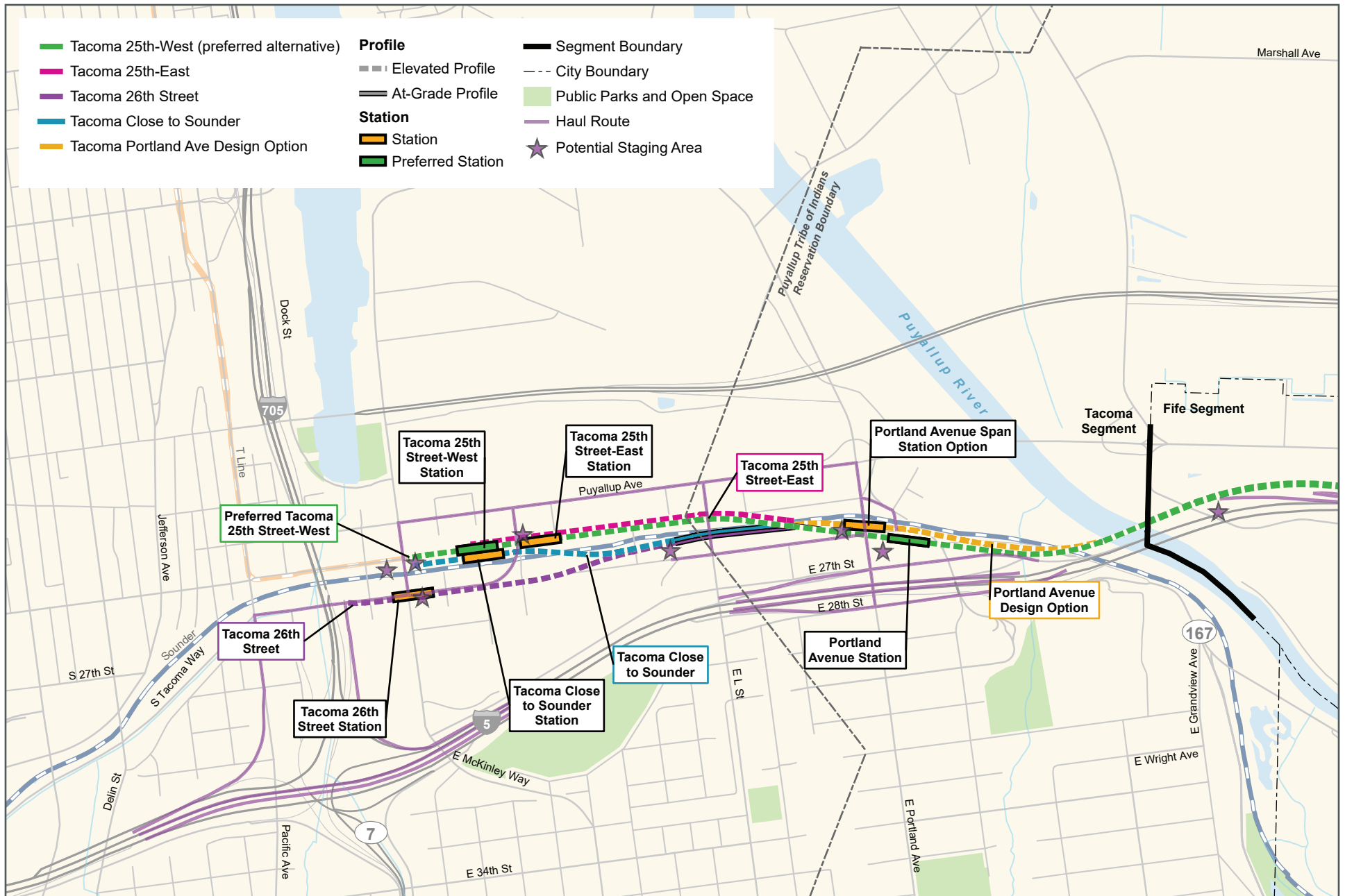


FIGURE 6-3
Truck Hauling Routes
Fife Segment
Tacoma Dome Link Extension



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

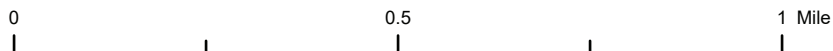


FIGURE 6-4
Truck Hauling Routes
Tacoma Segment
Tacoma Dome Link Extension

6.2.2 Federal Way and South Federal Way Segments

Construction along I-5 would have few impacts to highway operations on the I-5 mainline or shoulders.

The SF 99-East and SF 99-West Alternatives extend along Pacific Highway (SR 99) for approximately 2 miles and would require temporary roadway closures. The SF 99-East Alternative includes a section of alignment in the median of SR 99 that may require more extensive nighttime and weekend closures and daytime lane reductions. The SF 99-East Alternative would cross over SR 99 northbound into the roadway median south of S 373rd Street and cross over the northbound travel lanes again south of Birch Street. The SF 99-West Alternative would cross SR 99 north of S 356th Street and north of Birch Street. All South Federal Way Segment build alternatives would cross SR 99 near the intersection with 70th Avenue E. This crossing would require temporary roadway closures when the aerial guideway straddle bent structure is constructed spanning the highway.

All construction activities would occur west of the I-5 mainline. Truck access to the construction areas would be provided west of the guideway via arterials, local streets, I-5 interchanges, and I-5 shoulders between interchanges with approval from WSDOT. Up to 15 trucks per hour would use the I-5 mainline and ramps. Direct access to the construction area would be provided from the I-5 mainline as negotiated with WSDOT. A small increase in delay could occur at ramp terminal intersections. A Maintenance of Traffic Plan that addresses all modes would be prepared during subsequent TDLE design phases for agency approval.

There is a closed WSDOT truck weigh station located just south of Todd Beamer High School that the TDLE guideway would cross. The elevated guideway would include columns placed within the limits of the weigh station. Vehicle access to the WSDOT stormwater facility at the truck weigh station site would be maintained in the completed state for WSDOT access and potentially for project construction access, pending approval from WSDOT.

6.2.3 Fife Segment

The Fife Pacific Highway and Fife Median alternatives would cross over and into the Pacific Highway right-of-way and would traverse it from Willow Road E to Port of Tacoma Road. The Fife Pacific Highway Alternative is located just south of Pacific Highway and would require the installation of several columns in existing parking spaces for businesses on the south side of the street. The Fife Median Alternative is located in the median of Pacific Highway and would require extensive reconstruction and reconfiguration of the roadway, including partial and full shutdown of travel lanes for 1 to 4 years.

6.2.4 Tacoma Segment

The TDLE guideway crossing over the Puyallup River is located in the footprint of the former I-5 southbound bridge. On the east side of the crossing, 20th Avenue S would be realigned, requiring a full closure. On the west side, the on-ramp to southbound I-5 from E Bay Street may experience varying degrees of impact, from temporary overnight closures to full closure and temporary realignment to avoid conflict with construction of TDLE guideway columns. All other roadway construction impacts to roadway facilities in Tacoma are on local streets, which is described below in the Arterial and Local Streets section.

6.2.5 Potential Mitigation Measures

During TDLE construction, Sound Transit would work with WSDOT, the Port of Tacoma, and the local jurisdictions to develop a detailed construction plan. This plan would coordinate construction activities, such as incident management, construction staging, traffic control, and closure details, where light rail construction might affect either I-5 or Pacific Highway. Sound Transit would also coordinate with WSDOT and local jurisdictions to disseminate construction closure information to the public as needed.

No long-term transportation impacts were identified for regional transportation facilities as a result of TDLE; therefore, no mitigation for long-term impacts on regional transportation facilities would be needed. Construction mitigation measures, including traffic control, closure details, safety and construction barriers, and signage, will be included in a detailed construction plan to be coordinated with WSDOT.

6.3 Transit Operations

6.3.1 Impacts Common to All Alternatives

All build alternatives would involve lane closures, bus stop relocations, partial or full temporary closures of park-and-ride facilities, and sidewalk impacts that could affect transit operations within the TDLE study area during construction.

6.3.2 Federal Way Segment

In the Federal Way Segment, construction of the Preferred FW Enchanted Parkway Alternative would include guideway spanning 23rd Avenue S and extending through the South Federal Way Park and Ride on the west side of the roadway. Periodic roadway or lane closures on 23rd Avenue S and construction staging in the South Federal Way Park and Ride would impact bus service as this section of the guideway is constructed. For extended periods during construction, transit vehicles and riders would not be able to access the South Federal Way Park and Ride from the southern driveway on 23rd Avenue S, where it bends and becomes S 324th Street.

6.3.3 South Federal Way Segment

All build alternatives are expected to impact bus service along Pacific Highway (SR 99) near 70th Avenue E where the guideway crosses SR 99 to connect with the Fife Segment. Construction activities along portions of the guideway parallel to I-5 are not expected to impact bus service.

The SF Enchanted Parkway Alternative would include guideway construction in and adjacent to the Federal Way Crossings shopping area in South Federal Way. There is existing bus service on Enchanted Parkway, so any lane closures during guideway and column construction would impact bus service. There would also be additional delays on bus service for this alternative due to the increased traffic delay from temporary road-capacity reductions. Temporary access restrictions or closures could also be required during construction along Enchanted Parkway.

The SF I-5 Alternative would have few impacts on local bus service because it would not have any construction impacts on Enchanted Parkway except for the TDLE guideway crossing of Enchanted Parkway just west of I-5.

The SF 99-West Alternative would impact transit service along SR 99 during construction of the guideway with partial and periodic closures along a 2.2-mile stretch of SR 99 in the South Federal Way Segment. Crossings of SR 99 north of S 356th Street and south of Birch Street are likely to affect transit operations in either direction. There would be closures impacting both transit and general-purpose traffic as these elevated crossings over the state highway are constructed.

The SF 99-East Alternative would have impacts to transit service over a similar section of the SR 99 corridor but would have more extensive impacts where the guideway would be in the median of SR 99. In this approximately 1-mile section of guideway from S 373rd Street to south of Birch Street, construction of the guideway and columns in the median of SR 99 may require more extensive closures as both the northbound and southbound lanes are reconstructed.

6.3.4 Fife Segment

Bus operations on Pacific Highway in Fife would be temporarily impacted during construction from road capacity decreases and traffic delay resulting from lane closures. For the Fife Pacific Highway and Fife Median alternatives, buses along Pacific Highway would be less reliable, have increased travel times, and may have temporary service disruptions from increased congestion. Bus stops along Pacific Highway E may require temporary relocation or provision of temporary passenger facilities during construction of the guideway for both Fife Pacific Highway and Fife Median Alternatives.

The Fife I-5 Alternative would have few impacts on the existing bus routes on Pacific Highway.

6.3.5 Tacoma Segment

During the guideway construction on the west shore of the Puyallup River and when the guideway crosses Sounder/Amtrak tracks in Tacoma, the Sounder/Amtrak tracks located below I-5 may experience temporary closures resulting in train schedule impacts during adjacent guideway foundation construction. All efforts would be made to perform critical work during BNSF scheduled maintenance closures at night and on weekends, minimizing the impact to Sounder/Amtrak operations. Guideway construction adjacent to and above freight rail right-of-way on each side of the river would likely be temporarily paused from October through December because, historically, the freight railroads do not allow construction during this high rail traffic volume window.

There would be impacts to the bus service in the area near the Tacoma Dome. Existing buses traveling along Puyallup Avenue could experience delays from increased congestion due to potential closures of E 25th Street or E 26th Street for guideway and column construction. Additionally, the existing Pierce Transit bus facility at the corner of East G Street and Puyallup Avenue could be closed and reconfigured if it is used for active or layover bays as part of TDLE. Buses that use East D Street to pass through the Dome District may encounter temporary closures and reroutes as guideway is installed at the end of the alignment.

The existing T Line system would be impacted during construction. The current system includes a single in-street track on E 25th Street, terminating in the operations and maintenance facility (OMF) at E 25th Street and East G Street. If either the Preferred Tacoma 25th Street-West Alternative or Tacoma 25th Street-East Alternative is selected to be built, the required column and guideway construction, along with utility relocations, may require temporary relocation or closure of the T Line terminus station on the north side of E 25th Street across from Freighthouse Square. Temporary relocation of the track connection to the OMF or a modified

vehicle service schedule that minimizes construction stoppage duration and allows intermittent ingress/egress to the OMF may also be required. These temporary relocations, closures, or schedule adjustments would take place for approximately 1 to 3 years. During that time T Line riders would board and disembark at South 25th Street Station near A Street, approximately 0.25 mile west of the existing Tacoma Dome Station.

If the Tacoma Close to Sounder Alternative is selected to be built, it is probable that the Amtrak and Sounder stations, located in Freighthouse Square, would need to be demolished and reconstructed. This would require that the stations be temporarily relocated during construction to the west end of Freighthouse Square. During this time, riders would board and disembark approximately 350 feet to the west, near East D Street.

Avoidance and Minimization Measures for Construction Impacts

Transit service modifications would be coordinated with King County Metro, Pierce Transit, Sound Transit, and private transportation services, such as Greyhound and FlixBus, to minimize temporary impacts and disruptions to bus facilities and service during construction. This includes developing modified service plans to accommodate stop closures during station construction. During construction within street right-of-way, buses would either continue service on the street or be rerouted to nearby roadways, where appropriate, to maintain transit service. Bus stops would be maintained in their existing locations where possible but may need to be temporarily relocated in construction areas. Access between the surrounding land uses and bus stops would be maintained to the extent feasible. Other measures could include posting informative signage before construction at existing transit stops that would be affected by construction activities.

To minimize impacts to T Line during construction, information of any changes to T Line operations would be provided, including information on alternate bus routes that could be used to mirror T Line service if temporary suspension of service is required. A temporary bus route that follows the exact T Line route at the same headways could be provided during TDLE construction.

6.3.6 Potential Mitigation Measures

No construction mitigation would be required beyond the measures discussed above.

6.4 Arterials and Local Streets

6.4.1 Impacts Common to All Alternatives

With each of the TDLE build alternatives, construction would require local road closures, lane closures, traffic detours, and property access modifications and closures to maintain traffic flow. Streets that would be beneath the guideway would require temporary full and/or partial closures to construct the guideway and other associated features. If driveway closures are required, access to these properties would be maintained to the extent practical. If access to a business could not be maintained during construction, the specific construction activity would be conducted during non-business hours where feasible.

The peak number of truck trips is expected to occur during earthwork operations and during concrete delivery for both guideway and station construction. For the elevated guideway construction, peak truck trips are estimated at 10 to 15 trucks per hour for concrete delivery, or between 80 and 240 trips per day, assuming 8 to 16 hours per day of active construction, some

of which may occur at night. This would occur for approximately 2 years for each area of construction. A similar level of truck activity is expected for earthwork activities, but this would be focused on trucks hauling material during excavation and would not overlap with concrete delivery trucks.

Construction truck traffic would use truck routes and, where required, local roadways to access the construction areas. Delivery of large items, such as precast girders, would occur via truck routes. There would be limited direct access via the I-5 mainline, although trucks may use I-5 for trips to and from other locations in the region. For these trips, access would be from existing interchange ramps, WSDOT facilities, or even I-5, pending coordination with and approval from WSDOT and FHWA. Some of the staging areas along the guideway would allow I-5 access in controlled areas that would require approval from and coordination with WSDOT and FHWA. During construction there may be some short-term closures (night/weekend) to on- and off-ramps to accommodate installing girders over ramps. As the design and construction plans are advanced, there could be the need for direct access between I-5 and construction areas. If direct access is required, Sound Transit would coordinate with WSDOT and FHWA. Specific local street impacts with each alternative are described in this section.

Construction staging areas would be located within the project's construction limits shown in Appendix F, Conceptual Design Drawings. The staging areas will be refined in the Final EIS.

6.4.2 Federal Way Segment

For the Preferred FW Enchanted Parkway Alternative, construction of the guideway over local streets and arterials would occur at S 320th Street, where TDLE connects to the Downtown Federal Way Station of FWLE, and at 23rd Avenue S and S 336th Street. Construction activities over and surrounding these roadways would require weekend and nighttime roadway and lane closures. With limited east-west crossings of I-5, detour routes during these closures may be necessary and are likely to use Pacific Highway. Both design options of this alternative would have impacts to some roadways for internal circulation in Belmor Mobile Home Park (Belmor) and access to the South Federal Way Park and Ride from 23rd Avenue S. Temporary construction impacts to the park-and-ride and Oakland Hill Road would include long-term closures for construction staging and construction of stormwater facilities.

6.4.3 South Federal Way Segment

In the SF Enchanted Parkway Alternative, construction of the guideway over or under local streets and arterials would occur at S 348th Street, Enchanted Parkway S, S 352nd Street, S 356th Street, and S 375th Street. Construction activities would require weekend and nighttime road and lane closures. Because of the limited number of roadways crossing I-5, detour routes for weekend or nighttime closures could be needed and would likely use Pacific Highway.

Construction of the SF Enchanted Parkway Alternative over S 348th Street and Enchanted Parkway S would require periodic nighttime or weekend closures of the impacted streets and lane reductions during other hours. No columns would need to be constructed within the street limits or medians for this alternative.

WSDOT would construct a new roundabout at S 356th Street and Enchanted Parkway S, which the TDLE aerial guideway would pass directly over. Close coordination between the two projects during the design and construction stages would be required.

The SF I-5 Alternative would not require any closures on Enchanted Parkway S, but due to the guideway crossing of S 348th Street, temporary night and/or weekend closures would be expected at this major intersection. No columns would be placed in active vehicle lanes.

The SF 352nd Span Station Option would require more frequent and extensive temporary closures of S 352nd Street because of the station construction occurring directly above the roadway.

Construction of the SF 99-East Alternative along the east side of Pacific Highway (SR 99) and in the median of the roadway would require periodic weekend and nighttime closures, reduced traffic speeds, and lane reductions on SR 99 and intersecting east-west streets. There would be lane reductions and periodic closures of SR 99 north of S 373rd Street for construction of the light rail guideway and reconstruction of SR 99 southbound. South of S 373rd Street, the SF 99-East Alternative would be constructed in the roadway median with columns located in the center of SR 99, requiring more extensive roadway and lane closures along approximately 1 mile of SR 99. While construction is ongoing in the SR 99 median, one travel lane would be open in either direction, and left turns would be restricted.

The Porter Way Design Option includes a shorter section of guideway in the median of SR 99 and would require less extensive closures on the southern end of the SR 99 corridor compared to the SF 99-East Alternative.

Construction of the SF 99-West Alternative along the west side on SR 99 would require periodic weekend and nighttime closures and lane reductions along SR 99 and intersecting east-west streets. Construction of the guideway and roadway reconstruction on the west side of SR 99 would require lane reductions and periodic closures of SR 99. The SF 99-West Alternative includes crossings of SR 99; the crossings north of S 356th Street and south of Birch Street may require more extensive roadway closures with columns in the median at both locations. The Porter Way Design Option would have similar impacts along SR 99 and intersecting roadways.

6.4.4 Fife Segment

All build alternatives in the Fife Segment would have impacts to north-south roadways connecting to Pacific Highway and would require periodic closures to local roadways, including 59th Avenue E and 62nd Avenue E. To the west of the Fife Station, all build alternatives and design options would span over 54th Avenue E and 51st Avenue E, which require temporary road and/or lane closures while the elevated guideway sections are placed. The same impacts to local roadways and arterials are anticipated for the 54th Avenue and the 54th Span Design Option. Potential roadway or lane closures on 54th Avenue E could be isolated to nights and weekends. The 54th Span Station Option would likely require intermittent nighttime and weekend closures over a longer period as the span station is constructed.

Vehicular access to the Fife Station, with either a surface or structured parking configuration, would be from both 12th Street E and 59th Avenue E, with parking access near the intersection of the two roadways. Transit and driving access to the 54th Avenue Station and 54th Span Station design options would primarily be from 12th Street E and an extended 52nd Avenue E connecting Pacific Highway E and 12th Street E. Transit and pickup/drop-off access would be exclusively from 52nd Avenue E and primary access to parking areas would be on both 12th Street E and 52nd Avenue E. The Fife Pacific Highway Alternative and Fife Median Alternative would require intermittent road closures wherever the guideway crosses a street, including at larger intersections along Pacific Highway such as Willow Road E, Alexander Avenue E, and Port of Tacoma Road.

The Fife I-5 Alternative crosses over Pacific Highway near 51st Avenue E and extends parallel to I-5 for the remainder of the alignment until it approaches the Puyallup River. There are no anticipated impacts to I-5 operations or local streets between 51st Avenue E and 20th Avenue E.

The ongoing reconfiguration work at the Port of Tacoma Road intersection is expected to be completed prior to TDLE construction. The TDLE guideway would span the Port of Tacoma Road/I-5 interchange on- and off-ramps, requiring temporary lane or ramp closures.

There are several future WSDOT projects that may impact TDLE construction, including the SR 167 Completion Project and new roadway intersection improvements at 54th Avenue E and 46th Avenue E. The TDLE guideway would be elevated above these proposed projects, and vertical clearance requirements would need to be verified during final design. These projects would require their own construction phasing and lane closure plan, and close coordination between WSDOT and Sound Transit would be necessary.

There could be temporary lane closures and lane reconfigurations on local roads surrounding the Fife Station (15th Street E, 59th Avenue E, and 12th Street E), which could result in increased traffic delay as the station site is reconfigured for buses.

6.4.5 Tacoma Segment

On the east side of the Puyallup River, 20th Street E could be closed temporarily overnight as well as fully closed and realigned to avoid conflict with TDLE guideway columns and to allow for foundation and overhead guideway construction. On the west side of the Puyallup River, the guideway would cross over E Bay Street, requiring temporary lane reductions and/or closures for foundation and overhead guideway construction.

Levee access roads used for levee maintenance and inspection on each side of the Puyallup River may require temporary or permanent realignment to avoid conflicts with guideway columns.

The local roads impacted by construction in the Tacoma Segment include E 25th Street, E 26th Street, E Portland Avenue, and East D Street. The guideway for the Preferred Tacoma 25th Street-West Alternative and Tacoma 25th Street-East Alternative is located directly above E 25th Street and could require full closure of the street for guideway and column construction and utility relocation. The Tacoma 26th Street Alternative would require complete closure of E 26th Street between East G Street and East C Street. The intersection of East D Street and E 26th Street would need to be fully closed intermittently to construct the station directly above the intersection. For the Tacoma 25th Street-East Alternative, the intersection of East G Street and E 25th Street would be closed intermittently to construct the station immediately adjacent to the eastern leg of the intersection.

During closures of E 25th Street or E 26th Street, traffic would be expected to increase on parallel arterials, such as Puyallup Avenue.

The alignments for the Tacoma Close to Sounder and the Tacoma 26th Street alternatives extend parallel to the Sounder tracks between approximately East N Street and East J Street and pass beneath the East L Street bridge. Due to the incompatibility of the bridge footing with the TDLE guideway, the East L Street bridge would need to be removed and replaced. This would require traffic detours, which could result in temporary traffic delay and congestion.

All proposed station locations near the Tacoma Dome would require intermittent adjacent road closures as the facilities are being constructed. Additionally, construction of new bus facilities could temporarily impact the flow of traffic.

6.4.6 Potential Mitigation Measures

All avoidance and minimization measures associated with constructing all TDLE build alternatives would comply with local regulations governing construction traffic control and construction truck routing. Sound Transit would finalize detailed construction plans in close coordination with local jurisdictions and WSDOT during the final design and permitting phases of the project. Potential mitigation measures for traffic impacts due to light rail construction could include the following practices:

- Conform to the Manual on Uniform Traffic Control Devices (FHWA 2009) and jurisdictional agency requirements for all traffic plan maintenance.
- Clearly sign and provide reasonable detour routes when cross streets are closed for guideway construction. The contractor would be required to keep nearby parallel facilities open to facilitate access and mobility.
- Use lighted or reflective signage to direct drivers to truck haul routes to ensure visibility during nighttime work hours.
- Communicate public information through tools such as print, radio, posted signs, websites, and email to provide information regarding street closures, hours of construction, business access, and parking impacts. Sound Transit would provide this plan.
- Coordinate access closures with affected businesses and residents. The contractor would be required to perform this task in coordination with Sound Transit staff. If access closures are required, property access to residences and businesses would be maintained to the extent possible. If access to the property cannot be maintained, the specific construction activity would be reviewed to determine if it could occur during non-business hours or if the parking spaces and users of this access (for example, deliveries) could be provided at an alternative location.
- Post advance notice signs prior to construction in areas where construction activities would affect access to surrounding businesses.
- Provide regular updates to schools, emergency service providers, local agencies, solid waste utilities, and postal services, and assist public school officials in providing advance and ongoing notice to students and parents concerning construction activity near schools.
- Schedule traffic lane closures and high volumes of construction truck traffic during off-peak hours to minimize delays during periods of higher traffic volumes as much as possible.
- Cover potholes and open trenches, where possible, and use protective barriers to protect drivers from open trenches.

6.5 Freight Mobility and Access

6.5.1 Impacts Common to All Alternatives

For all build alternatives, impacts on freight truck movements would be approximately the same as impacts to general traffic.

The lane closures within the construction areas on Enchanted Parkway in South Federal Way and on Pacific Highway in Fife could temporarily affect freight mobility in a similar manner as general-purpose traffic. When partial street closures are necessary during construction, the intended purpose of any detour routes would be to provide an alternate for general-purpose traffic. It is expected that freight would continue to travel on Pacific Highway, Enchanted Parkway, or other designated freight corridors.

Temporary access closures for businesses could also occur during construction, affecting freight (such as deliveries). Service and loading areas for private businesses in the Federal Way, South Federal Way, and Fife segments may be impacted by periodic access closures during construction. If driveway closures are required, access to these properties would be maintained to the extent possible. With driveway closures, detours for freight would cause similar impacts compared to what is described for general-purpose traffic impacts. Full street closures on these main arterials are expected only on nights and weekends.

Port of Tacoma truck traffic utilizes East D Street, E Portland Avenue, and Port of Tacoma Road/34th Avenue E as the three primary corridors for access to container terminals. In addition, 54th Avenue E is highly utilized by Port of Tacoma truck traffic. Closures on these roads could result in temporary delays to freight traffic, with temporary closures over a longer period for construction of the Fife 54th Span Design Option.

During construction of overhead guideway across active rail lines, there could be some temporary closures of rail lines, which could result in delays to freight train traffic. It is anticipated that this impact would be minor, and all efforts would be made to perform critical work during BNSF shutdowns that would occur only at night and on weekends, minimizing the impact to freight rail operations. Construction would be limited to the times approved and coordinated with freight rail operations.

Avoidance and Minimization Measures for Construction Impacts

To minimize potential freight impacts, Sound Transit would coordinate with affected businesses throughout the construction period to notify them of lane and/or access closures and maintain business access to the extent practical.

For any construction activities that could impact regional roadways, Sound Transit would provide construction information to the Port of Tacoma, local jurisdictions, and WSDOT for use in the state's freight notification system. Sound Transit would provide information in a format required by WSDOT.

6.5.2 Potential Mitigation Measures

No additional construction mitigation would be required beyond the measures described above. A Maintenance of Traffic Plan that addresses all transportation modes would be prepared during subsequent TDLE design and construction phases for agency approval.

6.6 Nonmotorized Access

6.6.1 Impacts Common to All Alternatives

All alternatives would temporarily close either sidewalks and/or bicycle facilities or reduce sidewalk widths within construction areas. Impacts specific to each alternative are described in this section.

6.6.2 Federal Way Segment

Nonmotorized travel could be affected by construction of the guideway for the Preferred FW Enchanted Parkway Design Option through the Federal Way Segment, particularly along 23rd Avenue S near the South Federal Way Park and Ride and on S 336th Street from 20th Avenue S to the I-5 undercrossing. The FW Design Option would have similar impacts to nonmotorized travel through this segment. Nonmotorized access on and across these roadways where crossings and dedicated facilities exist would be maintained to the extent practical.

6.6.3 South Federal Way Segment

Nonmotorized travel could be affected in station areas during station and guideway construction as well as from construction of the elevated guideway over arterials and local streets. The limited number of I-5 crossings currently restricts the pedestrian and bicycle activity across I-5 in the study area. Existing nonmotorized facilities across I-5 along Enchanted Parkway, Porter Way, and Wapato Way would be maintained to the extent practical.

There would be more nonmotorized impacts associated with construction of the SF Enchanted Parkway Station and the SF 352nd Span Station Option compared to the SF I-5 Alternative. The SF Enchanted Parkway Alternative includes more active nonmotorized areas along Enchanted Parkway, 16th Avenue S, and intersecting east-west streets, including SR 18. There would be intermittent sidewalk and/or bicycle facility closures during construction, and existing walking and biking routes would need to be temporarily rerouted.

Construction of the SF 99-East Alternative including the SF 99-352nd Station would affect nonmotorized facilities along Enchanted Parkway, S 352nd Street, S 356th Street, and Pacific Highway (SR 99). There would be periodic sidewalk and roadway closures along these streets for construction of guideway crossings of Enchanted Parkway, S 352nd Street, S 356th Street, and Porter Way. There would also be intermittent lane closures along SR 99 for construction of the guideway along the east side of the roadway and in the roadway median. Walking and biking routes on these streets or across SR 99 on intersecting east-west streets may be rerouted temporarily during construction. The SF 99-East Porter Way Design Option would have similar effects to nonmotorized access and mobility during construction.

Construction of the SF 99-West Alternative, including the SF 99-Enchanted Station would have similar impacts to nonmotorized access and mobility as the SF 99-East Alternative. There are few dedicated bicycle and pedestrian facilities along SR 99, particularly south of S 359th Street. This alternative would have a smaller impact on access along SR 99 since it would only require reconstruction of the west side of the roadway. The SF 99-West Porter Way Design Option would have similar effects to nonmotorized access and mobility during construction.

6.6.4 Fife Segment

All build alternatives would affect nonmotorized access on north-south streets through the Fife Segment, with guideway crossings over 62nd Avenue E, 59th Avenue E, and 54th Avenue E. Compared to the preferred Fife Station, the 54th Avenue and the 54th Span design options would have more extensive effects to nonmotorized access along 54th Avenue E and at the intersection with 12th Street E. The 54th Span Design Option would likely require a longer-term closure of 54th Avenue E or intermittent closures of the street over a longer period, which would require rerouting nonmotorized users to one side of the street in an area with limited crossings.

There would be some impact on nonmotorized travel during construction of the elevated guideway along Pacific Highway under the Fife Pacific Highway and Fife Median alternatives. Wherever practical, sidewalks and crosswalks would remain open in the construction areas. Protected sidewalks next to the construction area would be provided when detour routes are not practical. The Fife Pacific Highway and Fife Median alternatives would affect pedestrian and nonmotorized access along Pacific Highway during construction. Short sections of sidewalks may be temporarily closed during construction on or adjacent to the roadway and would require pedestrians to detour to the closest signalized crossing of Pacific Highway.

During construction, the Fife I-5 Alternative would have some impacts along Pacific Highway E near the intersection with 51st Avenue E, but would otherwise have limited impacts to nonmotorized access west of the Fife Station, the 54th Avenue Design Option, and the 54th Span Design Option.

6.6.5 Tacoma Segment

The sidewalk network in the area near the Tacoma Dome would be impacted during construction. Construction would necessitate several sidewalk closures during column construction, including along E 25th Street and E 26th Street, depending on the alternative chosen. There is an existing at-grade pedestrian crossing of the Sounder/Amtrak tracks at East D Street, which would be temporarily closed during construction. This would require nonmotorized detours.

6.6.6 Potential Mitigation Measures

Sound Transit would minimize impacts from temporary sidewalk and bicycle facility closures by providing detours within construction areas, such as protected walkways, and notifying the public as appropriate.

6.7 Safety

6.7.1 Impacts Common to All Alternatives

With each of the TDLE build alternatives, traffic diversion caused by light rail guideway construction would lead to higher traffic volumes on detour streets. The higher traffic volumes could lead to a potential increase in collision frequency; however, crash rates should remain similar to existing conditions due to the limited volume diversion and length of closures. In locations where there is no physical change to the roadway, the types of crashes would also remain similar to existing conditions. Currently, most crashes in the study area are property damage only.

6.7.2 Federal Way Segment

In the Federal Way Segment, the construction zone for the alignment through the segment would be located mostly near the edge of I-5 southbound. During construction of the guideway, there would be temporary impacts to the clear zone along I-5 southbound. Where the light rail alignment is adjacent to I-5 from S 324th Street to S 344th Street, a temporary construction barrier would be placed along the edge of pavement for I-5 southbound for the duration of construction, approximately 1 to 4 years. Current lane and shoulder widths along I-5 would be maintained. During the 1- to 4-year construction period, there may be an increase in crashes on I-5 southbound, which would likely be property damage only based on crash history in this segment.

6.7.3 South Federal Way Segment

The construction area for the SF Enchanted Parkway and SF I-5 alternatives would be located near the I-5 pavement edge in several locations. During construction, there would be temporary impacts to the clear zone along most of southbound I-5 through the study area. Where the light rail alignment is parallel to the I-5 mainline, from approximately S 344th Street to Porter Way in the City of Milton, a temporary construction barrier would be placed near the southbound I-5 edge of pavement where barriers are not already present; this would provide separation of construction activity from traffic on I-5. This temporary construction barrier would be present for the duration of guideway construction, approximately 1 to 4 years. During this period, an increase of crashes could occur. Most of these additional crashes would likely be property damage only, consistent with the crash history in the area. Current I-5 travel lane and shoulder widths would be maintained during construction.

The construction area for the SF 99-East Alternative would be located along the east pavement edge of Pacific Highway (SR 99) and in the middle of the roadway. This construction would have temporary impacts to the roadway itself, requiring some configuration during construction changes to of the guideway in the center of SR 99. Temporary construction barriers would be placed along the eastern pavement edge of SR 99 north of S 373rd St and on the perimeter of the construction zone in the center of the roadway from S 373rd Street to 70th Avenue E. Construction barriers would be present along SR 99 through the South Federal Way Segment for 1 to 2.5 years as the alignment is constructed along SR 99 and may shift along the corridor as construction progresses. During this 1- to 2.5-year period, speeds would be reduced near construction areas and left-turn movements would be restricted where the guideway is being constructed in the median. Changes to access and lane closures may increase the number of crashes; however, there would likely be fewer crashes over this period with fewer left-turn movements and lower speeds on SR 99.

The SF 99-West Alternative would be constructed along the west side of SR 99, with temporary construction impacts to SR 99 primarily along the western roadway edge and at crossings over the roadway. This alternative would also require intermittent lane or roadway closures during guideway construction and reconstruction of the roadway. Temporary construction barriers would be placed along the west side of the roadway during construction, and closures may shift for guideway and roadway construction alongside SR 99 southbound. During this period, changes to access and closures may increase the number of crashes on SR 99, while reduced speeds through construction areas could reduce the number or severity of crashes along the corridor during construction.

6.7.4 Fife Segment

Access modifications (such as right-in, right-out) and left-turn restrictions at intersections along Pacific Highway would occur in the construction areas for the Fife Pacific Highway and Fife Median alternatives. This would eliminate some vehicle conflicts at these locations. Detour routes would change traffic circulation. This could lead to driver confusion and increase the potential for crashes. Strategic sequencing or construction phasing would minimize the potential safety impacts and would be addressed in a Maintenance of Traffic Plan.

The Fife I-5 Alternative would have the same potential impacts as described above for the Fife Pacific Highway and Fife Median alternatives east of 51st Avenue E. Once the Fife I-5 Alternative crosses Pacific Highway just west of 51st Avenue E, the I-5 alignment would not create vehicle conflicts or necessitate detour routes. The Fife Pacific Highway Alternative and Fife Median Alternative would continue to have access and lane reduction impacts west of 51st Avenue E. During construction, there would be temporary impacts to the clear zone along southbound I-5 between 46th Avenue E to 20th Street E. Where the light rail alignment is parallel to the I-5 mainline, a temporary construction barrier would be placed near the southbound I-5 edge of pavement where barriers are not already present. This would provide separation of construction activity from traffic on I-5. This temporary construction barrier would be present for the duration of guideway construction. During this period, an increase in crashes could occur. Most of these additional crashes would likely be property damage only, consistent with the crash history in the area. Current I-5 travel lane and shoulder widths would be maintained during construction.

6.7.5 Tacoma Segment

During construction of the guideway over Sounder/Amtrak tracks, closures may be necessary to ensure safety. This occurs at the Puyallup River crossing and where the guideway crosses the Sounder/Amtrak tracks near East M Street.

For safety, navigation would be restricted when construction activities occur directly over the Puyallup River. Activities that restrict navigation would be coordinated and approved in advance by the Puyallup Tribe of Indians and are anticipated to last for short periods during only a portion of the day or night. For the pier-supported bridge option, when working in the Puyallup River, the water could be a hazard during rough weather and especially during high or low tides. Work may be canceled during inclement conditions when a higher concentration of debris may be present.

The area near the Tacoma Dome has high pedestrian volumes, especially before or after events at the Tacoma Dome and during the peak travel periods near the Tacoma Dome Station. Pedestrian detours could be required to ensure safety near construction zones.

6.7.6 Potential Mitigation Measures

Near I-5, potential avoidance and minimization measures include placing a temporary construction barrier near the southbound I-5 edge of pavement where barriers are not already present to separate construction activity from I-5 mainline traffic.

6.8 Parking

6.8.1 Impacts Common to All Build Alternatives

Construction worker parking would be provided within the construction area where possible and could also occur on local streets and arterials where parking is unrestricted. Construction worker parking near designated construction staging areas could affect the nearby parking supply during peak construction periods. Contractors would be responsible for providing parking for construction workers where necessary. It is expected that some worker parking could be accommodated at the staging areas and along the alignment construction area.

Private parking impacts for construction of the guideway, stations and associated features occur in the Federal Way, South Federal Way, and Fife segments. Temporary private parking impacts range from 15 to 23 spaces in the Federal Way Segment, from 3 to 448 spaces in South Federal Way segment, and from 288 to 407 spaces in Fife. Impacts to parking in the South Federal Way and Fife segments include longer-term temporary construction staging impacts for stormwater facilities and utility work. The largest impacts to private parking are expected to occur within the South Federal Way Segment and are limited to businesses located along Enchanted Parkway.

There is limited to no on-street parking allowed along the entire length of SR 99/Pacific Highway in the TDLE corridor. Available on-street parking exists in neighborhoods east and west of SR 99 in Federal Way and north and south of Pacific Highway in Fife and would not be affected by construction activity.

6.8.2 Federal Way Segment

There is minimal on-street parking along the length of both build alternatives in the Federal Way Segment. There are multiple surface parking lots along Enchanted Parkway, which would have some impacts during construction. While some parking spaces would be impacted temporarily by construction of the guideway, most parking would remain intact or be replaced when construction is complete. The SF Enchanted Parkway Station would impact approximately 20 to 30 private business parking spaces in The Commons at Federal Way during construction, but most spaces would be replaced once construction of the guideway is complete.

Construction worker parking along the alignment through the Federal Way Segment would be on local streets only, with purpose-built access roads leading to specific work areas.

6.8.3 South Federal Way Segment

There is limited on-street parking in the South Federal Way Segment, but there are multiple surface parking lots along Enchanted Parkway and Pacific Highway that would be impacted temporarily by construction in each of the build alternatives. The SF I-5 Alternative in this segment is anticipated to have very limited temporary parking impacts, while the SF 99-West and SF 99-East Alternatives would have more potential temporary construction impacts to parking areas by comparison. The SF Enchanted Parkway Alternative would have somewhat fewer temporary construction impacts to parking spaces compared to the SF 99-West and SF 99-East alternatives.

Apart from the SF I-5 Alternative, all other South Federal Way build alternatives would have temporary, but longer-term impacts to parking spaces for construction staging in the Walmart parking lot northwest of the interchange between I-5 and SR 18. In the SF Enchanted Parkway

Alternative, Walmart customers and employees would not be able to access 251 parking spaces when they are in use for construction staging but would be replaced following construction. Both the SF 99-East Alternative and the SF 99-West Alternative would impact more parking spaces in the Walmart parking lot for construction staging, with an estimated 406 stalls that would no longer be accessible to customers and employees during construction but would be replaced once construction is complete. Parking spaces that would be removed as part of partial acquisitions to accommodate permanent guideway features are included in Section 5.7.

The SF I-5 Alternative is anticipated to have limited temporary parking impacts to three privately owned parking spaces. Construction of the SF Enchanted Parkway Alternative would temporarily impact approximately 325 privately owned parking stalls. The SF 99-West and SF 99-East alternatives would have similar temporary impacts to private parking stalls, approximately 450 with the SF 99-West Alternative and 415 with the SF 99-East Alternative.

Construction worker parking in the South Federal Way segment would be on local streets only, with purpose-built access roads leading to specific work areas.

6.8.4 Fife Segment

There is limited on-street parking in the Fife segment, and no on-street parking would be impacted by construction of the guideway, station, and associated features through this segment. All build alternatives in the Fife Segment would have temporary construction impacts to parking at private businesses along the corridor. The Fife I-5 Alternative would also have temporary impacts to privately owned residential parking spaces, while other Fife build alternatives would only affect business parking.

The Fife I-5 Alternative would have more temporary parking impacts, with 407 spaces temporarily impacted by construction. While the Fife I-5 Alternative would not impact any parking along Pacific Highway, it would temporarily impact private storage parking for car dealerships along I-5 as well as rows of parking adjacent to the I-5 right-of-way for other businesses and residences. The Fife Pacific Highway and Fife Median alternatives would have temporary impacts to parking spaces at businesses and some car dealership storage during construction on the south side of Pacific Highway. An estimated 347 private parking spaces would be temporarily impacted for construction of the Fife Pacific Highway Alternative, and an estimated 288 spaces would be temporarily impacted for construction of the Fife Median Alternative. All build alternatives in the Fife Segment would have some longer-term temporary construction impacts to parking spaces for stormwater facilities and construction staging.

6.8.5 Tacoma Segment

There are no parking impacts for the Puyallup River bridge crossing.

The Preferred Tacoma 25th Street-West, Tacoma 25th Street-East, and Tacoma Close to Sounder alternatives would impact regular operations of the existing Tacoma Dome Station Parking Garage due to column construction, possible pedestrian bridge connections, and operational improvements to integrate with the new TDLE station. It is possible some entrances could be closed, and some parking spaces could be removed during construction.

Temporary parking impacts during construction of build alternatives in the Tacoma segment are expected to be primarily to on-street parking spaces. Temporary parking impacts would be similar between all build alternatives and design options in the Tacoma segment and range from 27 to 42 spaces impacted temporarily during construction.

6.8.6 Potential Mitigation Measures

In South Federal Way and Tacoma, avoidance and minimization measures, including a public education campaign and/or signage, could be used to let transit riders know when construction impacts would affect operations near and at the South Federal Way Park and Ride and at the Tacoma Dome Station Parking Garage.

6.9 Navigation

6.9.1 Impacts Common to All Alternatives

Construction of the bridge over the Puyallup River could affect navigability and restrict boating in a portion of the river for short periods of time for both the long-span or pier-supported bridge option. For safety, watercraft would be directed around active construction areas, but navigation of the river would not be blocked.

Any in-water work in the Puyallup River would be subject to work window restrictions to protect Endangered Species Act-listed fish, as well as timing restrictions for Tribal fishing and ceremonial activities. The exact windows and associated activity restrictions would be determined during the permitting process with U.S. Fish and Wildlife Service, National Marine Fisheries Service, U.S. Army Corps of Engineers, and Puyallup Tribe of Indians.

The pier-supported bridge option would require the placement of construction equipment and construction areas within the Puyallup River to allow construction of the support piers. This would result in temporary areas of the Puyallup River that would not be navigable while barges are present, equipment is set, and the pier is constructed. There could also be periods of time when navigation would be restricted to allow for the placement of cofferdams or temporary shoring systems. These conditions could occur for up to 3 years and there would be adequate space maintained to allow watercraft to navigate around active construction areas. The construction of the pier would occur in line with the piers for I-5, so the area where navigability would be restricted would be similar to existing conditions.

The long-span bridge could also have periods of time when navigation close to the shore would be restricted to allow for the placement of cofferdams or temporary shoring systems for construction of supporting piers that are located on or near the Puyallup River levees. The placement of columns would be further defined as the conceptual design develops.

All required permits and approvals from the Coast Guard would be acquired prior to construction of either bridge option over the Puyallup River.

Avoidance and Minimization Measures for Construction Impacts

During construction, Sound Transit would minimize impacts on the navigability of the Puyallup River by minimizing work within the waterway. If barges are required during in-water construction for the pier-supported bridge option or other bridge structure types, Sound Transit would coordinate with the Puyallup Tribe of Indians, the U.S. Coast Guard, and others to minimize impacts and allow passage of boat traffic.

Sound Transit would also consult with and work with the Puyallup Tribe of Indians on necessary agreements for any in-water work. Such agreements could include measures to avoid and minimize impacts to Treaty Fishing Activities, such as construction timing restrictions, in-water and over-water work notifications, coordination on construction debris removal, reimbursement for lost fishing time, and would also identify mitigation for unavoidable impacts.

6.9.2 Potential Mitigation Measures

During TDLE operation, no mitigation of impacts on navigable waterways would be required for the long-span bridge option. An elevated long-span bridge would completely cross over the Puyallup River maintaining navigability by Tribal, recreational, and commercialized watercraft users and therefore would not impact navigation.

The construction footprint for the pier-supported bridge option would be minimized and located as much as practical in-line with the existing I-5 piers. Restrictions on navigation during construction of the pier-supported bridge option would be scheduled as much as practical outside of peak navigation periods.

7 INDIRECT IMPACTS

This chapter discusses the indirect transportation impacts that would be caused by TDLE. Key observations and findings include the following:

- TDLE could help facilitate potential increases in residential and employment uses around TDLE station areas.
- These potential increases in land use and development density around TDLE station areas could lead to changes in regional and local travel patterns because trips to and from these station areas may increase for all modes, affecting transit, traffic volumes, parking demand, and nonmotorized users.
- Other changes in transit service in the corridor in response to the TDLE light rail service that are not yet planned or anticipated could also result in shifts in ridership. These could include the potential for Metro, Sound Transit, and Pierce Transit to redeploy and/or reinvest bus service that is replaced by light rail service. Also, ridership on Sounder South commuter rail service could be affected by TDLE, although overall ridership on Sounder would not be expected to decrease.

7.1 Regional Facilities and Travel

The completion of TDLE build alternatives would provide reliable light rail service between Tacoma and many of the region's urban centers. Light rail service could help facilitate potential increases in residential and employment uses around project stations. This could lead to corresponding changes in regional travel patterns as both trips to and from these areas potentially increase for all travel modes, thus affecting transit, traffic volumes, parking demand, and nonmotorized users.

7.2 Transit Service and Operations

In addition to the planned changes to local and commuter bus service assumed for TDLE, Metro, Pierce Transit, and Sound Transit could make additional changes in response to the project. These could include redeploying and/or reinvesting in bus service that is replaced by the TDLE light rail service for Metro, Pierce Transit, and Sound Transit. Such changes are dependent on transit funding and would result in a net benefit for transit riders. Also, ridership on the Sounder South commuter rail service could be affected if some riders choose to shift from commuter rail to TDLE at Tacoma Dome Station. This would free up additional capacity on Sounder trains for riders boarding north of Tacoma. TDLE may also provide improved access to the Amtrak Station near the Tacoma Dome, improving ridership on the Amtrak Cascades route. Some bus riders could be affected if there are additional changes to the bus system beyond the previously identified bus integration plans to support new connections with the light rail system.

Light rail service could facilitate a concentration of residential and commercial land uses, known as transit-oriented development, surrounding the TDLE stations. The population and employment projections used in Sound Transit's ridership forecasting model were the PSRC Land Use Targets. Because the Sound Transit and PSRC travel demand models already include adopted land use changes, the overall TDLE ridership is not expected to substantially change as a result of concentrated development (transit-oriented) around future TDLE light rail stations. However, the mode of access to and from stations may shift to a greater percentage of nonmotorized access or transit transfers and a lower percentage of automobile access as the population and employment densities increase within station area walksheds and bikesheds.

Any development beyond the PSRC's adopted population and employment land use forecasts for 2042 could require further regional and local planning and policy decisions. This could result in overall ridership increases in the TDLE corridor.

7.3 Arterials and Local Streets

Increased automobile and bus transit trips both to and from the station areas could result from potential increases in land use and development density around the light rail stations in the corridor. This increase in traffic could cause additional impacts on the arterials and local street operations near stations. Conversely, increased development along the light rail corridor could also result in shifts from automobile trips to other travel modes, such as transit, bicycle, and pedestrian trips.

7.4 Freight Mobility and Access

Increased automobile and bus transit trips both to and from the station areas could result from potential increases in land use and development density around the light rail stations along the TDLE corridor. The increase in traffic could cause additional impacts on the arterials and local street operations near stations, which could affect freight mobility and access on local roadways. Any operational impacts on freight would be similar to those for automobiles; however, freight routes are fewer, which could result in more pronounced impacts to freight movement.

7.5 Nonmotorized Access

Higher-density residential and commercial development around station areas could increase light rail ridership and resulting nonmotorized trips as well as additional pedestrian and bicycle trips. These nonmotorized trips could travel along older streets that lack ADA accessibility but could encourage improvements to these facilities by local jurisdictions as increased usage becomes evident.

7.6 Safety

The potential for increases in residential and employment uses around the light rail stations could lead to an increase in motorized and nonmotorized activity and further conflicts among all travel modes (automobile, transit, and nonmotorized).

7.7 Parking

The potential for increased land use and development density around station areas in the TDLE corridor could increase the demand for parking in these areas. The demand for park-and-ride spaces beyond 0.25 mile from the stations could increase because riders could park along feeder bus routes and travel to the station by bus. There could be reduced demand at park-and-rides on parallel corridors from riders shifting to the light rail service.

7.8 Navigation

No indirect impacts on navigable waterways are expected.

8 POTENTIAL MITIGATION MEASURES FOR LONG-TERM IMPACTS

This chapter describes whether mitigation would be needed with TDLE and describes potential mitigation measures for the transportation elements analyzed in this report. It also describes measures that Sound Transit proposes to take but that require agreement of other parties. For instance, Sound Transit has identified certain intersection improvements, traffic management, safety, and parking strategies to mitigate project-related impacts, but the agency does not have the sole authority to make those improvements when the facilities are owned and managed by others. Others may also have alternative plans or projects to address future conditions with or without TDLE. In these cases, Sound Transit would coordinate with these other agencies to further define and implement improvements to mitigate the impacts of these projects.

Key observations and findings include the following:

- **Regional Facilities and Travel** – No mitigation is required.
- **Transit** – The transit integration plans developed by the partner transit agencies and Sound Transit would provide coordinated bus service with the light rail system. No additional transit mitigation is required.
- **Arterials and Local Streets** – For impacts on arterials and local streets, mitigation would be required for intersections with the build alternatives that do not meet the agency operational standards where the No-Build Alternative would otherwise meet agency operational standards. As the project design advances, Sound Transit would continue to work with affected jurisdictions/agencies to evaluate mitigation strategies for safe, efficient operations. Final mitigation would be determined and agreed upon by Sound Transit and the affected jurisdiction(s) and agency(s). Sound Transit's contribution to improve intersections would be determined during the project permitting process. This may include contributing a proportionate share of costs to improve intersections affected by TDLE based on the project's proportionate ratio of trips at the intersection or another equitable method.
- **Freight Mobility and Access** – The build alternatives would not require mitigation during operation to improve freight mobility and access because the station locations would not affect truck circulation or change truck route designations on the regional and local street system. In cases where a TDLE segment could affect truck circulation (Fife Median Alternative), trucks could use other intersections and routing that would not require left turns from midblock intersections.
- **Nonmotorized Access** – The project would have no impact on nonmotorized facilities; therefore, no mitigation would be required.
- **Safety** – The project would have few to no impact on safety; therefore, no mitigation would be required.
- **Parking** – Mitigation may be required at the TDLE stations for parking impacts should they occur.
- **Navigation** – No mitigation of impacts on navigable waterways would be required.

8.1 Regional Facilities and Travel

No long-term transportation impacts were identified for regional transportation facilities as a result of TDLE; therefore, no mitigation would be needed for these elements.

8.2 Transit Service and Operations

Mitigation for transit service and operations with all TDLE build alternatives would not be required because the light rail extension would improve the regional transit system. The expanded light rail network with TDLE build alternatives would have a beneficial impact on transit service, including reduced transit travel times and improved transit reliability to regional destinations. All TDLE build alternatives would coordinate with Sound Transit, Metro, and Pierce Transit to develop bus service integration plans that integrate bus service with the regional light rail system.

8.3 Arterials and Local Streets

Traffic impacts were determined for arterials and local streets by comparing the overall intersection operations (L.O.S. or v/c ratios) for the No-Build and build alternatives against the agency operational standards. Mitigation would be required at intersections where the operational standard would be worse than with the No-Build Alternative and would not meet the agency operational standards. Sound Transit would contribute a proportionate share toward identified mitigation to improve intersection performance as agreed to with the local jurisdiction.

Where an intersection is not expected to meet agency operational standards with the No-Build Alternative, mitigation would be required if TDLE build alternatives would degrade overall intersection operations by more than 10 percent compared with the No-Build Alternative. Under this condition, Sound Transit would contribute a proportionate share toward identified mitigation to improve intersection performance as agreed to with the local jurisdiction.

Potential improvements for the up to 18 intersections that would require mitigation are summarized below. Sound Transit would provide these improvements or other improvements agreed to with the agency of jurisdiction. As the project design advances, Sound Transit would continue to work with affected jurisdictions/agencies to evaluate mitigation strategies for safe, efficient operations. Final mitigation will be determined and agreed upon by Sound Transit and the affected jurisdiction(s). Sound Transit's contribution to improve intersections would be determined during the project permitting process. This may include contributing a proportionate share of costs to improve intersections affected by the build alternative, based on the project's proportionate ratio of trips at the intersection, or another equitable method.

The proposed mitigation for study intersections includes:

Federal Way Segment

No study intersections in the South Federal Way Segment would require mitigation because all are forecast to meet agency standards.

South Federal Way Segment

One intersection in the South Federal Way Segment would require mitigation or some contribution of proportionate share. Refer to Tables 5-29 and 5-30 to see the percentage increase between the No-Build and build alternatives and to see when the 10 percent rule applies when both the No-Build and build alternatives are below agency standards.

- **SR 99/Porter Way (Federal Way Intersection #15)** – The station in Fife is expected to degrade operations from L.O.S. E to L.O.S. F during the AM peak hour, and from L.O.S. D to L.O.S. E during the PM peak hour. The increase in delay is expected to be about

10 percent during the AM peak hour and 16 percent during the PM peak hour. Eastbound and westbound traffic on Porter Way have shared left-through movements and permissive left-turn phasing (meaning that left turns must yield to oncoming traffic). Widening Porter Way to provide exclusive left-turn lanes would improve AM and PM peak-hour traffic operations and accommodate projected background and station growth. Sound Transit would work with the local agency to determine intersection improvements and what proportionate share Sound Transit should contribute to these improvements.

Fife Segment

In the Fife Segment, nine intersections (Intersections #11, #12, #13, #14, #21, #22, #23, #24, and #26) would require mitigation or some contribution of proportionate share. Refer to Tables 5-31 and 5-32 to see the percentage increase between the No-Build and build alternatives and to see when the 10 percent rule applies when both the No-Build and build alternatives are below agency standards.

- **52nd Avenue E/12th Street E (Fife Intersection #11)** – During the PM peak hour, this intersection is expected to experience increased vehicle trips to access the 54th Avenue or 54th Span Station Options along with a more traffic on the eastbound approach to 54th Avenue E/12th Street E (Fife Intersection #12). Improvements to mitigate PM peak hour operations with the 54th Avenue and 54th Span design options at this intersection would include adding a southbound right-turn pocket at the downstream intersection of 54th Avenue E/SR 99 (Fife Intersection #13) along with optimization.
- **54th Avenue E/12th Street E (Fife Intersection #12)** – During the PM peak hour, this intersection is expected to experience increased vehicle trips on the southbound approach and the eastbound approach. Improvements to mitigate PM peak hour operations at this intersection would include optimizing the signal phasing as well as adding a southbound right-turn pocket at the downstream intersection of 54th Avenue E/SR 99 (Fife Intersection #13). The added southbound right-turn pocket would improve southbound traffic operations along 54th Avenue E, which would reduce delay for eastbound vehicles destined for southbound 54th Avenue E.
- **54th Avenue E/SR 99(Fife Intersection #13)** – This intersection is expected to operate below city and WSDOT thresholds in the No-Build and all build alternatives in the PM peak hour. The 54th Avenue and 54th Span Station Options are expected to add more trips to this intersection in the PM peak hour and degrade future operations beyond the 10 percent mitigation threshold. Improvements to mitigate PM peak hours traffic operations at this intersection include optimizing the signal phasing as well as adding southbound and westbound right-turn pockets to improve traffic operations.
- **54th Avenue E/I-5 Southbound Ramps (Fife Intersection #14)** – The station in Fife is expected to add 100 trips to this intersection during the AM peak hour and degrade future intersection operations below the city threshold. This intersection would be modified by the future I-5/54th Street Ramp project to split the interchange ramps and add new ramps at 51st Avenue E. The City of Fife is currently completing an Access Revision Report required by WSDOT and FHWA for approving modifications to the existing interchange. Sound Transit will continue to assess future operational performance and mitigation and would work with the City of Fife to determine the proportionate share contribution for AM peak-hour traffic operations based on the limited additional trips added to this intersection from the station in Fife.

- **59th Avenue Ct E/SR 99 (Fife Intersection #21)** – This signalized intersection would operate below standard only with the 54th Avenue Design Options in the PM Peak. Proposed mitigation at other nearby intersections, including a westbound right-turn pocket at 54th Avenue E/SR 99 (Fife Intersection #13), would mitigate PM peak traffic operations at this intersection. Sound Transit would work with the City of Fife to determine appropriate intersection configuration and traffic control at nearby intersections
- **12th Street E/59th Avenue Ct E (Intersection #22)** – This signalized intersection would operate below standard only with the preferred Fife Station in the PM peak hour. Proposed mitigation at other nearby intersections would mitigate PM Peak operations at this intersection including a southbound right turn pocket at 54th Avenue/SR 99 (Fife Intersection #13) and signal; timing optimization at 54th Avenue E and 12th Street E (Fife Intersection #12). Sound Transit would work with the City of Fife to determine appropriate intersection configuration and traffic control at these nearby intersections.
- **12th Street E/62nd Avenue E (Fife Intersection #23)** – This intersection is stop-controlled on 62nd Avenue E. The Fife City Center Plan would increase traffic on 62nd Avenue E through this intersection, while the station in Fife would increase through-traffic on 12th Avenue E, which is uncontrolled, increasing delay for side-street movements during the PM peak hour. In 2042, the volumes on the side street traffic would likely be high enough to warrant a traffic signal if/when the planned Fife City Center development occurs. Installing a traffic signal would improve overall intersection operations, and Sound Transit would work with the City of Fife to determine what proportionate share Sound Transit would contribute to these improvements.
- **SR 99/62nd Avenue E (Fife Intersection #24)** – This intersection is stop-controlled on 62nd Avenue E. The Fife City Center Plan would increase traffic on 62nd Avenue E through this intersection, while the station in Fife would increase through-traffic on SR 99, which is uncontrolled, increasing delay for side-street movements during the PM peak hour. In 2042, the volumes on the side street traffic would likely be high enough to warrant a traffic signal in the AM and PM peak hours if/when the planned Fife City Center development occurs. Installing a traffic signal would improve overall intersection operations. Sound Transit would work with the City of Fife to determine what proportionate share Sound Transit should contribute to these improvements.
- **70th Avenue E/20th Street E (Intersection #26)** – This intersection would operate at L.O.S. F with or without the proposed station during the AM peak hour, and the increase in delay associated with the station would be less than 10 percent. During the PM peak hour, the station is expected to degrade the intersection from L.O.S. D to L.O.S. E, with an increase in delay of 13 percent. Travel patterns through this intersection are expected to change in the future with the extension of SR 167, and at the time of analysis was under construction and Sound Transit will continue to assess traffic operations and potential mitigation or contribution of proportionate share.

Tacoma Segment

In the Tacoma Segment, eight intersections (Intersections #9, #12, #24, #29, #30, #33, #34, and #43) would require mitigation or some contribution of proportionate share. Refer to Tables 5-33 and 5-34 to see the percentage increase between the No-Build and build alternatives and to see when the 10 percent rule applies when both the No-Build and build alternatives are below agency standards.

- **I-705 Northbound Ramp/E 26th Street (Tacoma Intersection #9)** – This intersection would operate at L.O.S. F with or without the proposed station during the AM and PM peak

hours, but the increase in delay associated with the station during the PM peak hour would be well over the 10 percent threshold. Installing a traffic signal at this intersection would improve intersection operations in both the AM and PM peak hours, especially for the northbound stop-controlled movement.

- **East C Street/E 26th Street (Tacoma Intersection #12)** – This intersection would operate at L.O.S. F with any of the build alternatives in both the AM and PM peak hours. Installing protected left turns for the eastbound movement would improve intersection operations in the AM and PM peak hours. Delays for the low northbound volume (less than 20 vehicles) are due to queuing from the East D Street intersection.
- **East L Street/Puyallup Avenue (Tacoma Intersection #24)** – This intersection would operate at L.O.S. F with any of the build alternatives in both the AM and PM peak hours. Installing a traffic signal would assist both northbound and southbound traffic (currently stop controlled).
- **E Portland Avenue Intersections at SR 509 Ramps (Tacoma Intersections #29 and #30)** – These SR 509 ramp intersections perform below agency standards during the PM peak hour. Improvements to mitigate PM peak traffic operations would include signalization of the intersections at the SR 509 access ramps on E Portland Avenue. Sound Transit would work with the local agency to determine intersection improvements for mitigation or contribution of proportionate share to accommodate both future TDLE station and Emerald Queen Casino growth.
- **E Portland Avenue Intersections at E 26th Street (Tacoma Intersection #33) and E 27th Street (Tacoma Intersection #34)** – These intersections perform below agency standards during the PM Peak period and the intersection at E Portland Avenue/E 26th Street also performs below standard in the AM peak hour. Sound Transit would work with the City of Tacoma to determine appropriate intersection configuration and traffic control to accommodate the future TDLE station and growth along E Portland Avenue from Puyallup Tribe of Indians development projects and other private development projects. Improvements to mitigate AM peak traffic operations at E 26th Street and PM peak traffic operations at both intersections would include signalization of current two-way stop-controlled intersections at E 25th Street and E 26th Street to improve operations and provide protected left-turn access to the Portland Avenue Station.
- **E Bay Street/River Road E (SR 167)/Pioneer Way E (Tacoma Intersection #43)** – This intersection performs below agency standards during the PM Peak period in the No-Build and Build Alternatives. At the time of analysis, this intersection was under construction and Sound Transit will continue to assess traffic operations and potential mitigation or contribution of proportionate share to accommodate both future TDLE station and Emerald Queen Casino growth.

8.4 Freight Mobility and Access

The TDLE alternatives do not require freight mitigation during operations beyond the mitigation identified at the local intersections identified in the Arterials and Local Streets section.

8.5 Nonmotorized Access

All TDLE build alternatives would not result in any permanent adverse impacts on existing nonmotorized facilities near the stations or along the guideway; therefore, no mitigation would be required.

8.6 Safety

All TDLE build alternatives would have no permanent impacts on transportation safety that would require mitigation. In locations where the available clear zone is reduced and relocation of the guideway is not feasible, Sound Transit would work with WSDOT and FHWA to design to roadway standards, such as regrading to reestablish a clear zone or installing guardrail, barriers, and/or walls. The proposed measures outlined in Section 8.3 would not adversely affect transportation safety in the study area.

8.7 Parking

Mitigation for parking impacts would be specific to each station.

Sound Transit would evaluate the impacts of TDLE patrons using available public on-street and off-street parking near the Tacoma Dome and the Portland Avenue Station. Sound Transit would inventory public on-street and off-street parking within 0.25 mile around each station for up to 1 year before the start of light rail revenue service. Inventories would exclude spaces that would be permanently removed and any space still in use for construction staging. These inventories would document the public on-street and off-street parking supply and utilization prior to the opening of TDLE for revenue service. Within a year after opening, Sound Transit would again inventory supply and utilization to determine parking impacts within 0.25 mile of the stations. If impacts are determined after light rail operations begin, Sound Transit and the local jurisdiction would work with the affected stakeholders to identify and implement appropriate mitigation measures.

Parking control measures could consist of parking meters, restricted parking signage, passenger and truck load zones, and residential parking zone permitting systems. Other parking mitigation strategies could include promotion of alternative transportation services (e.g., encourage the use of buses, vanpool or carpool services, walking, or bicycle riding). For parking controls agreed to with the local jurisdiction and community, Sound Transit would be responsible for the cost of installing the signage or other parking controls and any expansion of the parking controls for 1 year after opening the light rail system. The local jurisdiction would be responsible for monitoring the parking controls and providing all enforcement and maintenance of the parking controls, including ongoing residential parking zone-related costs. Off-street private lot owners would be responsible for monitoring and preventing potential TDLE patron parking within their own lots.

For acquired off-street parking resulting from partial property acquisitions Sound Transit would work closely with affected private business owners to determine the fair market value of the acquired spaces.

If parking is deferred from 2035 to 2038, spillover parking effects at the Fife and South Federal Way stations would be more likely in the period that TDLE is in service because not all 500 spaces would be available at each of the stations. The Fife and South Federal Way segments have very limited public on-street parking. Spillover parking impacts are anticipated to primarily affect privately owned off-street lots. Sound Transit and the local jurisdiction would work with affected stakeholders and implement appropriate mitigation measures if necessary.

8.8 Navigation

During TDLE operation, no mitigation of impacts on navigable waterways would be required. The elevated crossing over the Puyallup River with or without the pier-supported bridge option would maintain navigability by recreational and commercial watercraft users and therefore would not impact navigation.

9 CUMULATIVE IMPACTS

Cumulative impacts result from the proposed action's incremental impact when added to those of other past, present, and reasonably foreseeable future actions, regardless of what agency (federal or nonfederal) or person undertakes such other actions (40 CFR 1508.7). Cumulative impacts are considered because the public and government agencies need to evaluate a proposed action and its alternatives in a broad perspective, including how the project might interact with impacts that persist from past actions, with present-day activities, and with other projects that are planned but have not been built yet (reasonably foreseeable future actions). See Appendix H, Reasonably Foreseeable Future Actions, for the list of projects considered.

This chapter discusses potential cumulative transportation impacts that would be caused by TDLE. The analysis of the No-Build Alternative and the TDLE alternatives is inherently cumulative because it is based on regional forecasts that assume future funded projects and future growth in population and employment, located in designated growth centers, and consistent with adopted land use plans. However, there could be differences in impacts based on the details of other individual transportation or development projects and the actual rate and timing of population or employment growth in a given community.

9.1 Regional Facilities and Travel

Based on the latest state, regional, and surrounding local agencies' transportation plans, several transportation projects are assumed to be constructed by 2042 and therefore are included in the No-Build and build alternatives analysis. The background project list includes the WSDOT Puget Sound Gateway Program, which includes the SR 167 Completion Project, the Triangle Project Phase 2 improvements, the Port of Tacoma Road Interchange improvements, the 54th Avenue Interchange improvements, and other local agency intersection and roadway projects.

WSDOT could continue to implement lane management strategies, such as express tolled lanes or HOV designations along the highway system. Depending on how lane management strategies were administered, managed lanes could improve travel conditions on the highway system for some travel modes. WSDOT has no specific plans to implement lane management strategies on I-5 adjacent to the TDLE corridor, beyond the current 2+ HOV lane designation on the inside travel lanes in both directions.

The Triangle Project Phase 2 improvements portion of the WSDOT Puget Sound Gateway Program was suspended in 2023 with no scheduled resumption date. The construction timeline for these improvements could potentially overlap with construction of the TDLE alignment in the Federal Way and South Federal Way segment. Improvements to I-5 access ramps on S 348th Street would be adjacent to the construction of all alignment alternatives at the northern end of the South Federal Way Segment. Construction of the proposed roundabout at the intersection of Enchanted Parkway S, S 356th Street, and 16th Avenue S would be in close proximity to the station locations in South Federal Way and would affect portions of the construction zone for the SF Enchanted Parkway Alternative. If TDLE project construction and construction of these improvements occurred simultaneously, there would be additional impacts to traffic accessing I-5 from S 348th Street or along Enchanted Parkway and SR 18 during construction.

Stages 2a and 2b of the SR 167 Completion Project may overlap with TDLE construction in the Fife Segment and could affect traffic operations along Pacific Highway between the Fife and South Federal segments. Construction of the 54th Avenue Interchange and Port of Tacoma

Road Interchange improvements could potentially coincide with TDLE construction in the Fife Segment and may affect traffic accessing I-5 at these access points: SR 509 at Port of Tacoma Road and Pacific Highway at 54th Avenue E.

9.2 Transit Service and Operations

Future extensions of the regional mass transit network are depicted in Sound Transit's Regional Transit Long-Range Vision and include an extension south to Tacoma (Sound Transit 2014). If voters approve funding for construction of additional transit extensions, transit accessibility for the communities in the TDLE corridor would be increased through connections to additional regional destinations. Metro and Pierce Transit have adopted long-range plans that propose changes to bus service in their respective service networks. If fully implemented, they would include expansions to communities in the TDLE corridor and could increase overall light rail ridership.

In addition, WSDOT is developing a Service Development Plan for Amtrak Cascades that could increase regional connections at the Tacoma Dome Station.

9.3 Arterial and Local Street Operations

The future transportation impacts discussed in Chapter 5, Environmental Impacts, of this technical report were based on the results of traffic and ridership modeling that incorporates funded and approved future actions as well as projected growth that would include development in the region.

Other planned, but not funded, regional and local transportation and development projects could have some impacts on transit ridership and travel patterns within the study area, including traffic operations near the TDLE stations. This includes potential transit-oriented development, which could change how people access the stations, with a likely increase in people walking or biking to the station as nearby development occurs. Future transit and roadway capacity projects could also improve person throughput, traffic flow, and circulation on local streets along the corridor and reduce the impacts of proposed light rail stations on local traffic operations. Also, if the implementation of these projects overlaps, construction activities could have cumulative short-term impacts.

Stages 2a and 2b of the SR 167 Completion Project may overlap with TDLE construction in the Fife Segment and could create additional impacts to traffic accessing the Wapato Way E crossing of I-5. If construction in the Fife Segment and construction of the 54th Avenue and Port of Tacoma Road interchange improvements were to occur simultaneously, there would be potential for additional impacts to traffic operations on local and arterial streets, including Pacific Highway E, Port of Tacoma Road, and 54th Avenue E in Fife.

Planned Puyallup Avenue Corridor improvements in the City of Tacoma are currently partially funded, with construction anticipated between 2027 and 2031. Reconstruction of the roadway to implement bicycle, pedestrian, and streetscape improvements have the potential to overlap with TDLE construction activities in the Tacoma Segment. If construction activities in the Tacoma Segment and on Puyallup Avenue were to occur simultaneously, there would potentially be additional impacts to east-west traffic traveling along Puyallup Avenue, E 25th Street, and E 26th Street. Traffic crossing I-5 to access the Tacoma Dome and Portland Avenue station areas or SR 509 on E McKinley Way, East D Street, East L Street, and E Portland Avenue would also potentially be impacted.

9.4 Freight Mobility and Access

As described above, none of the build alternatives would have long-term travel impacts on freight mobility or access within the study area because the light rail guideway would operate in its own right-of-way. Therefore, there would be no potential cumulative transportation impacts on freight mobility and access with any of the build alternatives.

9.5 Nonmotorized Access

The spuyaləpabš Trail (formerly called the Tacoma to Puyallup Regional Trail) connecting the Tacoma Dome station area with SR 161 in Puyallup is funded through construction and would include trail facilities along Puyallup Avenue in Tacoma and Pacific Highway in Fife. There is potential for collaboration on the design of the trail and alternatives along Pacific Highway in the Fife Segment that together could improve nonmotorized access to the station locations in Fife.

Future unfunded nonmotorized projects could add more pedestrian and bicycle trips to the street network surrounding the TDLE light rail stations. These future projects could improve nonmotorized facilities within the TDLE study area.

9.6 Safety

The future safety impacts described previously for the No-Build and build alternatives include reasonably foreseeable future transportation projects. Other development would not likely affect safety in the TDLE study area.

9.7 Parking

Parking within the TDLE corridor could be affected by land use and transportation roadway changes that are not reflected in this analysis. Transportation projects that increase roadway capacity or multimodal options could increase parking demand within the TDLE corridor. Plans for local development near TDLE station areas, including the Federal Way South Station Subarea and Fife City Center Plan, would encourage transit oriented development around future stations. Parking demand generated by new development in TDLE station areas would be accommodated by developers based on jurisdictional parking requirements in local development regulations.

9.8 Construction

Chapter 6, Construction, covers the impacts of TDLE construction, assuming TDLE and Stage 2 of SR 167 Completion Project may have some concurrent construction. Since there could be some overlapping construction, the number of trucks on I-5, Pacific Highway, and other major roadways in the area and the number and duration of road closures would increase, thereby affecting all modes of transportation. Overall, it would increase impacts on the roadway capacity, transit service, sidewalks, and parking within most construction zones.

Sound Transit would coordinate with WSDOT on the timing of any road closures to minimize traffic impacts. As project designs advance, Sound Transit and WSDOT would coordinate on opportunities to combine construction of some project elements to minimize impacts and potentially reduce project costs.

Similar to Stage 2 of the SR 167 Completion Project, construction of other WSDOT projects, including the Triangle, I-5/54th Street Interchange, and I-5/Port of Tacoma Road Interchange projects, could overlap with TDLE construction. If so, truck volumes are expected to increase on I-5 but, in general, would not affect the number and duration of road closures in the TDLE study area. Regardless, Sound Transit would coordinate with WSDOT on the timing of any road closures to minimize traffic impacts.

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ATTACHMENT A

Transportation Methods Report

ATTACHMENT A. TRANSPORTATION METHODOLOGY REPORT

1.1 Introduction

This technical analysis memorandum is for the Tacoma Dome Link Extension (TDLE) Environmental Impact Statement (EIS) and describes the methods that will be used to analyze project effects on local, corridor, and regional transportation system elements. The transportation analysis will identify and evaluate the project alternatives' impacts for the following transportation elements during both operations and construction:

- Regional transportation, including vehicle miles of travel, vehicle hours of travel, vehicle hours of delay, and mode share
- Transit, including regional and local transit services, corridor and station ridership, and transit operations
- Arterial and local streets, including corridor analysis, intersection level of service, property access and local traffic circulation
- Freight
- Nonmotorized facilities (bicycle and pedestrian) around stations as well as circulation/connections to existing and planned networks
- Safety (all modes)
- Public Parking
- Navigation

1.2 Guiding Regulations, Plans, and/or Policies

In addition to the relevant regulations, plans and policies considered in all environmental analyses, the transportation analysis will be guided by the following laws and regulations:

- Code of Federal Regulations (CFR) 23 Part 450 (implementing United States Code [USC] 23 Section 111, which requires the U.S. Secretary of Transportation to approve access revisions to the Interstate System)
- CFR 23 Part 710 (Right-of-Way Regulations for Federally Assisted Transportation Programs)

Analysis of local transportation impacts will also be guided by the policy direction established in the numerous plans and policy documents adopted within the project corridor. These include:

- 2016 Washington State Public Transportation Plan (Washington State Department of Transportation [WSDOT] 2016a)
- WSDOT's Connecting Washington Package and Washington State Highway System Plan (WSDOT 2018a)
- WSDOT 2019–2022 Statewide Transportation Improvement Program (WSDOT 2019a)
- WSDOT Development Services Manual (M3007; last updated 2016) (WSDOT 2016b)

- WSDOT Design Manual (M22-01.18; 2019) (WSDOT 2019b)
- WSDOT Freight System Plan (WSDOT 2017)
- Sound Transit's Sound Transit 2 (ST2) and Sound Transit 3 (ST3) Programs (Sound Transit 2008, 2016)
- Strategic Plan for Public Transportation 2011–2021 (King County Department of Transportation Metro Transit Division [King County Metro] 2011)
- METRO CONNECTS (King County Metro 2016)
- Destination 2040 Long Range Plan (Pierce Transit 2016)
- Transit Development Plan: 2019-2024 (Pierce Transit 2019)
- The Regional Transportation Plan – 2018 (Puget Sound Regional Council [PSRC] 2018)
- PSRC Draft VISION 2050: A Plan for the Central Puget Sound Region (PSRC 2019)
- Puget Sound Gateway Program Construction and Implementation Plan (WSDOT 2018b)
- Comprehensive and/or Transportation Plans for the cities of Federal Way, Fife, and Tacoma, as well as King County and Pierce County
- Tacoma Municipal Code
- Tacoma Right-of-Way Design Manual
- Six-Year Capital Improvement Program for the cities of Federal Way, Fife, and Tacoma, as well as King County and Pierce County

1.3 Data Needs and Sources

A variety of data will be assembled to analyze the transportation-related effects of the project alternatives in each of the three study subareas (Federal Way, Fife, and Tacoma). These data sets include the following:

- Adopted PSRC Regional Land Use Forecasts
- PSRC based regional travel demand model to calculate regional and project area traffic volume growth and other associated traffic metrics
- The Sound Transit Incremental Ridership Model to produce transit ridership forecasts
- City of Tacoma Travel Demand Model
- Existing transportation information from state and local jurisdictions such as WSDOT, Federal Way, Fife, and Tacoma, including:
 - Traffic counts
 - Physical roadway characteristics
 - Freight volumes and facilities existing and planned
 - Existing truck routes, over-dimension routes, and any truck restrictions
 - Pedestrian and bicycle volumes and existing and planned facilities
 - Accident and collision data
 - Public parking information

- Existing transit route information in the study subareas from the local and regional transit agencies, and the Transit Integration Plan for future transit service prepared by Sound Transit and local transit providers
- Trip generation estimates from Link Light Rail Extension mode of access survey (2019) and/or Bay Area Rapid Transit (BART) Station Profile Study (BART 2015)
- Transportation facilities plans and other “committed” improvements assumed for the No-Build Alternative, including:
 - WSDOT’s Connecting Washington Package and Washington State Highway System Plan (WSDOT 2018a)
 - PSRC’s Regional Transportation Plan 2018 (PSRC 2018)
 - Sound Transit’s ST2 and ST3 Programs (Sound Transit 2008, 2016)
 - Regional capital and/or transportation improvement plans (CIPs/TIPs) for Pierce County and King County
 - Relevant local agency capital and/or transportation improvement plans including those for Federal Way, Fife, and Tacoma

1.4 Study Area and Area of Effect

1.4.1 Regional Transportation

Analysis of system-wide traffic impacts will address the project alternatives’ regional effects within Sound Transit’s district boundaries and the project-specific regional study subareas shown in Figure A-1.

1.4.2 Transit

The transit analysis study area for each subarea is addressed in the transit integration plan developed by Sound Transit and both Pierce Transit and King County Metro. For more broadly defined transit measures the study subareas expand to the relevant regional transit system.

1.4.3 Arterials and Local Streets

The arterial and local street analysis study subareas will focus on locations affected by the light rail alternatives. The intersections that will be analyzed are those directly affected, such as by a change in channelization or intersection control, and those indirectly affected by changes in volume as a result of project trips accessing the system, including intersections and roadways surrounding transit stations and passenger pick-up and drop-off activity locations.

Seventy-eight intersections listed in Tables A-1 through A-3 and shown in Figures A-2 through A-4 summarize the proposed study intersections in each of the three study subareas. These study intersections were identified based on the project alternatives in the Alternative Development phase of the project as well as professional judgement in coordination with staff from Federal Way, Fife, and Tacoma. This list is preliminary based on expected direct and indirect impacts of the various project alternatives and will be reviewed and modified as necessary with Sound Transit and local jurisdiction staff. AM and PM peak period level of service (LOS) analysis will be conducted at all study intersections. Final confirmation of intersections to be studied will be documented in the Transportation Technical Report and EIS chapter.

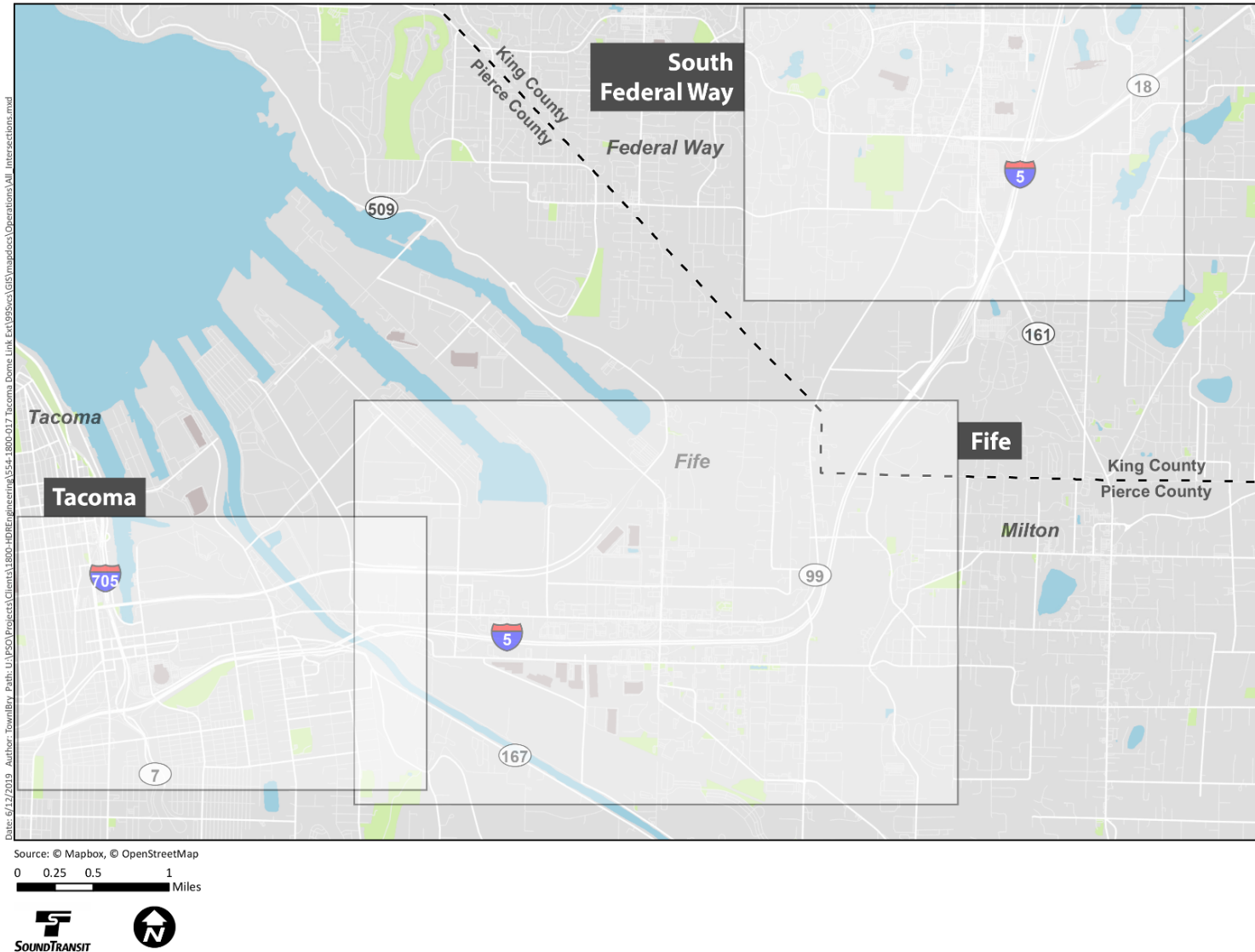


Figure A-1 Study Area Subareas

Table A-1 Proposed Study Intersections in the South Federal Way Subarea

ID	Intersection Location	AM Peak Hour	PM Peak Hour
1	SR 99 (Pacific Highway) at S 336th Street	X	X
2	SR 99 (Pacific Highway) at 16th Avenue S	X	X
3	SR 99 (Pacific Highway) at S 348th Street	X	X
4	SR 161/Enchanted Parkway at S 348th Street	X	X
5	I-5 SB Ramps at SR 18 Mainline	X	X
6	SR 99 (Pacific Highway) at S 352nd Street	X	X
7	SR 161/Enchanted Parkway at S 352nd Street	X	X
8	SR 99 (Pacific Highway) at S 356th Street	X	X
9	SR 161/Enchanted Parkway at S 356th Street	X	X
10	Future I-5 SB Off-Ramp RAB at S 356th Street	X	X
11	SR 161 (Enchanted Parkway at SR 18 Westbound Off-Ramp)	X	X
12	SR 161 (Enchanted Parkway at Milton Road S/20th Avenue S)	X	X

EB = Eastbound; I-5 = Interstate 5; NB = Northbound; RAB = Roundabout; SB = Southbound; SR = State Route; WB = Westbound

Table A-2 Proposed Study Intersections in the Fife Subarea

ID	Intersection Location	AM Peak Hour	PM Peak Hour
1	Port of Tacoma Road at SR 509 WB Ramp	X	X
2	Port of Tacoma Road at SR 509 EB Ramp (12th Street E)	X	X
3	Port of Tacoma Road at Pacific Highway	X	X
4	34th Avenue E at Pacific Highway	X	X
5	Alexander Avenue E at SR 509 WB	X	X
6	Alexander Avenue E at SR 509 EB	X	X
7	Alexander Avenue E at 12th Street E	X	X
8	Alexander Avenue E at Pacific Highway	X	X
9	54th Avenue E at SR 509	X	X
10	54th Avenue E at 12th Street SE	X	X
11	54th Avenue E at SR 99 (Pacific Highway)	X	X
12	54th Avenue E at I-5 SB Ramps	X	X
13	54th Avenue E at I-5 NB Ramps	X	X
14	54th Avenue E at 20th Street E	X	X
15	54th Avenue E at Valley Avenue E	X	X
16	59th Avenue Court E at SR 99 (Pacific Highway)	X	X
17	62nd Avenue E at 12th Street SE	X	X

Table A-2 Proposed Study Intersections in the Fife Subarea (continued)

ID	Intersection Location	AM Peak Hour	PM Peak Hour
18	62nd Avenue E at SR 99 (Pacific Highway)	X	X
19	SR 99 (Pacific Highway) at Porter Way	X	X
20	70th Avenue E at SR 99 (Pacific Highway)	X	X
21	70th Avenue E at 20th Street E	X	X

EB = Eastbound; I-5 = Interstate 5; NB = Northbound; RAB = Roundabout; SB = Southbound; SR = State Route; WB = Westbound

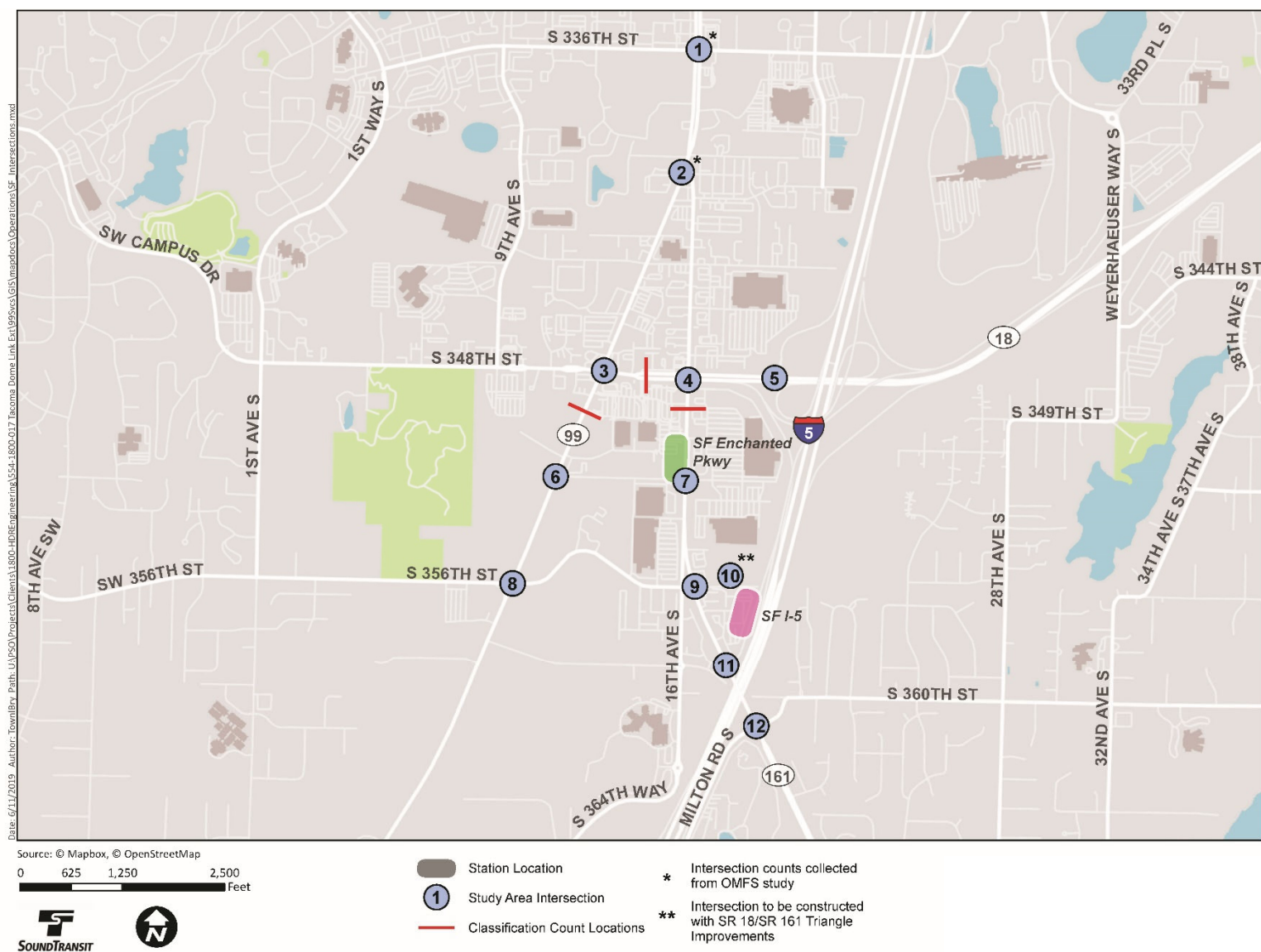
Table A-3 Proposed Study Intersections in the Tacoma Subarea

ID	Intersection Location	AM Peak Hour	PM Peak Hour
1	Pacific Avenue at SR 509	X	X
2	Pacific Avenue at Puyallup Avenue	X	X
3	Pacific Avenue at E 25th Street	X	X
4	Pacific Avenue at E 26th Street	X	X
5	Pacific Avenue at E 34th Street	X	X
6	A Street at Puyallup Avenue (S 24th Street)	X	X
7	A Street Highway at E 25th Street	X	X
8	A Street Highway at E 26th Street	X	X
9	I-705 NB Off-Ramp at E 26th Street	X	X
10	East C Street at E 25th Street	X	X
11	East C Street at Tacoma Dome Parking Lot West Driveway	X	X
12	East C Street at E 26th Street	X	X
13	Future East D Street at SR 509 WB Off-Ramp	X	X
14	Future East D Street at SR 509 EB On-Ramp	X	X
15	East D Street at Dock Street Extension	X	X
16	East D Street at Puyallup Avenue	X	X
17	East D Street at E 25th Street	X	X
18	East D Street at Tacoma Dome Parking Lot East Driveway	X	X
19	East D Street at E 26th Street	X	X
20	East D Street (E McKinley Way) at East C Street (Wiley Avenue)	X	X
21	East McKinley Avenue at E 34th Street	X	X
22	East E Street at Puyallup Avenue	X	X
23	East F Street at Puyallup Avenue	X	X
24	East G Street at Puyallup Avenue	X	X
25	East G Street at E 25th Street	X	X
26	East L Street at Puyallup Avenue	X	X
27	East L Street at E 26th Street	X	X
28	East L Street at E 27th Street (E Wiley Avenue)	X	X
29	East L Street at E 28th Street	X	X

Table A-3 Proposed Study Intersections in the Tacoma Subarea (continued)

ID	Intersection Location	AM Peak Hour	PM Peak Hour
30	East L Street at E 34th Street	X	X
31	Portland Avenue at SR 509 WB On-Ramp	X	X
32	Portland Avenue at SR 509 EB Off-Ramp	X	X
33	E Portland Avenue at Puyallup Avenue	X	X
34	E Portland Avenue at E 25th Street	X	X
35	E Portland Avenue at E 26th Street	X	X
36	E Portland Avenue at E 27th Street (I-5 SB On-Ramp)	X	X
37	E Portland Avenue at E 28th Street	X	X
38	E Portland Avenue at E 32nd Street	X	X
39	East R Street (E Bay Street) at Alley	X	X
40	East R Street (E Bay Street) at E 27th Street	X	X
41	East R Street (E Bay Street) at E 28th Street	X	X
42	East R Street at E 30th Street	X	X
43	East R Street at E 32nd Street	X	X
44	E Bay Street at E 29th Street RAB	X	X
45	E Bay Street (River Road E) at E Pioneer Street	X	X

EB = Eastbound; I-5 = Interstate 5; NB = Northbound; RAB = Roundabout; SB = Southbound; SR = State Route; WB = Westbound



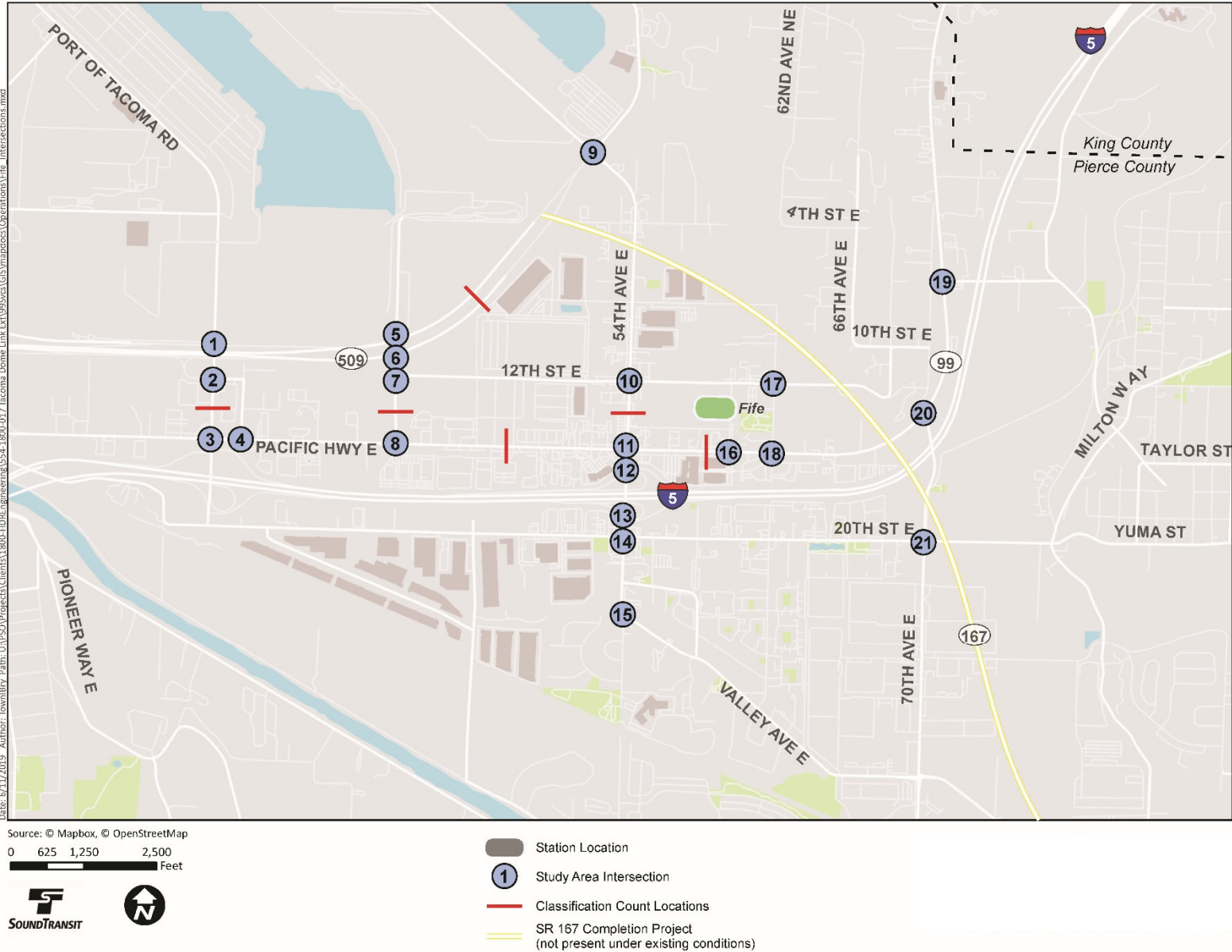


Figure A-3 Fife Subarea Intersections

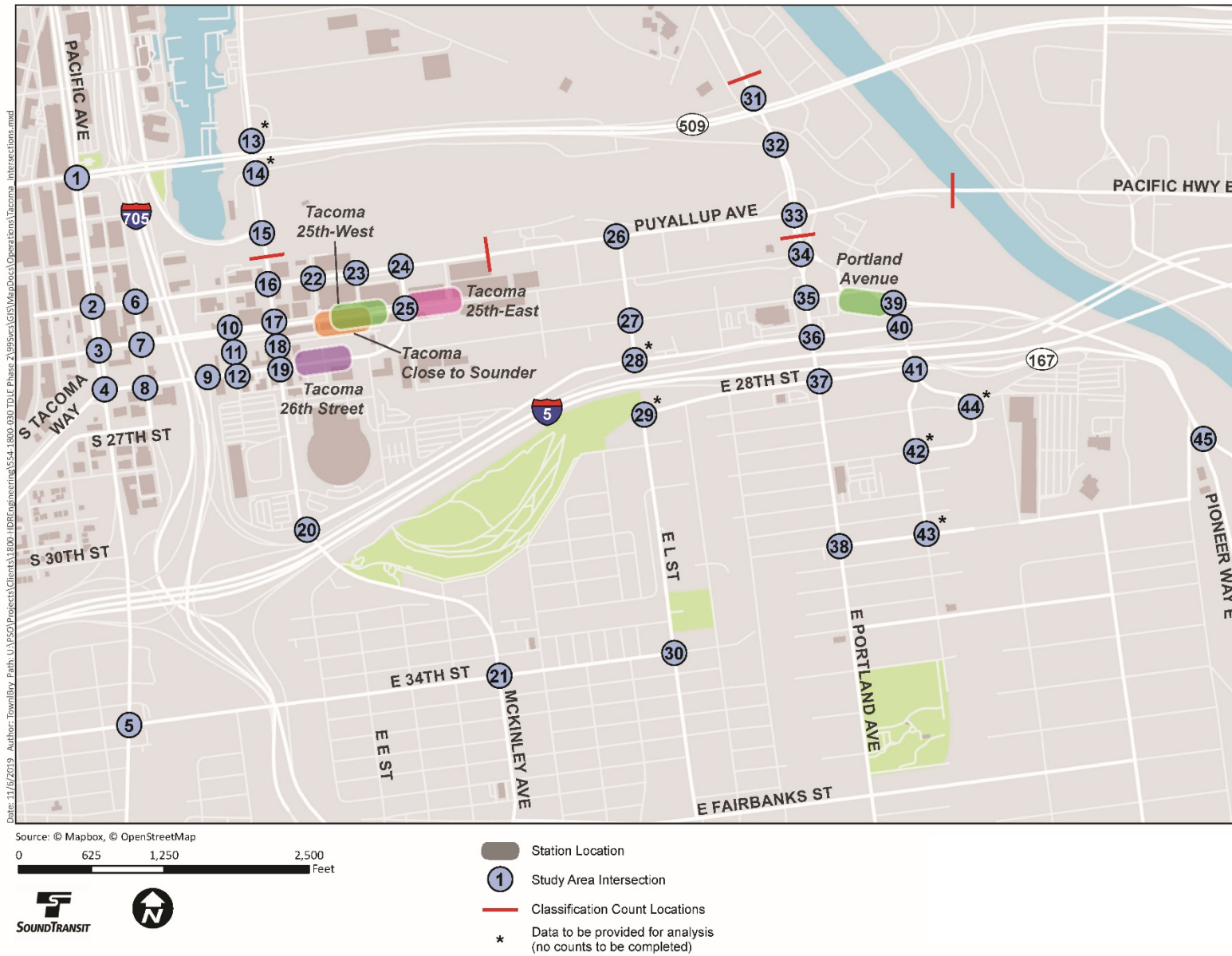


Figure A-4 Tacoma Subarea Intersections

1.4.4 Freight

The methodology will identify freight volumes in all three study subareas, as applicable. The study subareas for freight will be the same as for regional and local roadways.

Truck freight will be classified into two vehicle types: small/medium trucks and large trucks (the remaining percentage of total vehicles would consist of passenger vehicles). Special attention will be paid to freight facilities, freight operations, and freight movements in the Fife and Tacoma subareas, which house multiple entrances to the Port of Tacoma.

1.4.5 Nonmotorized

The study subareas and area of effect for nonmotorized facilities will be within a 1-mile radius of each station area for pedestrian facilities and within a 3-mile radius of each station area for bicycle facilities.

1.4.6 Safety

The safety analysis will consider all modes of transportation and therefore the study subareas and areas of effect will be the same as described for each mode above.

1.4.7 Parking

The study subareas and areas of effect for public on-street and off-street parking will generally be limited to one block on either side of the project footprint, the area used for construction, and 0.25-mile walking distance from each station. Additional off-street parking provided by the TDLE station would be evaluated as well.

1.4.8 Navigation

The elevated crossing over the Puyallup River would maintain navigability. The project has received advance approval determination from the U.S. Coast Guard, and an individual bridge permit from the U.S. Coast Guard will not be required.

1.5 Affected Environment

The affected environment will document existing conditions for each element of the transportation system evaluated within each of the study subareas. These elements include Regional Transportation, Transit, Arterials and Local Streets, Freight, Nonmotorized Facilities, Safety, Parking, and Navigation. The detailed means for documenting the existing conditions for these transportation elements are discussed in the Environmental Impact section because the methods and measures to assess the existing conditions, No-Build Alternative, and project alternatives are largely the same. Existing conditions information will be both quantitative and qualitative and will be displayed both graphically and in a tabular format as appropriate. Specific existing conditions information will include the following:

- Existing transit route information in the study subareas will be obtained from the local and regional transit agencies and compiled. This task will include information on routes that serve the project corridor. The bus route information will include service areas, hours of service (including schedule/frequency), reliability, and passenger load. Passenger load

information will be collected at selected screenline locations. Transit reliability information will be collected for selected routes at key destinations that serve the project corridor.

- Existing AM and PM peak hour turning-movement counts at the study intersections in each of the subareas as summarized in Tables A-1 through A-3. Historical counts will be obtained from Federal Way, Fife, Tacoma, and WSDOT for reference and volume development purposes. New counts will be collected for all of the subarea study intersections for the 2 hours during the AM and PM peak periods. The new counts will include automobiles, trucks, buses, pedestrians, and bicyclists. All peak hour turning-movement counts will be factored into the existing conditions analysis year using available historical data trends.
- Daily roadway classification counts in the study subareas will be collected. These counts will be for multiple days, and the relationship between average daily traffic (ADT) and AM and PM peak hour volumes would be noted for each study count. Daily classification counts will also be summarized to show general purpose versus truck freight volumes and peaking characteristics.
- Physical characteristics of the existing street system will be noted, including functional use, lane geometry, traffic signal timing and phasing patterns, and other parameters necessary to conduct traffic operations analysis (such as the proximity of bus stops, speed limits, transit signal priority, and presence of public and restricted on-street parking). This data will be field-verified as appropriate.
- Existing freight facilities, truck routes, over-dimension routes, and any truck restrictions will be identified.
- Pedestrian and bicycle volumes in the study subareas will be obtained from local jurisdictions as available. Where data is not available for areas of high pedestrian and bicycle activity in the study subareas (including station areas, activity centers, and major nonmotorized facilities such as regional trails), pedestrian and bicycle volumes will be collected. The data collection effort will consist of the study intersections identified previously and any nonmotorized trails within the subarea study areas.
- Existing and planned pedestrian and bicycle facilities in each station area will be inventoried by either field visits or available information from local jurisdictions. The pedestrian and bicycle facility assessment will be based on a radius buffer. This inventory will include identification of school walk routes and any barriers to pedestrian or bicycle travel within each station area. The general sidewalk condition immediately surrounding station areas will be qualitatively assessed.
- Collision data for the most recent 3-year period will be obtained for the study subarea intersections (signalized and unsignalized). Collision data for roadway segments (between intersections) will be collected where at-grade or elevated light rail alternatives are running within or immediately adjacent to a roadway.
- On- and off-street public parking supply, existing parking restrictions, and weekday public parking utilization survey data will be obtained from local jurisdictions and augmented by field visits where appropriate. Parking supply data collected will be by type of parking (e.g., time limited parking, free parking, loading zone, private) and location (e.g., block face). Parking utilization counts by block face or parking lot will be collected once during the weekday mid morning or mid-afternoon hours. This time period represents typical conditions for parking demand.
- Existing river navigation on the Puyallup River will be summarized.

1.6 Environmental Impact Analysis

1.6.1 Assumptions and Tools

1.6.1.1 Transportation Analysis Years and Period

Based on the project's schedule and available traffic forecasting data, the transportation analysis will focus on two distinct years:

- Existing – 2019.
- Future horizon year – 2042. This is the proposed horizon analysis year consistent with regional planning. This horizon year is consistent with Sound Transit long-range planning and assumes the full build of Sound Transit's ST3 system, which is planned for completion by 2041. This horizon year would utilize the PSRC 2040 land uses and roadway network assumptions (PSRC 2018).

In the existing and horizon year analysis, the AM and PM peak periods will be evaluated with the focus of the analysis on the impact analysis during the peak hour. The intersections that will be evaluated under each time period are identified in Tables A-1 through A-3. The AM peak period is between 6:00 a.m. and 9:00 a.m. and the PM peak period is between 3:00 p.m. and 6:00 p.m., although both peak periods will be confirmed through historical daily counts. These peak periods are considered the timeframes when traffic impacts are the highest; therefore, the analysis will be of the worst-case scenario for overall traffic conditions. Common peak hours will be determined for each study subarea as opposed to individual intersection peak hours.

1.6.1.2 EIS Analysis Conditions

The EIS analysis will be developed for the conditions listed in Table A-4. The existing and no-build conditions will provide a point of comparison against the build (project alternatives) conditions. This comparison determines project benefits and impacts based on the measures described later in this report.

Table A-4 EIS Analysis Conditions

Condition	Existing Year 2019	Future Horizon Year 2042	Notes
Existing	X		
No-Build		X	Based on travel demand forecasts and an assumed list of constructed background projects.
Build (Project Alternatives)		X	The horizon year condition assumes the full-length project is constructed and operating.

1.6.1.3 Background Project Identification

The future 2042 No-Build Alternative and project alternatives include a variety of projects from the state, regional, and surrounding local agencies' transportation plans. These projects are assumed to be built and in place before the project is completed. This list of background projects provides valuable insight into how the transportation system within and surrounding the project's study subareas will change from existing conditions. These projects may directly affect transportation conditions, such as by altering travel patterns, affecting roadway operations and safety, and influencing nonmotorized access and connections. The sources for developing the background project list include:

- WSDOT's Connecting Washington Package and Washington State Highway System Plan (WSDOT 2018a)
- WSDOT 2019–2022 Statewide Transportation Improvement Program (WSDOT 2019a)
- PSRC's Regional Transportation Plan—2018 (PSRC 2018)
- Sound Transit's Sound Transit 2 (ST2) and ST3 Programs (Sound Transit 2008, 2016)
- Relevant local agency CIPs and/or TIPs
- Comprehensive Plans for Pierce and King counties (Pierce County 2015; King County 2017)
- Comprehensive Plans for the cities of Federal Way, Fife, and Tacoma

The horizon year conditions will include state, regional, and local agency projects that are reasonably foreseeable, in an officially adopted plan, and have either completed environmental review or are funded or permitted.

Sound Transit 3 Modeling: Background Bus Network documents the network assumptions for the regional transit system that are the basis of the transit ridership forecasting.

1.6.1.4 Analysis Tools and Processes

This section describes the analysis tools and modeling process that will be used to conduct the 2042 horizon year transportation analysis for the EIS.

Travel Demand Forecasting Models and Process

The transportation analysis will use two regional travel demand models to support the assessment of future conditions. These models are:

- The Sound Transit Incremental Ridership Model to produce transit ridership forecasts
- A PSRC-based regional travel demand model to calculate regional and project area traffic volume growth and other associated traffic metrics

These models provide data for the regional measures, transit system operations analysis, local and arterial traffic operations analysis, and a variety of other environmental analyses.

While the Sound Transit Incremental Ridership and the PSRC regional travel demand models will be run independent of one another, they use many of the same data sources, including land use, costs, and transit networks. Figure A-5 illustrates the relationship between the two demand models.

Sound Transit Incremental Ridership Model

The current version of the Sound Transit Incremental Ridership Model (Version 2019.01) uses analytical ridership forecasting procedures developed over three decades of incremental methods applications. During this period, the methods have been subjected to substantial external review, including three independent expert review panels and four cycles of review by the Federal Transit Administration (FTA) over the course of New Starts grant applications for Link light rail projects (FTA 2013). As previously noted, the Sound Transit and PSRC modeling procedures are the foundation of the transportation technical analysis and are closely interrelated and highly complementary. The Sound Transit ridership model uses data from the PSRC modeling process to establish measures of change in external factors, including population and economic growth, and highway congestion.

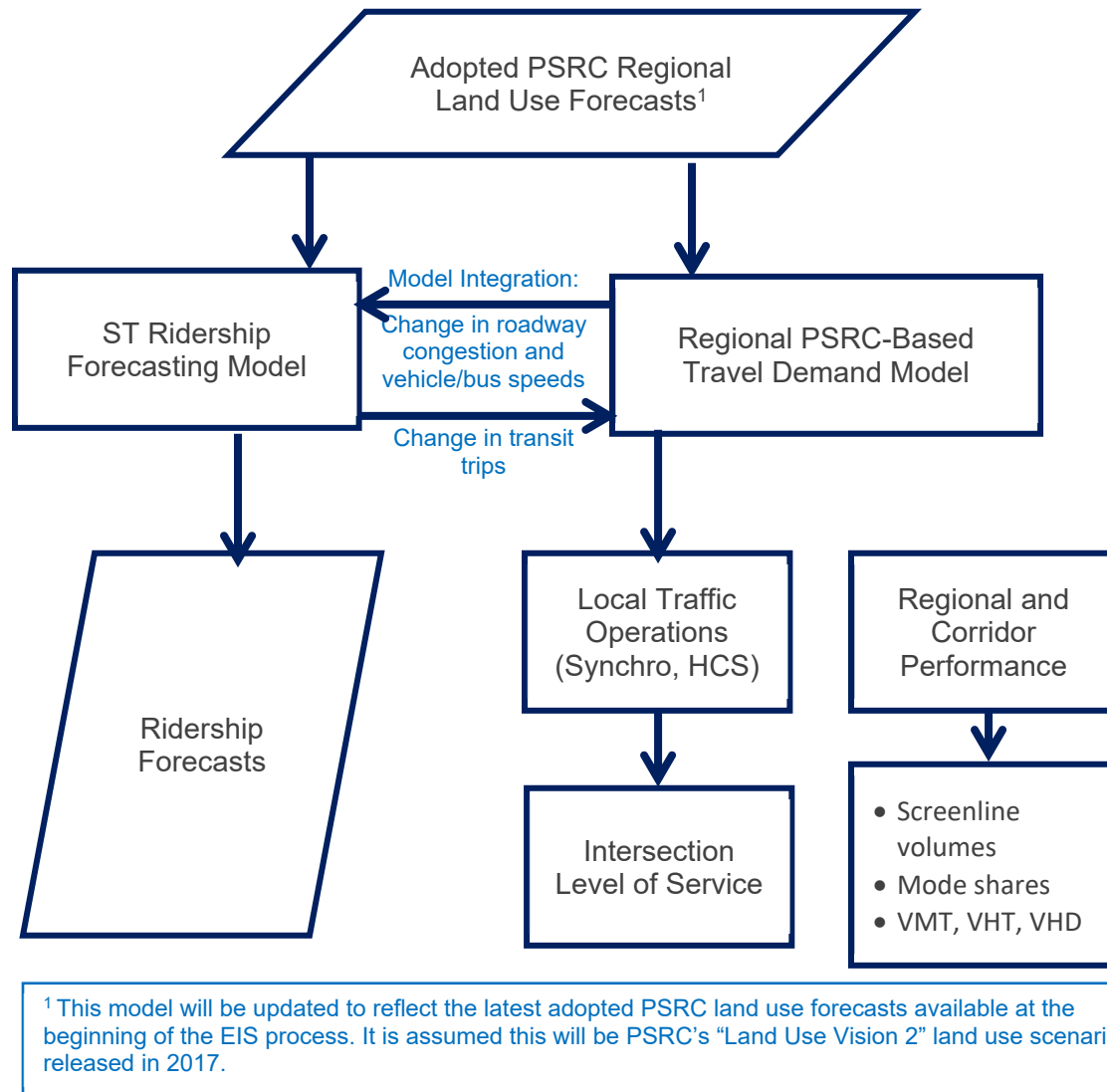


Figure A-5 Sound Transit Ridership Forecasting Model and PSRC Based Regional Model Relationship

The current model version is 2016-based, using new land use data (PSRC's January 2017 Land Use Vision, version 2 [LUV.2]) consistent with the version implemented in the current PSRC planning activities, along with ORCA card tap and passenger count data within the general incremental modeling framework. The version of the model being used was updated using service levels and average weekday ridership counts from late September 2016 to late March 2017, reflecting data after the opening of the U-Link extension. The Sound Transit model will be used to produce rail and bus ridership forecasts for the EIS and will be part of a post-processing step to provide adjustments to the regional traffic model.

Transit Ridership Forecasting Process

The Sound Transit Incremental Ridership Model will be used to perform the transit ridership (bus and rail) forecasts for the future horizon year of 2042. The transit ridership output from this model is used to analyze transit impacts as well as provide information used to analyze the regional system, traffic and roadway conditions, station areas, and nonmotorized system.

The existing transit system and future transit system, which includes the planned Sound Transit system and a reasonably foreseeable future bus network, will be documented through a transit integration plan developed with King County Metro and Pierce Transit. This transit integration plan will be used to code the transit services/networks for the No-Build Alternative and project alternatives in the ridership model. The Sound Transit ridership model will then be run for the No-Build Alternative and project alternatives to prepare transit forecasts for analysis in the EIS.

For the 2042 horizon year, the Sound Transit ridership model is run to reflect a low, base, and high future ridership scenario reflecting varying levels of land use growth and per-mile auto pricing, while maintaining a consistent transit network between the three scenarios. This is similar to the way the ridership forecasts were prepared for ST3: The Regional Transit System Plan, where forecasts were presented as ranges rather than a single number (Sound Transit 2016). Specifically, the assumptions are as follows:

- Growth in real income is assumed to be 0.5 percent per year and is common across all three scenario forecasts.
- Low transit forecast scenario:
 - Land use change between 2016 and 2030.
- Base transit forecast scenario:
 - Land use changes between 2016 and 2040. Year 2040 land use forecast was used as an approximate of 2042.
- High transit forecast scenario:
 - Land use changes between 2016 and 2045 (based on extending 2040 land use for 5 more years using implied growth exhibited in 2035 to 2040 land use forecasts).
 - Per-mile pricing (7 cents per mile for peak and 2 cents per mile for off-peak) added to base 19 cents per mile auto operating costs (Sound Transit 2018).

As indicated in the high transit forecast scenario, auto operating costs used in the Sound Transit ridership model take into account relevant tolls and driving fees and are consistent with assumptions in the PSRC Based Travel Demand Model being used for this analysis.

PSRC-Based Four-County Regional Travel Demand Model

The regional travel demand model that will be used in this analysis has been developed specifically for the four county PSRC area as a refinement of the PSRC trip-based travel demand model. The model is rooted in the latest PSRC 4k model (V4.05, fall 2017) and includes enhancements to trip generation, trip distribution, and assignment methodologies to reflect localized conditions within the project corridor.

The land use inputs used in the regional travel demand model, consistent with those used for the Sound Transit ridership model and WSDOT Gateway SR 167 Completion project, are based on LUV.2. The LUV.2 forecasts, developed to support PSRC's 2018 transportation plan update, are used as control totals for all land use estimates within the region. While the official control totals (at the city level) are used for regional consistency, land use distribution modifications have been made in the regional model based on specific data provided by PSRC jurisdictions (Seattle, Bellevue, Redmond, Tacoma, Issaquah, Tukwila, Federal Way, Kent, Des Moines, King County, Snohomish County) that have utilized the model for other recent projects.

Regional Travel Demand Model Process

Future No-Build (Baseline) Travel Demand Conditions

For the future no-build conditions, the regional travel demand model will be run and trip tables will be assigned to networks by time of day. Growth rates derived from the travel demand model assignments will be applied to the observed traffic volume counts to develop estimated future AM and PM peak hour and daily traffic forecasts.

Future Build Travel Demand Conditions

The regional travel demand model will be used to generate traffic volumes for the project alternatives based on the integration of transit ridership forecasts developed for the project alternatives from the Sound Transit Incremental Ridership Model. The projected changes to transit demand associated with the project alternatives will be incorporated into the regional travel demand model to reflect travel pattern and volume effects from changes in transit ridership. This process is illustrated in Figure A-5. This process will only be used to produce traffic volumes for the project alternatives at the regional, corridor and subarea system levels (e.g., vehicle miles traveled [VMT], vehicle hours traveled [VHT], vehicle hours of delay [VHD], and screenline data).

To develop traffic volumes for the build condition used in the arterial and local street analysis, the traffic volumes developed for the no-build condition will be used as a base, with additional volumes added to reflect the vehicle traffic anticipated to be generated by the project. This is explained further under the Transportation Analysis and Measures section.

The model integration process between the Sound Transit and PSRC models is a step within the overall modeling process shown in Figure A-5. In this integration process, the goal is to supplement the transit demand forecasts generated by the PSRC model with the data from Sound Transit's Incremental model to ensure consistency in the forecasts between the two models. This is accomplished by supplying future roadway congestion and vehicle speed information from the PSRC model to the Sound Transit model to develop the future transit ridership forecasts. The transit ridership forecasts from the Sound Transit model are then input into the PSRC regional travel demand model to develop the traffic forecasts for the project alternatives.

Trip Generation

Trip generation at transit stations or other Sound Transit facilities will be developed for various modes of travel, including:

- Park-and-rides and other public parking facilities
- Auto trips: drop-off/pick-up and transportation network company trips such as Uber and Lyft
- Transit trips: number of buses serving a station
- Walk/bike trips: bus transfers and walk/bike trips

Trip generation estimates will be based on several sources. One consideration is the Sound Transit mode of access survey for the Link Light Rail Extension collected in spring 2019. The mode of access survey collected data for the full length of the light rail line from the University of Washington Station to the Angle Lake Station. Additionally, national data sources such as data from the BART Station Profile Study (BART 2015) will be considered. The BART study is a comprehensive mode of access and egress survey of BART rail users in the San Francisco Bay area. Available research and data related to transportation network company trips to and from transit stations will also be considered.

Trip generation at park-and-rides will assume the parking supply is fully utilized and will be based on the maximum capacity of the parking facility and not forecasted demand. Trip generation for other Sound Transit facilities (e.g., maintenance facility parking) will be based on maximum parking capacity or projected use, as appropriate.

Information on bus service for each station will be developed by Sound Transit, Pierce Transit, and King County Metro service planners as part of the planning-level transit service integration plan. This plan includes changes in local transit circulation to and from the station area, which will be incorporated into the overall trip generation.

The vehicle and nonmotorized (pedestrian and bicycle) trips associated with the light rail station ridership forecasts for the alternative with the highest ridership at that station will be used for evaluating the station area effects. Exceptions may be made at locations with substantial differences between alternatives (e.g., one has bus transfer opportunities, and one does not). In these cases, two trip-generation scenarios may be developed. Trips will be assigned to the nonmotorized and vehicular networks around the station locations based on existing and anticipated future circulation patterns.

1.6.2 Traffic Operations Analysis Tools

The Synchro/SimTraffic 10 studio suite combines the modeling capabilities of Synchro and the micro simulation and animation capabilities of SimTraffic. Synchro is a macroscopic analysis and optimization software application that supports the Highway Capacity Manual's (HCM) 6th Edition (Transportation Research Board 2016), 2010 and 2000 for signalized intersections, unsignalized intersections, and roundabouts. Synchro's signal optimization routine allows users to weight specific phases, thus providing more options when developing signal timing plans. SimTraffic is a powerful, easy-to-use traffic simulation software application. With SimTraffic, individual vehicles are modeled and displayed traversing a street network.

The study subarea intersection operations and 95th percentile queuing results will be evaluated and compared based on SimTraffic models to understand the true impact of traffic congestion and closely spaced intersection interactions. Synchro/SimTraffic models will be developed for

the existing year (2019) and future year (2042) No-Build Alternative and project alternatives. Existing signal timing plans will be obtained from local agencies and used in the existing Synchro/SimTraffic models.

SIDRA (version 7) will be used to analyze study subarea intersections that either currently operate as, or are anticipated to operate as roundabouts consistent with WSDOT protocols.

1.6.3 Other Tools

Mode-of-access tools including geographic information system (GIS)-based software will be utilized to define the walk, bicycle, and automobile “access sheds” in study subareas described previously. As existing travel behaviors continue to change and travel behaviors emerge that provide mobility options and choices for travelers, such as rideshare vehicles, additional analysis software and/or tools may be developed to provide support for evaluation measures related to these behaviors.

1.7 Transportation Resource Analysis and Measures

This section discusses the transportation analysis and measures that will be documented in the EIS to understand the affected environment and the direct impacts of the No-Build Alternative and project alternatives. Direct impacts include measures to assess the long-term impacts as well as short-term construction impacts. This section also includes the analysis and measures used to determine indirect and cumulative impacts on the transportation system.

1.7.1 Assessment Methods and Analysis Thresholds

The analysis and measures in this section are presented by the specific transportation element that will be documented in the Transportation chapter and Transportation Technical Report of the EIS. The transportation analysis will be performed at three assessment levels, depending on transportation element: regional, corridor and subarea, and local.

Regional measures are defined as within the project area and beyond, and are considered regional-wide (e.g., Pierce and King counties). Measures at the corridor and subarea level are intended to provide information for the project area or a segment within the project area. Measures at the local level would provide information specific to a certain location, transit route, or transportation facility. Table A-5 summarizes the transportation analysis measures.

Measures for assessing these transportation elements, discussed in the following sections, will be both quantitative and qualitative, and results will be displayed both graphically and in a tabular format as appropriate.

Table A-5 Transportation Measures by Transportation Element

Transportation Element	Assessment Level	Measures
Regional and Corridor Traffic	Regional	Growth rates, VMT, VHT, VHD.
	Corridor and Subarea	Growth rates, screenline volume, volume-to-capacity (v/c) ratio, mode share.
Transit	Regional	System-wide daily transit trips and boardings, total daily light rail boardings, total daily Sounder boardings.
	Corridor and Subarea	Project-wide daily transit trips, project-wide daily transit trips by transit-dependent population, station area boardings, travel times.
	Local	Effects on local transit patterns and circulation, reliability, and access to proposed station locations.
Arterials and Local Streets	Local	Traffic patterns, street closures, property access modifications.
		Intersection LOS, delay, and queue lengths.
Freight	Local	Identify truck and rail freight routes and impacts, as well as impacts to business loading zones and access.
Safety	Local	Historical intersection and roadway collision type and frequency. Safety assessment of effects on auto, freight, transit, and nonmotorized modes.
Nonmotorized Facilities and Modes	Local	Pedestrian and bicycle access, circulation and facility gaps surrounding stations, barriers, Americans with Disabilities Act accessibility, school walk route impacts.
Parking	Local	Parking impact near stations, including: parking provided by the project, spaces removed, current parking supply and restrictions, estimated parking demand, and assessment of drop-off/pick-up area needs based on estimated kiss-and-ride and rideshare forecasts.
Construction	Local	Qualitative impacts on traffic operations, transit operations, property access, nonmotorized travel, parking supply, freight, and marine navigation (if applicable) associated with transportation facility closures. Include estimation of construction-related traffic, truck routes, and staging areas.

1.7.2 Regional and Corridor Traffic

1.7.2.1 Operations

Regional Traffic

Evaluation Measures

Information from the regional model developed for this study will be the key data source for this analysis. The following types of data will be produced for horizon year 2042 to analyze the effect of project alternatives on regional or system-wide traffic characteristics:

- Traffic growth rate – the annual growth rate for vehicle traffic in the region
- VMT – Total average daily vehicle miles traveled on the regional highway system
- VHT – Total average daily vehicle hours traveled on the regional highway system
- VHD – Total average daily vehicle hours of delay on the regional highway system, which indicates the total level of congestion on the highway system

Evaluation Approach

Information from the regional model will be used to generate the No-Build Alternative and project alternatives VMT, VHT, and VHD data for the long-term conditions. This model will be run in an iterative process with the Sound Transit Incremental Ridership Model, with highway traffic volumes reflecting changes in transit ridership as described in the Analysis Tools section. Matrices of vehicle trips and travel times on an origin-destination pair level from the model will be used to quantify estimated VHT, and matrices of vehicle trips and hours of delay per trip will be used to quantify the impact of the project alternatives on VHD.

Short-term changes in regional traffic during construction will not be assessed unless there are direct construction impacts on a regional facility, such as state highways.

Corridor Subarea Traffic

Evaluation Measures

Vehicle traffic demand within the project area will be forecasted and presented as an annual growth rate. Additional measures used to evaluate effects within a corridor and/or section of the study subareas will be based on a screenline-level analysis. Screenlines are imaginary lines drawn across one or more roadways to compare aggregate changes in traffic conditions. Data for each screenline may include:

- PM peak hour and daily vehicle volumes
- Roadway/segment vehicle v/c ratios (possibly converted to a generalized LOS)
- Mode share – person mode split between transit and automobile

Evaluation Approach

The analysis of traffic impacts in various segments of the corridor will involve comparing traffic conditions on the highway and local street system at selected screenlines for each alternative.

The screenline comparisons will provide a snapshot of traffic operations along each corridor. A map and table will be used to present data at screenline locations, as shown in Figure A-6.

- Screenline 1 – East-west between SR 509 and E Valley Highway near 360th Street
- Screenline 2 – North-south between SR 509 and Pioneer Avenue west of 54th Avenue
- Screenline 3 – North-south between SR 509 and Pioneer Way near the Puyallup River
- Screenline 4 – North-south between E 11th Street and I-5 near the Tacoma Dome
- Screenline 5 – East-west between I-5 and E Valley Highway between S 38th and S 56th Street

Information for each screenline will be generated from the project's regional model and Sound Transit's ridership model and will include PM peak hour and daily values.

1.7.2.2 Construction

Construction impacts will be qualitatively assessed to determine if the project's construction would have any impact on the regional and subarea traffic measures.

1.7.3 Transit

1.7.3.1 Operations

Regional Transit

Evaluation Measures

The following measures will be considered for assessing effects of the project on regional transit for horizon year 2042:

- Daily transit trips for each project alternative, compared to the No-Build Alternative (the currently assumed 2042 ST3 transit system). The number of new riders will also be estimated based on the difference in numbers of system-wide transit riders between the No-Build Alternative and project alternatives.
- Daily transit boardings for each project alternative compared to the No-Build Alternative.
- Daily system-wide Link boardings associated with each corridor alternative.
- Daily system-wide Sounder boardings associated with each corridor alternative.

Evaluation Approach

As described earlier, the Sound Transit ridership model will be used to produce data related to regional transit forecasts associated with the alternatives. The network will be coded to reflect the No-Build Alternative and project alternatives, and then the model will be run to produce transit forecasts for each alternative. Ridership forecast results will be provided as direct outputs from the ridership model.

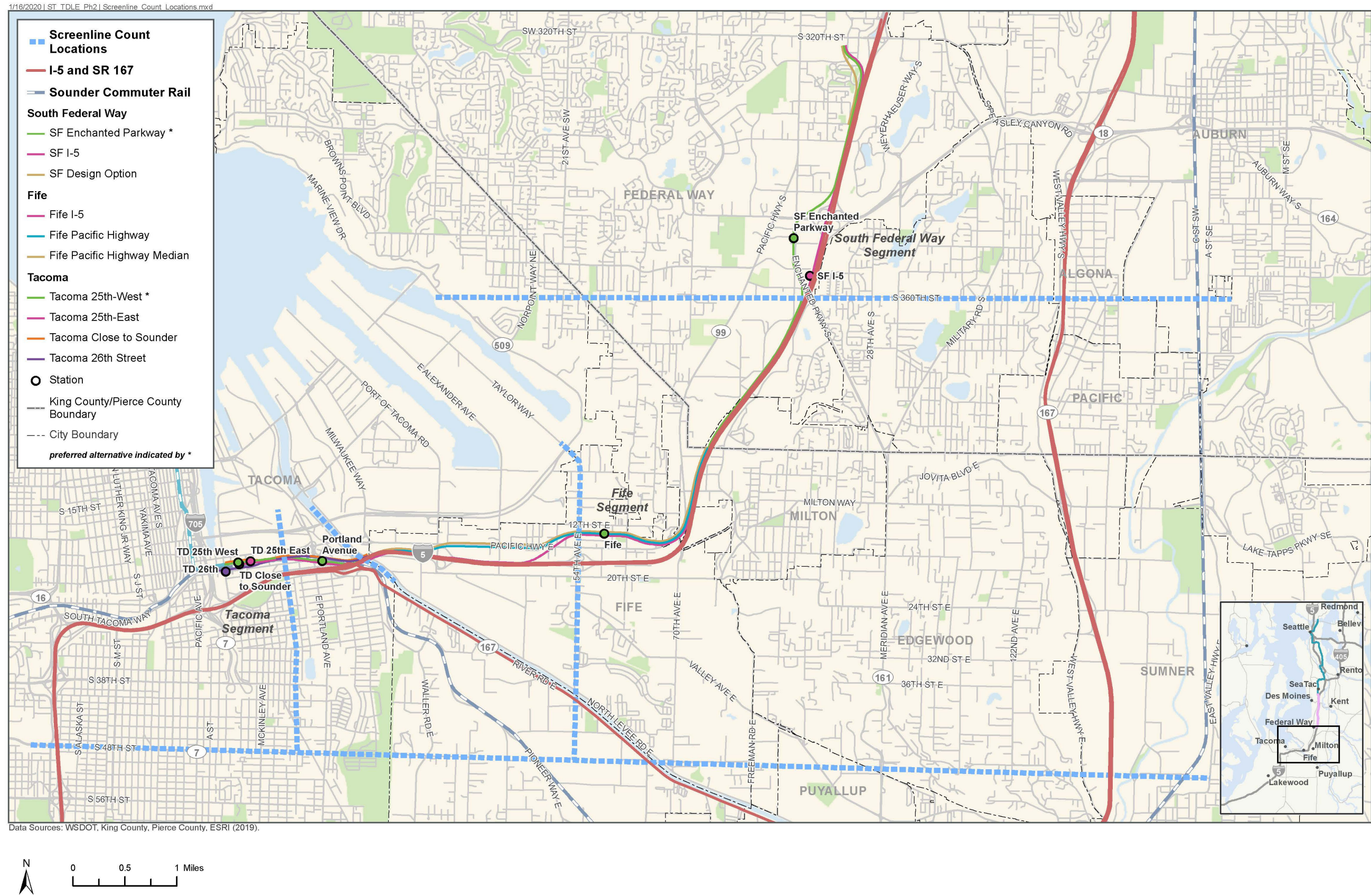


Figure A-6 Screenline Count Locations and Draft EIS Alternatives

Corridor Subarea Transit

This section describes the corridor and subarea analyses that will evaluate projected changes to transit services (light rail and bus) resulting from the project alternatives.

Evaluation Measures

The following evaluation measures will be considered to understand the corridor and subarea effects on transit service for horizon year 2042:

- Daily project ridership – Daily project ridership by project alternative. For the No-Build Alternative, corridor daily bus ridership will be estimated.
- Station area boardings – Daily and PM peak period station boardings by project alternative will be produced from the Sound Transit incremental ridership model. Each alternative will have a specific transit integration plan and parking capacity developed, along with transit travel times (light rail and bus) within the TDLE corridor and other key areas.

Evaluation Approach

As described earlier, the Sound Transit incremental ridership model will be used to produce ridership data related to the project subarea transit forecasts with the project alternatives. Ridership will be estimated for both the PM peak and daily periods.

Local Transit

The transit quality of service assessment will analyze the expected project effects on the existing and future bus and light rail services within the TDLE study area using both qualitative and quantitative information. The approach will follow the methodology and guidelines presented in the Transit Capacity and Quality of Service Manual (Transportation Research Board 2017). Transit quality of service information will be reported either at the screenlines or at station areas within the TDLE study area.

Evaluation Measures

The evaluation will document the transit service effects for existing conditions, No-Build Alternative, and project alternatives. This will include:

- Service coverage and circulation
- Walk time for transferring passengers from the Tacoma Dome Station platform to other transit facilities

Evaluation Approach

Expected changes in transit service and routing with the project alternatives will be identified and compared to the transit service and routing under no-build conditions. These changes will be developed in conjunction with King County Metro, Pierce Transit, and Sound Transit service planners as part of the project's transit integration plan. The comparison will focus on changes in coverage area and potential effects on speed and reliability (based on existing reliability information from the transit agencies, traffic operations results, and/or other traffic analysis data). Passenger load data will be provided from the Sound Transit incremental ridership model.

1.7.3.2 Construction

This analysis will evaluate the potential short-term impacts to regional, corridor, and local transit combined. Transit impacts during construction will be closely coordinated with the following sections: Regional and Corridor Traffic, Arterial and Local Street Traffic, and Nonmotorized. Construction impacts to transit will consider both the transit service and transit rider. This assessment will evaluate the potential modifications to roadway capacity and operations during construction of transit service and the ability to access transit as a result of the project construction activities. This would include construction activities that could prohibit access to transit stops or activities that would close transit stops and require riders to relocate to another transit route or stop.

1.7.4 Arterial and Local Street Traffic

1.7.4.1 Operations

Property Access and Local Circulation

This evaluation will assess local area traffic circulation impacts, including access to properties affected by the project alternatives.

Evaluation Measures

The evaluation will document any physical change to the traffic patterns and movements along with changes in property access.

Evaluation Approach

This assessment will include such factors as:

- Effect of street closures on localized traffic movement
- Loss of access (such as left turns) to and from driveways for below-grade and elevated light rail alignments
- Changes in property access

1.7.4.2 Intersection Operations

All the study subarea intersections will be evaluated for the existing (2019) and horizon year (2042) No-Build Alternative and project alternatives. The time periods that will be analyzed for each subarea study intersection are listed in Tables A-1 through A-3.

Evaluation Measures

Effects on intersection operations will be evaluated based on the horizon year 2042 peak hour intersection LOS. LOS measures the quality of traffic operations at an intersection. As described in Table A-6, LOS ratings range from "A" to "F." LOS A represents the best operation and LOS F the poorest operation. Queue lengths will be reported at intersections that operate at or below (failing) the agency's LOS threshold.

Table A-6 Level of Service Definitions for Signalized and Unsignalized Intersections

LOS	Average Control Delay (seconds per vehicle)		Traffic Flow Characteristics
	Signalized Intersections	Unsignalized Intersections	
A	< 10	< 10	Virtually free flow; completely unimpeded.
B	> 10 and < 20	> 10 and < 15	Stable flow with slight delays; less freedom to maneuver.
C	> 20 and < 35	> 15 and < 25	Stable flow with delays; less freedom to maneuver.
D	> 35 and < 55	> 25 and < 35	High density but stable flow.
E	> 55 and < 80	> 35 and < 50	Operating conditions at or near capacity; unstable flow.
F	> 80	> 50	Forced flow; breakdown conditions.

Source: Transportation Research Board 2016.

Agency transportation goals and LOS standards are developed as part of each agency's comprehensive planning efforts. Although agencies accept different levels of congestion, a delay-based intersection LOS analysis is typically conducted for impacts analyses and is proposed for this project. Delay is expressed in terms of average delay (in seconds) per vehicle as a result of the intersection operations.

Although intersections may be located along a state route or state facility, the intersection operations standard may be under the jurisdiction of the local municipality as opposed to WSDOT. Specific agency thresholds and relation to intersection operations will be assessed in the Transportation Discipline Report.

Evaluation Approach

Synchro/SimTraffic (version 10.0) software will be used to determine the projected 2042 peak hour LOS at the intersections identified in the study subarea. SimTraffic will be used to summarize average intersection delay and LOS, while Synchro will be used to summarize average intersection v/c ratios. The signalized intersections' LOS will be defined in terms of average intersection delay. The LOS at an unsignalized intersection is also defined in terms of delay, but only for the worst operating movement, which is typically on the minor street (i.e., stop) approaches. For unsignalized intersections that are stop-controlled on each approach, the average intersection delay is reported. Vehicle queue lengths will be reported from SimTraffic for intersections adjacent to stations, intersections not meeting agency LOS standards, or intersections with direct physical project impacts, as agreed to with the relevant jurisdictions, to understand if the project alternatives extend vehicle queues beyond the storage length.

Default assumption values for the analysis will be developed for intersections where actual values are not available. These will include assumptions with respect to saturation flow rates, geometry, traffic, and signalization conditions. Table A-7 provides assumptions for existing and future year (No-Build Alternative and project alternatives) input values and assumptions.

Table A-7 Default Synchro Parameters and Assumptions

Arterial Intersection Parameter	Existing Year 2019	Horizon Year 2042
Peak Hour Factor	From count and for entire intersection; otherwise: If total entering vehicles ≥ 1000 , 0.92. If total entering vehicles < 1000 , 0.90.	Use 0.95 for all intersections except where existing peak hour factor (PHF) is greater than 0.95 or less than 0.70. Use existing PHF in cases where the PHF is greater than 0.95. If existing PHF is less than 0.70, then use peak 15-minute volumes multiplied by a factor of 4.
Conflicting Cyclists and Pedestrians per Hour	From traffic count, otherwise assume 10 pedestrians/cyclists in both AM and PM periods.	For the No-Build Alternative, apply growth rate from adjacent street to existing volumes. For the project alternatives, add the number of pedestrians based on the station ridership and mode of access forecasts.
Area Type	“Other” for all areas.	Same as existing.
Ideal Saturation Flow (for all movements)	1,900 vehicles per hour.	Same as existing.
Lane Utilization	Default software assumptions unless data/engineering judgment suggests otherwise.	Same as existing.
Lane Width	Existing lane widths. Assume 11 feet if no information available.	Same as existing, unless improvements proposed; then use agency standards/plans.
Percent Heavy Vehicles	From count, otherwise 3%.	Same as existing.
Percent Grade ^a	Flat approach = 0%. Moderate grade on approach = 3%. Steep grade on approach = 6% or from field/elevation data.	Same as existing.
Parking Maneuvers per Hour	Based on parking regulations. For less than 15-minute parking, assume 4 maneuvers per hour; otherwise, assume 1 maneuver per hour, unless data/information gathered or provided from agencies suggest otherwise.	Same as existing. For new parking, assume existing assumptions for maneuvers based on parking durations.
Bus Blockages	Headway information provided by transit agencies.	Use future service assumptions developed by King County Metro, Pierce Transit, and Sound Transit as part of the Transit Service Integration Plan.

Table A-7 Default Synchro Parameters and Assumptions (continued)

Arterial Intersection Parameter	Existing Year 2019	Horizon Year 2042
Intersection Signal Phasing and Coordination	From agency signal phasing sheets or their existing analysis files.	Splits, offsets, and cycle lengths optimized between existing and no-build conditions. Signal timings kept consistent between No-Build Alternative and project alternatives, but splits and offsets optimized. For timing adjustments: Left turns, if permitted in existing, will be examined for a protected phase based on LOS, access/geometry, safety, and agency guidance. For project alternatives: Any left-turn conflict with at-grade light rail will include a separate lane and have protected phasing. Left turns will be restricted (or protected with a gate or similar treatment) at unsignalized intersections. For elevated light rail, mid-block left turns will be restricted.
Intersection Signal Timing Optimization Limits	Not applicable.	Between 60 and maximum of 180 seconds.
Minimum Green Time	Per signal timing cards.	Based on pedestrian times (minimum of 7 seconds walk time and 3.5 feet per second for flashing don't walk clearance). If no crosswalk: 10 seconds.
Yellow and All Red Time	Per signal timing cards.	New signals: Yellow = 4 seconds, and All Red = 1 second.
High-occupancy Vehicle (HOV) Lanes	Lane Utilization Method ^b	Same as existing.
Right Turn on Red	Allow (unless signed otherwise).	Same as existing.
Right Turn Overlaps	Per signal timing cards.	Identify if used.
Vehicle Queue Lengths	Based on 25 feet per vehicle.	Same as existing.

^a Percent grade assumed for at-grade intersections only.

^b This methodology assumes intersection lane designations will be coded exactly as shown in the field. Shared through (HOV) and right turn lanes will be coded as a general-purpose traffic lane because Synchro does not have a special method for HOV lane analysis. To account for lower HOV lane volumes, the lane utilization factors will be adjusted to reflect this condition. In instances of congested intersections with HOV lanes, adjusting the lane utilization factor may not assist in replicating the congested conditions. In this case, other Synchro parameters (such as the Saturation Flow Rates and Headway Factors) will be adjusted in the model.

1.7.4.3 Construction

The assessment of construction-related transportation impacts on local and arterial streets will focus primarily on corridors near light rail alignment or on streets that could be substantially affected by construction of any of the project alternatives. For the purposes of impact assessment on local and arterial streets, the construction phase considered to be most disruptive to traffic operations in the corridor will be the one assessed in the most detail. This phase will be identified in coordination with Sound Transit staff and staff from local jurisdictions, as appropriate.

The construction analysis on local and arterial streets will consider the following:

- Changes in roadway capacity including potential lane closures, parking restrictions, roadway modifications, areas of construction activity adjacent to travel lanes, or other reductions to capacity as a result of project construction activity.
- Identification of access and impacts from potential construction staging areas on roadway operations.
- Assessment of potential for neighborhood traffic intrusion related to road closures, and options for traffic detours.
- Estimation of construction truck traffic.

The analysis will be summarized in a tabular format to identify the following:

- Impact location(s).
- Street characteristics.
- Type of construction activity, including likely duration of impact to roadways (characterized as full or partial closures for short-term or long-term periods) on local and arterial roadways.
- Level of construction traffic (characterized as high, moderate, or low). High truck traffic is generally associated with major fill, excavation, and concrete work.
- Availability and identification of potential detour routes. Potential for detoured traffic to affect a residential neighborhood. (This is characterized as high, medium, or low and is related to both potential for road closures and options for traffic detour.)

1.7.5 Freight

1.7.5.1 Operations

Evaluation Measures

Evaluation measures will include the following:

- Truck Volumes – Change in truck volumes and/or percentages between existing and future conditions
- Truck operations – Change in congestion levels and/or travel speeds along identified freight facilities/routes
- Truck access – Physical impacts on truck routes, loading zones, or access to local businesses
- Freight rail impact – Physical impacts to freight rail corridors or port intermodal facilities

Evaluation Approach

Impacts of the project alternatives on freight movements will be qualitatively assessed. This assessment will focus on truck movement and truck routing impacts as well as the potential impact to freight rail corridors and facilities and port intermodal support facilities.

The assessment of truck issues will focus on designated major truck routes and truck service areas, access to these facilities and areas, and loss of on-street loading zones and/or modifications of truck access to local businesses.

The assessment of freight rail impacts will focus on physical changes proposed within, above, or below railroad right-of-way.

1.7.5.2 Construction

The assessment of freight impact during construction will include analysis of freight trucks and freight rail. The construction impacts will consider the impacts on freight routes, load ratings along routes, and intermodal and port terminal facilities, including access and circulation. This assessment will be coordinated with the construction impacts identified in the Arterial and Local Street Traffic section.

1.7.6 Nonmotorized Facilities and Modes

1.7.6.1 Operations

Evaluation Measures

The Nonmotorized Facilities and Modes section will evaluate pedestrian and bicycle access, circulation and facility gaps surrounding stations, barriers, Americans with Disabilities Act accessibility, and school walk route impacts. The assessment of future nonmotorized (pedestrian and bicycle) facilities will address the following issues:

- Pedestrian access and circulation in the vicinity of the proposed station in relation to the forecasted ridership.
- Identification of short-term and long-term bicycle parking near the proposed stations.
- Direct (physical) effects on pedestrian and bicycle facilities along the alignment of each alternative. This would include identifying any barriers to nonmotorized movements the project alternatives might create.
- Identification of existing physical barriers for nonmotorized (pedestrian and bicycle) movements accessing proposed stations.
- Identification of currently missing and funded new sidewalk sections for city arterials within the study subareas.
- Impacts on designated school walk routes.
- Identification of deficiencies in the existing and funded regional bicycle paths and routes within 1.0 mile of proposed station locations, and a general quantification of how major multi-use trails/paths are used (e.g., by commuters or recreational users).

Evaluation Approach

The evaluation of nonmotorized facilities and modes will be conducted through an inventory of the existing and planned future nonmotorized facilities surrounding each proposed station as identified in the evaluation measures. This will identify existing and future gaps in the nonmotorized network. In coordination with the regional travel demand and transit ridership forecasts, future estimated pedestrian and bicycle volumes will be generated for each station and assigned to the nonmotorized facilities within the station nonmotorized study subareas. This will be conducted for both the No-Build Alternative and project alternatives. This assignment of the pedestrian and bicycle forecasts will identify any physical barriers limiting access to the stations.

A quantitative pedestrian LOS analysis will be conducted for sidewalks at intersections within one block (approximately 300 feet) of each proposed station entrance (the study area may exceed one block or 300 feet from the station depending on the location of transfer points, major key intersections for pedestrian connections, or nearby pedestrian generators). The Transit Capacity and Quality of Service Manual (Transportation Research Board 2017) and HCM methodology for determining sidewalk LOS will be used for this analysis. This methodology produces a score that indicates the pedestrian's perception of the travel experience and is based on the average pedestrian space and average flow rate.

1.7.6.2 Construction

Nonmotorized construction analysis will be coordinated with the local and arterial traffic analysis considering the potential pedestrian or bicycle facility impacts on roadways or nonmotorized facilities as a result of project construction activity that could close or modify these facilities. This analysis will summarize the impact location, type of facility, and construction activity, including likely duration of impact (short-term versus long-term).

1.7.7 Safety

1.7.7.1 Operations

Potential effects of the project on safety will be assessed qualitatively, and where appropriate, quantitatively, for all modes within the study subareas, including general traffic, transit, freight, bicycle, and pedestrian modes.

Evaluation Measures

Evaluation measures will include the following:

- Intersection and roadway collision histories (type, severity, and frequency)
- Qualitative effects on general-purpose traffic, transit, freight, and nonmotorized safety

Evaluation Approach

A safety analysis will be used to assess historical collisions/crashes within the project limits in terms of type, severity, and frequency. Collision data from the latest 3 years will be compiled and summarized to identify any current safety deficiencies. Unique collision patterns (e.g., high frequency of a specific pattern) will be noted. The collision data will be collected for any directly affected study intersections and roadways.

A safety assessment of the intersection and roadway design will be conducted only where the project alternatives are proposed to be either at-grade in semi-exclusive right of way or elevated

within the road right-of-way, predicted to substantially increase volumes of one or more modes, or will result in a physical change to the roadway geometrics or channelization. Along these streets, a qualitative discussion of how the project may directly affect the existing collision type and frequency will be developed and documented.

Safety effects on general vehicle traffic and truck freight travel due to station trip activities will be qualitatively assessed based on projected changes in traffic volumes and critical queue lengths, modal conflicts, and proposed roadway design.

Safety effects on bicycle and pedestrian travel will also be qualitatively assessed based on changes in the number of conflicts with motorized modes and changes in facilities provided for their travel. This assessment will consider school walk routes and school bus zones.

1.7.7.2 Construction

Construction impacts will be qualitatively assessed to determine if the project's construction would have any impact on the safety of the transportation system. This will include assessing the safety of transit riders, arterial and local streets, nonmotorized modes (pedestrians and bicyclists), and freight travel.

1.7.8 Parking

1.7.8.1 Operations

Demand for parking will likely vary depending on location throughout the study subareas. An assessment of drop-off/pick-up activity and informal parking near station areas will be conducted through analysis of existing mode-of-access survey information and data from Sound Transit for similar station areas. This data will be used to estimate the impact of driving and/or parking for stations along the corridor.

If station park-and-ride (surface or garage) facilities are included in the project, the project will evaluate the demand for station parking for the length of the project and determine the allocation at stations based on factors to be determined for each project. While the station parking analysis will evaluate the demand compared to the proposed parking to be provided, the traffic analysis will assume that station parking facilities are full in order to analyze the worst-case condition.

Evaluation Measures

Analysis of the impacts of the project on existing on-street and off-street public parking will consider roads where permanent facilities would be located in the right-of-way and roadways around stations. The analysis will consider the loss of existing public on-street and off-street parking supply and the potential for hide-and-ride parking.

Evaluation Approach

The evaluation of parking impacts will include an inventory of parking supply, types of restrictions, and utilization in locations where parking is anticipated to be affected by the project. This information will be compared to the changes the project alternatives would make in the parking supply and the potential for hide and ride parking. Field data related to station access via auto modes will be used to assess the impact these modes will have in and around station areas along the alignment.

Along the alignment, the assessment of parking loss will be based on review of the inventory of parking supply and demand coupled with an evaluation of the conceptual drawings for each project alternative. Comparison between existing demand and the supply remaining after construction of each project alternative will form the basis for identifying parking loss associated with each alternative. This comparison will also consider that loss in relation to parking utilization and will facilitate the identification of possible mitigation strategies. The potential loss of existing parking spaces will be presented by both location and type. Off-street parking lots will be considered in the analysis as additional supply for the loss of on-street parking. In station areas, the potential for hide-and-ride parking will be based on ridership forecasts, parking restrictions, and potential walkshed to available parking.

1.7.8.2 Construction

The assessment of construction-related parking impacts will consider the following:

- Changes in roadway parking restrictions
- Impacts to on- and off-street public parking supply
- Additionally, there may be some temporary loss of off-street parking as a result of the location and operation of construction staging, as well as construction worker parking

1.7.9 Navigation

A Navigation Impact Report will be prepared for the Puyallup River crossing, and the findings will be summarized in the Transportation Technical Report. The Navigation Impact Report will be based on information from agency and tribal coordination (including the Puyallup Tribe Fisheries Department), waterway user interviews and surveys, historical navigation patterns, and additional economic or freight cargo research if needed. The report will document existing and future navigational needs as well as potential impacts to navigation from each project alternative.

If needed, an Obstruction Evaluation/Airport Airspace Analysis will be developed per Federal Aviation Administration requirements.

The assessment of potential impacts will include direct long-term impacts during operations as well as impacts during construction on marine transportation and navigation.

1.7.10 Indirect Effects

Indirect impacts are potential effects related to the project but not part of it, and that may occur separated by distance or time but are still reasonably foreseeable. Typical indirect transportation effects are those associated with changes in land use development over time. The land use changes are described in the Land Use EIS section, and the associated potential impacts to transportation will be discussed qualitatively.

1.7.11 Cumulative Effects

The cumulative impacts analysis will consider impacts on transportation from other past, present, and reasonably foreseeable future actions, including other transportation or infrastructure projects, and other land use actions or developments in the study area. The discussion of cumulative impacts will be developed in coordination with the Federal Way Link Extension project, which is assumed to be part of the No-Build Alternative, and the Operations and Maintenance

Facility South project, which is a reasonably foreseeable future project. Other projects that are reasonably foreseeable and will be considered in the cumulative impacts analysis are the SR 167 Completion project and the Federal Way City Center Access project. An appendix to the EIS will include a table and map summarizing reasonably foreseeable future actions.

A qualitative assessment will address additional cumulative transportation effects for specific reasonably foreseeable future plans or proposals that have not completed environmental review, or are not fully funded for construction (and therefore are not directly accounted for in the modeling), but could foreseeably be built by the horizon year. These may include, but are not limited to, consideration of effects from actions such as the following:

- Highway/lane management, such as from the implementation of tolls on state and/or local facilities, that could further alter travel behavior in the corridor.
- Construction activities from other transportation projects that could affect or be influenced by the project construction activities.
- Local developments and public infrastructure projects that could contribute to cumulative traffic delays on local arterial streets over the construction period.

1.8 Mitigation Measures

Potential impacts to transportation will be controlled through project planning, design, and the application of required best management practices (BMPs) during construction and operation. Measures to avoid and minimize potential impacts of the alternatives will be incorporated as appropriate. Where impacts cannot be avoided or minimized, mitigation measures will be developed.

The development of potential mitigation measures will be coordinated with the relevant federal, state, and local agencies and jurisdictions to identify strategies that may already be under consideration but could benefit the project.

1.8.1 Regional

Mitigation would be determined if any impacts to the measures evaluated within the Regional and Corridor Traffic section during operations or construction were identified.

1.8.2 Transit

Mitigation would be determined if any impacts to the measures evaluated within the Transit section during operations or construction were identified, including regional and subarea transit impacts.

1.8.3 Local Streets and Arterials

Mitigation to property access and local circulation will be developed to address impacts to the roadway system and/or individual properties caused by the project. This could include project impacts that create substantial out-of-direction travel or would substantially limit access to areas or properties through road closures or direct barriers the project creates. Local circulation mitigation could also be determined if the project shifts traffic and causes intersections to operate with a worse LOS based on the LOS standards established in this section.

For intersection operations, if the intersection LOS is equal to or better than the jurisdictional agency's LOS standard with the project alternatives, then that intersection is considered to meet the jurisdictional agency's standard and does not require mitigation. In situations where the intersection already operates worse than the jurisdictional agency's LOS standard (e.g., LOS F) in the No-Build Alternative, then mitigation is only required if the overall intersection delay and/or LOS noticeably degrades (greater than a 10 percent increase in the delay) with the project alternatives. In these situations, the project is only obligated to bring the operating condition back to the overall intersection delay levels in the no-build condition. Additionally, depending on the agreement with the relevant jurisdictions, potential mitigation may be needed if the project extends queue lengths further than those in the No-Build Alternative and beyond the storage provided. Potential mitigation might include operational changes to signal phasing and physical modification such as restriping, extending, or adding turn lanes.

Mitigation measures, if necessary, will be developed to address construction impacts on the local and arterial roadway system with respect to property access and circulation, and arterial and local roadway operations.

1.8.4 Freight

Potential improvements will be identified to mitigate potential direct (long-term and construction) impacts from the project alternatives on freight. This will consider degradation of freight operations access and circulation impacts along affected roadways, rail, and intermodal facilities.

1.8.5 Nonmotorized

Potential improvements will be identified to mitigate potential direct (long-term and construction) impacts from the project alternatives on the nonmotorized system. This will consider degradation of pedestrian and bicycle conditions surrounding station areas, and any identified direct impacts to the pedestrian and bicycle facilities.

1.8.6 Safety

Potential improvements will be identified to mitigate potential direct (long-term and construction) impacts from the project alternatives on the safety of the transportation system. This will consider degradation of safety to transit riders, arterial and local streets, nonmotorized modes (pedestrians and bicyclists), and freight travel.

1.8.7 Parking

Areas for potential parking mitigation will be identified by considering the potential for hide-and-ride parking activity in neighborhoods surrounding the stations. Areas with a high potential for hide-and-ride activity will be identified with potential mitigation strategies to reduce the likelihood of this activity. Mitigation for the loss of existing public on-street and off-street parking supply and parking impacts during construction will also be described as appropriate.

1.8.8 Navigation

Any mitigation measures necessary to address impacts to navigation during operation or construction will be identified.

1.9 Proposed Figures, Maps, or Other Data

Potential figures include:

- Study subareas
- Screenlines
- Freight routes and facilities
- Study intersection volumes
- Intersection LOS
- Walksheds and bikesheds
- Existing and future nonmotorized facilities

Potential tables and graphs include:

- Roadway v/c ratio
- Station mode of access
- Station ridership

1.10 Documentation

For the TDLE EIS, the transportation discipline will develop the following documentation:

- EIS chapter
- Transportation Technical Report

1.11 Data Developed for Use by Other Disciplines

Specific types of transportation data will also be developed for use in analyzing project impacts on other environmental resources.

Air Quality Analysis Data

To support the air quality impact analysis, the following types of data will be produced:

- Daily VMT estimates by speeds for four areas: the three TDLE study subareas and the regional system. These estimates will be provided in a tabular format for greenhouse gas analyses.

The above information will be provided for existing conditions (2019) and the horizon year (2042).

Noise Analysis Data

To support the noise impact analysis, the following types of data will be produced:

- Existing (2019) and horizon year (2042) PM peak hour Synchro model files and general system-wide vehicle classification information (i.e., heavy vehicle percentage).

Energy Analysis Data

To determine operational energy impacts, the following types of data for year 2042 will be produced:

- Daily regional VMT and VHT
- Daily light rail transit VMT

Economics Analysis Data

To support the economics analysis, the following information will be provided:

- Changes in access
- Parking impacts
- Construction detour routes
- Long term effects on general and freight mobility
- Temporary construction impacts to freight routes or loading zones

Environmental Justice and Social Resources, Community Facilities, and Neighborhoods Analysis Data

To support the environmental justice and social resources, community facilities, and neighborhoods analysis, a variety of data will be produced, including the following:

- Estimated travelsheds as determined by using the travel demand model to identify transportation analysis zones relevant to the environmental justice and social resources, community facilities, and neighborhoods analysis.
- Estimated travel times to selected destinations (e.g., Seattle-Tacoma International Airport; Seattle central business district; Tacoma central business district; Tacoma's "Medical Mile"; and University of Washington campuses in Seattle, Tacoma, Olympia, Federal Way, Kent, and Bellevue) for use in the analysis of access to employment centers, educational institutions, and medical services for environmental justice populations.
- Analysis of temporary or permanent impacts on Americans with Disabilities Act parking or designated parking at social services, as well as percentage of parking spaces temporarily or permanently lost in designated commercial shopping districts.
- Change in LOS or V/C ratios on corridor roadways and potential mitigation.

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ATTACHMENT B

Traffic Operations

South Federal Way Segment

4050: Pacific Hwy S & S 336 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.6	0.5	0.5	0.5	0.5	0.5	0.6	0.5	0.6	0.5
Total Del/Veh (s)	36.2	34.8	33.8	37.0	35.7	35.0	34.7	34.6	33.4	35.4	35.1

4250: Pacific Hwy S & S 340 Pl/16 Av S Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	16.1	13.5	14.0	17.5	14.7	11.8	14.1	13.5	14.2	16.7	14.6

4848: Pacific Hwy S & S 348 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	31.6	31.1	30.4	32.6	32.2	31.6	31.3	31.4	30.6	30.8	31.4

4850: Enchanted Pkwy S/16 Av S & S 348 St/SR 18 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	46.2	39.0	40.4	48.6	44.2	37.1	41.5	34.4	36.6	34.5	40.3

4851: SR 18 & I-5 SB Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	6.1	6.2	6.3	6.4	6.7	6.2	6.6	6.6	5.8	5.7	6.3

5047: Pacific Hwy S & S 352 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.2	7.6	7.9	8.7	7.9	8.9	8.3	8.8	8.3	8.9	8.4

5050: Enchanted Pkwy S & S 352 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.6	0.5	0.6	0.6	0.5	0.6	0.8	0.5	1.3	0.6	0.7
Total Del/Veh (s)	17.3	16.6	18.7	16.9	16.8	17.6	18.3	15.9	19.7	17.0	17.5

5246: Pacific Hwy S & S 356 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	26.7	31.3	27.8	28.7	31.1	27.6	28.7	29.4	27.6	29.9	28.9

5251: Enchanted Pkwy S & S 356 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.1	1.3	1.6	0.0	0.3	0.0	0.0	0.1	0.3
Total Del/Veh (s)	38.4	49.7	51.2	59.5	72.8	45.1	76.4	65.5	46.8	66.0	57.1

5451: Enchanted Pkwy S & SR18 - SR 161 Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0	4.8	0.0	0.0	0.0	0.5
Total Del/Veh (s)	9.0	10.2	10.7	15.6	25.8	8.9	63.4	15.6	9.6	12.0	18.2

5652: Enchanted Pkwy S & Milton Rd S Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	20.2	20.3	21.7	18.4	20.1	22.1	36.3	20.9	21.8	21.5	22.4

Total Zone Performance By Run

Run Number	1	10	2	3	4	5	6
Denied Del/Veh (s)	0.8	0.9	0.9	1.6	1.8	0.9	2.9
Total Del/Veh (s)	340.8	339.4	348.7	401.1	396.9	333.3	444.3

Total Zone Performance By Run

Run Number	7	8	9	Avg
Denied Del/Veh (s)	0.8	1.2	0.9	1.3
Total Del/Veh (s)	354.7	326.9	355.0	365.1

SimTraffic Performance Report
Existing PM Peak

03/03/2020

4050: Pacific Hwy S & S 336 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.6	0.6	0.6	0.5	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Total Del/Veh (s)	47.1	50.3	47.0	42.6	42.7	49.0	47.2	45.6	42.6	45.3	46.0

4250: Pacific Hwy S & S 340 Pl/16 Av S Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.3	0.2	0.4	0.3	0.3	0.3	0.3	0.4	0.3	0.3
Total Del/Veh (s)	24.2	23.6	21.6	22.1	23.0	23.4	24.8	20.2	22.5	22.4	22.8

4848: Pacific Hwy S & S 348 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.2
Total Del/Veh (s)	43.4	47.4	52.3	45.3	45.5	46.7	43.6	44.2	45.1	48.0	46.1

4850: Enchanted Pkwy S/16 Av S & S 348 St/SR 18 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	93.0	5.5	48.3	36.2	18.4	97.4	13.8	35.3	32.3	55.5	43.5
Total Del/Veh (s)	84.0	63.5	66.2	65.7	64.9	65.2	58.6	66.9	61.2	78.4	67.4

4851: SR 18 & I-5 SB Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	14.7	13.4	14.8	14.9	14.4	14.7	15.1	16.1	14.8	14.5	14.7

SimTraffic Performance Report
Existing PM Peak

03/03/2020

5047: Pacific Hwy S & S 352 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	15.1	15.4	15.5	17.0	16.6	16.1	15.3	16.7	14.5	13.6	15.6

5050: Enchanted Pkwy S & S 352 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	14.9	0.5	0.5	0.6	0.5	0.5	1.8	3.8	0.5	6.0	2.9
Total Del/Veh (s)	82.7	21.5	23.0	23.5	21.9	21.3	24.3	29.1	24.1	48.1	31.8

5246: Pacific Hwy S & S 356 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	4.3	0.8	0.1	0.5	0.2	2.9	0.1	0.0	0.2	0.1	0.9
Total Del/Veh (s)	40.9	39.1	44.2	37.0	37.8	45.1	36.7	40.5	42.8	36.6	40.1

5251: Enchanted Pkwy S & S 356 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	6.2	10.8	0.0	0.1	0.1	0.1	0.2	0.1	0.2	1.8
Total Del/Veh (s)	53.3	64.3	65.5	39.6	54.0	49.0	61.8	60.5	34.2	61.5	54.4

5451: Enchanted Pkwy S & SR18 WB Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	26.5	26.7	34.6	23.6	25.4	24.8	26.2	26.5	23.6	38.4	27.6

5652: Enchanted Pkwy S & Milton Rd S Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	24.4	26.0	25.5	23.6	26.1	23.7	24.0	22.8	25.1	20.0	24.1

Total Zone Performance By Run

Run Number	1	10	2	3	4	5	6
Denied Del/Veh (s)	62.6	6.4	32.8	22.6	11.9	60.8	9.6
Total Del/Veh (s)	918.3	839.4	823.6	775.4	782.1	792.0	778.5

Total Zone Performance By Run

Run Number	7	8	9	Avg
Denied Del/Veh (s)	23.1	20.6	35.6	28.6
Total Del/Veh (s)	813.6	772.3	814.3	812.8

4050: Pacific Hwy S & S 336 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.6	0.5	0.6	0.6
Total Del/Veh (s)	36.5	37.9	35.9	39.1	38.2	36.0	38.8	35.7	36.9	36.9	37.2

4250: Pacific Hwy S & S 340 Pl/16 Av S Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	19.1	20.1	19.6	20.4	21.9	22.0	22.2	20.9	20.1	18.9	20.5

4848: Pacific Hwy S & S 348 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	30.8	29.4	29.8	31.3	30.4	29.2	30.2	30.9	30.4	31.9	30.4

4850: Enchanted Pkwy S/16 Av S & S 348 St/SR 18 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.1	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	40.0	37.3	47.1	41.9	38.9	39.2	38.6	38.9	41.1	42.7	40.6

4851: SR 18 & I-5 SB Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	12.7	13.0	12.9	12.8	13.3	12.9	13.4	12.5	13.1	12.8	12.9

5047: Pacific Hwy S & S 352 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.2	9.6	8.4	9.8	9.0	9.4	8.7	9.6	9.5	9.0	9.2

5050: Enchanted Pkwy S & S 352 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total Del/Veh (s)	27.8	30.7	40.0	32.4	30.1	25.1	32.8	30.3	31.1	30.8	31.2

5246: Pacific Hwy S & S 356 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	32.0	31.8	30.5	30.6	33.2	31.3	31.1	31.1	32.4	30.8	31.5

5451: Enchanted Pkwy S & SR18 WB Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.3	15.2	15.2	16.5	16.0	16.6	16.4	16.2	15.0	15.5	15.7

5652: Enchanted Pkwy S & Milton Rd S Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.3	0.3	0.3	0.3
Total Del/Veh (s)	25.3	23.8	25.1	26.7	22.8	24.0	23.2	24.0	22.8	24.1	24.2

Total Zone Performance By Run

Run Number	1	10	2	3	4	5	6
Denied Del/Veh (s)	0.8	0.8	0.9	0.8	0.8	0.8	0.8
Total Del/Veh (s)	622.2	646.8	685.7	656.3	612.0	596.7	642.6

Total Zone Performance By Run

Run Number	7	8	9	Avg
Denied Del/Veh (s)	0.8	0.8	0.8	0.8
Total Del/Veh (s)	627.5	646.0	656.3	640.0

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4050: Pacific Hwy S & S 336 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.6	16.0	5.3	1.2	3.0	1.1	0.6	0.6	26.1	1.3	5.6
Total Del/Veh (s)	66.7	93.4	87.8	83.3	88.4	83.1	59.1	67.9	95.7	101.9	82.9

4250: Pacific Hwy S & S 340 Pl/16 Av S Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.4	0.4	0.4	0.4	0.5	0.4	0.3	0.4	0.3	0.4
Total Del/Veh (s)	23.4	24.2	23.4	23.1	23.3	26.2	24.9	25.0	23.8	24.6	24.2

4848: Pacific Hwy S & S 348 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.3	0.3	0.2	0.2
Total Del/Veh (s)	43.4	49.2	46.1	46.5	47.2	44.0	47.2	46.0	50.0	45.8	46.6

4850: Enchanted Pkwy S/16 Av S & S 348 St/SR 18 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1
Total Del/Veh (s)	35.5	37.4	38.5	37.0	37.6	37.2	37.6	37.1	37.4	37.5	37.3

4851: SR 18 & I-5 SB Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	22.9	23.9	21.9	22.5	23.4	23.3	21.2	22.4	23.0	24.2	22.9

5047: Pacific Hwy S & S 352 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	18.8	19.3	18.9	17.5	17.6	14.7	17.9	16.7	16.0	17.7	17.5

5050: Enchanted Pkwy S & S 352 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	5.2	0.4	3.7	0.4	4.8	0.5	0.4	0.4	9.4	0.5	2.6
Total Del/Veh (s)	32.2	26.4	38.6	25.8	38.1	25.1	25.2	24.3	46.6	24.3	30.7

5246: Pacific Hwy S & S 356 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	95.6	78.1	96.5	67.0	94.0	79.0	105.5	82.3	86.2	80.2	86.6

5451: Enchanted Pkwy S & SR18 WB Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.2	0.2	0.1	0.2	0.2	0.1	0.1	0.2	0.2	0.1
Total Del/Veh (s)	30.9	36.9	34.2	31.9	40.8	32.3	33.8	30.4	29.8	33.0	33.5

5652: Enchanted Pkwy S & Milton Rd S Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	24.1	29.5	26.8	22.7	27.2	22.7	27.3	25.0	24.0	26.1	25.5

Total Zone Performance By Run

Run Number	1	10	2	3	4	5	6
Denied Del/Veh (s)	2.6	8.1	4.3	1.2	3.6	1.1	0.9
Total Del/Veh (s)	702.4	781.4	766.8	684.4	808.5	690.7	689.5

Total Zone Performance By Run

Run Number	7	8	9	Avg
Denied Del/Veh (s)	0.9	15.6	1.2	4.0
Total Del/Veh (s)	682.8	780.6	735.0	732.9

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3: S 352 St & East Dwy Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	1.8	2.2	1.9	2.0	1.8	1.8	1.8	2.2	2.0	1.9

8: S 352 St & West Dwy Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.3	1.6	1.6	1.5	1.5	1.6	2.0	1.7	1.8	1.9	1.7

4050: Pacific Hwy S & S 336 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.5
Total Del/Veh (s)	36.4	36.0	38.2	37.5	37.1	36.9	36.1	37.4	35.4	37.4	36.9

4250: Pacific Hwy S & S 340 Pl/16 Av S Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	21.1	20.5	22.0	18.8	21.0	20.4	21.3	20.7	18.9	21.7	20.7

4848: Pacific Hwy S & S 348 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.2
Total Del/Veh (s)	36.9	34.1	34.7	32.9	35.2	35.0	35.9	31.8	34.5	35.4	34.7

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4850: Enchanted Pkwy S/16 Av S & S 348 St/SR 18 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.2	0.2	0.1	0.1
Total Del/Veh (s)	45.1	43.4	41.6	39.7	45.0	47.5	41.7	41.9	47.1	41.5	43.5

4851: SR 18 & I-5 SB Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.1	0.1
Total Del/Veh (s)	14.1	14.4	12.1	14.8	16.8	13.3	14.3	14.2	13.8	13.7	14.2

5047: Pacific Hwy S & S 352 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	24.2	19.4	17.2	18.3	22.5	20.1	18.5	19.2	20.6	22.3	20.3

5050: Enchanted Pkwy S & S 352 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.3	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total Del/Veh (s)	32.4	28.7	32.9	29.0	29.4	32.9	27.4	26.9	33.3	31.7	30.5

5246: Pacific Hwy S & S 356 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	32.1	31.9	30.1	30.7	32.3	30.9	32.2	32.8	32.3	34.5	32.0

5451: Enchanted Pkwy S & SR18 WB Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.0	15.0	16.6	15.7	14.7	15.9	15.9	14.6	14.9	14.9	15.2

5652: Enchanted Pkwy S & Milton Rd S Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.5	0.5	0.5
Total Del/Veh (s)	25.9	22.7	25.4	23.6	23.0	26.1	24.6	25.5	25.0	25.4	24.7

Total Zone Performance By Run

Run Number	1	10	2	3	4	5	6
Denied Del/Veh (s)	0.9	0.9	0.9	0.8	0.8	0.9	0.9
Total Del/Veh (s)	695.5	669.7	657.0	631.4	674.6	661.6	650.3

Total Zone Performance By Run

Run Number	7	8	9	Avg
Denied Del/Veh (s)	1.0	1.0	0.9	0.9
Total Del/Veh (s)	620.4	730.2	698.2	671.9

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1: S 352 St & East Dwy Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.7	2.9	2.3	2.6	2.5	2.5	2.9	2.1	2.4	2.7	2.6

8: S 352 St & West Dwy Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.0	0.0
Total Del/Veh (s)	3.0	2.9	3.1	2.9	2.5	2.0	2.7	2.6	2.5	3.4	2.8

4050: Pacific Hwy S & S 336 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.6	0.6	0.6	0.6	5.9	29.3	1.8	16.7	4.0	0.6	6.1
Total Del/Veh (s)	62.4	76.7	81.9	52.7	104.6	96.9	89.4	98.0	85.9	71.3	82.1

4250: Pacific Hwy S & S 340 Pl/16 Av S Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.4	0.7	0.4	0.3	0.4	0.3	0.4	0.3	0.4	0.4
Total Del/Veh (s)	23.3	26.4	23.7	23.5	22.9	21.2	25.0	27.2	23.4	23.8	24.1

4848: Pacific Hwy S & S 348 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	50.0	55.1	51.0	50.5	47.4	46.7	48.4	47.6	50.1	50.4	49.7

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4850: Enchanted Pkwy S/16 Av S & S 348 St/SR 18 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.2	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	39.4	39.8	38.6	37.0	38.3	37.1	41.0	39.2	38.3	37.3	38.6

4851: SR 18 & I-5 SB Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	22.6	24.3	21.3	22.4	22.4	21.9	23.5	24.1	25.3	22.8	23.1

5047: Pacific Hwy S & S 352 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	24.6	29.8	28.0	24.8	24.6	27.4	24.5	25.8	24.6	36.5	27.1

5050: Enchanted Pkwy S & S 352 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.7	0.5	0.5	0.4	0.8	0.5	0.5	2.7	0.5	0.7
Total Del/Veh (s)	25.2	30.0	24.3	27.1	26.8	26.1	26.3	26.8	28.3	26.3	26.7

5246: Pacific Hwy S & S 356 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	8.2	0.0	0.2	0.0	0.1	4.3	0.6	3.9	0.0	0.6	1.8
Total Del/Veh (s)	99.7	97.1	109.9	102.7	101.1	104.2	99.0	86.1	95.1	110.4	100.6

5451: Enchanted Pkwy S & SR18 WB Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.2	0.2	0.1	0.1	0.2	0.2	0.2
Total Del/Veh (s)	36.5	46.6	33.3	33.0	34.7	31.5	37.5	33.9	33.2	39.5	36.0

5652: Enchanted Pkwy S & Milton Rd S Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	25.2	28.1	28.4	26.2	23.9	23.7	27.3	33.1	24.3	25.9	26.6

Total Zone Performance By Run

Run Number	1	10	2	3	4	5	6
Denied Del/Veh (s)	4.2	1.0	1.1	0.9	3.3	15.7	1.6
Total Del/Veh (s)	735.4	783.1	771.5	727.4	774.1	752.0	743.8

Total Zone Performance By Run

Run Number	7	8	9	Avg
Denied Del/Veh (s)	9.5	3.2	1.2	4.1
Total Del/Veh (s)	752.3	759.9	790.3	760.7

1: Enchanted Pkwy S & Station Dwy Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.4	3.4	3.4	3.4	3.3	3.1	3.7	3.0	3.4	3.1	3.3

4050: Pacific Hwy S & S 336 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.6	0.5	0.5	0.5	0.6	0.5	0.5	0.5	0.5	0.5
Total Del/Veh (s)	37.8	37.2	36.8	38.3	36.6	37.1	38.5	39.1	37.7	38.4	37.7

4250: Pacific Hwy S & S 340 Pl/16 Av S Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	23.0	21.3	21.4	21.2	22.1	22.7	21.7	21.3	22.6	21.3	21.9

4848: Pacific Hwy S & S 348 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	32.7	33.1	31.2	32.1	32.6	33.3	33.0	33.4	32.8	32.5	32.7

4850: Enchanted Pkwy S/16 Av S & S 348 St/SR 18 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.1	0.2	0.2	0.1	0.1	0.2	0.1
Total Del/Veh (s)	40.5	44.4	42.9	43.2	43.5	43.9	48.2	41.6	43.2	44.5	43.6

4851: SR 18 & I-5 SB Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1
Total Del/Veh (s)	13.9	14.6	14.2	15.3	15.7	12.9	13.4	13.7	13.9	13.7	14.1

5047: Pacific Hwy S & S 352 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.5	9.6	9.6	9.6	9.9	9.3	9.0	9.8	9.3	9.1	9.5

5050: Enchanted Pkwy S & S 352 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3	0.3	3.1	0.3	0.3	0.3	0.6
Total Del/Veh (s)	28.2	28.5	30.1	28.8	31.2	31.1	51.9	28.8	30.3	29.3	31.9

5246: Pacific Hwy S & S 356 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.7	0.2	0.5	0.5	0.4	0.4	0.3	0.4	0.8	0.2	0.4
Total Del/Veh (s)	30.3	31.7	30.3	34.3	31.3	30.8	31.6	32.1	31.7	30.7	31.5

5451: Enchanted Pkwy S & SR18 WB Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	16.5	16.8	17.0	18.1	17.6	18.2	19.2	17.3	18.3	16.5	17.5

5652: Enchanted Pkwy S & Milton Rd S Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.5	0.5	0.5	0.5
Total Del/Veh (s)	25.1	24.9	26.6	26.0	26.1	25.8	24.5	24.6	24.2	26.2	25.4

Total Zone Performance By Run

Run Number	1	10	2	3	4	5	6
Denied Del/Veh (s)	1.1	1.0	1.0	1.1	1.0	1.1	2.3
Total Del/Veh (s)	612.5	603.8	615.4	603.4	623.8	623.1	678.0

Total Zone Performance By Run

Run Number	7	8	9	Avg
Denied Del/Veh (s)	1.0	1.2	1.0	1.2
Total Del/Veh (s)	613.2	627.0	640.8	624.9

SimTraffic Performance Report
2042 Ench Pkwy PM Peak

03/03/2020

1: S 352 St & East Dwy Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.7	2.9	2.3	2.6	2.5	2.5	2.9	2.1	2.4	2.7	2.6

8: S 352 St & West Dwy Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.0	0.0
Total Del/Veh (s)	3.0	2.9	3.1	2.9	2.5	2.0	2.7	2.6	2.5	3.4	2.8

4050: Pacific Hwy S & S 336 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.6	0.6	0.6	0.6	5.9	29.3	1.8	16.7	4.0	0.6	6.1
Total Del/Veh (s)	62.4	76.7	81.9	52.7	104.6	96.9	89.4	98.0	85.9	71.3	82.1

4250: Pacific Hwy S & S 340 Pl/16 Av S Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.4	0.7	0.4	0.3	0.4	0.3	0.4	0.3	0.4	0.4
Total Del/Veh (s)	23.3	26.4	23.7	23.5	22.9	21.2	25.0	27.2	23.4	23.8	24.1

4848: Pacific Hwy S & S 348 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	50.0	55.1	51.0	50.5	47.4	46.7	48.4	47.6	50.1	50.4	49.7

SimTraffic Performance Report
2042 Ench Pkwy PM Peak

03/03/2020

4850: Enchanted Pkwy S/16 Av S & S 348 St/SR 18 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.2	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	39.4	39.8	38.6	37.0	38.3	37.1	41.0	39.2	38.3	37.3	38.6

4851: SR 18 & I-5 SB Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	22.6	24.3	21.3	22.4	22.4	21.9	23.5	24.1	25.3	22.8	23.1

5047: Pacific Hwy S & S 352 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	24.6	29.8	28.0	24.8	24.6	27.4	24.5	25.8	24.6	36.5	27.1

5050: Enchanted Pkwy S & S 352 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.7	0.5	0.5	0.4	0.8	0.5	0.5	2.7	0.5	0.7
Total Del/Veh (s)	25.2	30.0	24.3	27.1	26.8	26.1	26.3	26.8	28.3	26.3	26.7

5246: Pacific Hwy S & S 356 St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	8.2	0.0	0.2	0.0	0.1	4.3	0.6	3.9	0.0	0.6	1.8
Total Del/Veh (s)	99.7	97.1	109.9	102.7	101.1	104.2	99.0	86.1	95.1	110.4	100.6

5451: Enchanted Pkwy S & SR18 WB Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.2	0.2	0.1	0.1	0.2	0.2	0.2
Total Del/Veh (s)	36.5	46.6	33.3	33.0	34.7	31.5	37.5	33.9	33.2	39.5	36.0

5652: Enchanted Pkwy S & Milton Rd S Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	25.2	28.1	28.4	26.2	23.9	23.7	27.3	33.1	24.3	25.9	26.6

Total Zone Performance By Run

Run Number	1	10	2	3	4	5	6
Denied Del/Veh (s)	4.2	1.0	1.1	0.9	3.3	15.7	1.6
Total Del/Veh (s)	735.4	783.1	771.5	727.4	774.1	752.0	743.8

Total Zone Performance By Run

Run Number	7	8	9	Avg
Denied Del/Veh (s)	9.5	3.2	1.2	4.1
Total Del/Veh (s)	752.3	759.9	790.3	760.7

Fife Segment

11: 54th Ave E & 12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.4	0.3	0.3	0.3	0.4	0.3	0.3	0.4	0.4	0.3
Total Del/Veh (s)	12.0	10.0	11.9	12.5	10.8	10.8	10.8	12.0	12.6	12.7	11.6

12: 54th Ave E & Pacific HWY/Pacific HWY (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.3	0.3	0.2	0.3	0.6	0.2	0.4	0.3	0.2	0.3
Total Del/Veh (s)	38.2	39.3	38.2	37.6	38.4	39.0	39.7	38.2	37.2	39.6	38.5

13: I-5 SB On & 54th Ave E & I-5 SB Off Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	60.7	52.5	61.0	58.8	59.5	64.4	59.7	60.9	59.8	62.7	60.0

14: 54th Ave E & I-5 NB Off Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	5.5	6.9	5.0	5.2	6.5	4.6	5.7	7.3	4.6	6.1	5.7

15: 54th Ave E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	1.0	0.5	0.5	0.8	0.5	0.9	0.5	0.5	0.8	0.6
Total Del/Veh (s)	46.5	43.6	41.4	44.6	57.0	41.9	51.8	40.3	41.2	53.9	46.2

17: 51st Ave E & Pacific HWY Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1
Total Del/Veh (s)	6.1	5.4	6.0	6.0	5.7	5.1	5.7	5.0	6.2	5.7	5.7

18: 51st Ave E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.1	2.2	2.3	2.2	2.6	2.0	1.9	2.1	1.9	2.0	2.1

19: 59th Ave CT E & Pacific HWY (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	7.1	7.6	6.8	7.2	7.5	7.1	7.8	7.7	6.8	7.2	7.3

21: Pacific HWY (SR 99) & 62nd Ave E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.0	2.0	1.7	2.2	2.0	1.6	2.1	1.9	2.0	1.8	1.9

38: 52nd Ave E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	10.3	9.6	10.0	10.2	9.0	8.8	9.4	7.9	9.6	9.7	9.5

44: Willows Rd E & Pacific HWY Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	5.9	4.5	5.1	5.4	5.3	5.0	4.6	4.8	4.7	4.9	5.0

47: 54th Ave E & 8th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.5	2.3	2.4	2.5	2.4	2.6	2.1	3.0	2.5	1.8	2.4

50: Pacific HWY & 46th Ave E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.2	1.0	1.2	1.1	1.0	0.8	0.9	0.9	0.9	1.0	1.0

53: 62nd Ave E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.6	0.5	0.5	0.6	0.6	0.5	0.5	0.6	0.5	0.5	0.5
Total Del/Veh (s)	2.9	2.6	2.9	3.1	2.7	3.1	3.2	2.7	2.9	3.2	2.9

56: 58th Ave E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.1
Total Del/Veh (s)	3.1	2.5	2.7	3.1	2.7	3.1	3.9	2.5	2.0	2.3	2.8

60: Frank Albert Rd E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.4	0.4	0.4	0.4	0.3	0.5	0.4	0.4	0.4	0.4
Total Del/Veh (s)	4.7	4.8	4.7	4.7	4.5	4.5	4.5	4.1	4.3	4.0	4.5

90: Frank Albert Rd E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.1

168: I-5 NB Off Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.7	0.7	0.7	0.7	0.7	0.7	0.8	0.8	0.7	0.7	0.7

Total Network Performance By Run

Run Number	1	10	2	3	4	5	6
Denied Del/Veh (s)	39.3	12.7	41.8	48.2	55.0	50.9	41.9
Total Del/Veh (s)	77.2	69.6	75.8	76.5	80.9	75.4	79.4

Total Network Performance By Run

Run Number	7	8	9	Avg
Denied Del/Veh (s)	60.1	37.8	48.7	43.6
Total Del/Veh (s)	76.4	74.2	81.5	76.7

3: Port of Tacoma Rd & Pacific HWY Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	16.1	11.2	9.5	2.2	12.8	40.0	7.1	2.1	52.2	3.2	15.9
Total Del/Veh (s)	211.8	242.4	200.4	187.0	217.5	179.0	205.2	189.0	170.9	173.4	197.4

4: Pacific HWY & 34th Ave E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	17.7	3.6	3.9	10.2	3.7	4.7	4.0	4.0	3.7	5.9

8: Alexander Ave E & Pacific HWY Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.3	0.3	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.4
Total Del/Veh (s)	10.7	11.5	11.5	12.7	12.4	12.8	11.7	11.5	11.4	10.9	11.7

11: 54th Ave E & 12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.6	0.6	0.7	0.6	0.7	0.7	0.7	0.7	0.6	0.7	0.7
Total Del/Veh (s)	16.7	14.8	14.8	15.0	17.0	15.6	16.7	17.3	14.8	17.2	16.0

12: 54th Ave E & Pacific Hwy E/Pacific HWY (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.7	2.8	0.6	0.6	1.7	0.8	0.6	1.3	2.1	1.1
Total Del/Veh (s)	114.1	115.6	113.4	112.8	114.3	115.2	108.8	108.6	115.3	116.4	113.4

13: I-5 SB On & 54th Ave E & I-5 SB Off Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	13.7	14.8	22.6	14.1	12.7	11.8	14.3	14.1	14.7	13.8	14.7

14: 54th Ave E & I-5 NB Off Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	31.1	11.9	19.8	41.4	28.5	10.4	47.2	73.0	7.3	42.9	31.5
Total Del/Veh (s)	45.1	39.5	43.6	38.0	38.6	37.6	43.1	56.7	38.0	42.1	42.3

15: 54th Ave E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	41.5	40.8	39.7	40.8	41.5	40.6	42.3	42.4	42.4	42.8	41.5

17: 51st Ave E & Pacific HWY Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	8.9	7.9	8.2	8.4	8.5	7.8	9.0	8.3	8.6	9.2	8.5

18: 51st Ave E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.4	0.4	0.4	0.4	0.5	0.4	0.5	0.4	0.5	0.4
Total Del/Veh (s)	2.5	2.6	2.2	2.3	2.3	2.4	2.4	2.6	2.3	2.6	2.4

19: Pacific HWY (SR 99) & 59th Ave CT E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	57.9	46.8	16.9	11.9	5.3	53.3	60.7	5.8	13.3	9.0	28.1
Total Del/Veh (s)	109.6	102.3	93.5	87.5	87.7	110.7	102.4	83.4	103.4	105.7	98.5

21: Pacific HWY (SR 99) & 62nd Ave E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	37.4	26.1	21.1	16.3	14.9	37.3	23.0	6.6	19.2	20.8	22.1
Total Del/Veh (s)	177.6	140.4	135.0	119.1	145.4	157.0	143.1	104.1	143.0	169.7	143.1

23: 70th Ave E & Pacific HWY (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	74.7	56.2	27.4	18.2	28.0	97.5	56.3	23.0	28.2	113.8	52.7
Total Del/Veh (s)	73.4	65.3	46.8	46.0	59.6	71.9	64.8	51.7	65.1	86.1	62.9

30: 54th Ave E & 23rd St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.3	0.3	0.2	0.2	0.2	0.3	0.3	0.4	0.3
Total Del/Veh (s)	4.0	4.5	3.9	5.0	4.6	3.7	4.7	5.7	4.3	4.4	4.5

34: Pacific HWY & 46th Ave E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	3.6	4.7	3.8	4.0	4.4	4.1	3.8	3.7	2.8	3.8

35: Port of Tacoma Rd & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.3	0.2	0.1	0.1	0.1	0.1
Total Del/Veh (s)	13.6	30.4	20.8	27.7	22.4	17.6	29.3	20.9	24.8	17.2	22.4

37: 52nd Ave E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	9.3	9.8	9.4	10.0	9.9	9.2	10.2	9.4	8.9	8.8	9.5

39: Port of Tacoma Rd & I-5 SB On/I-5 SB Off Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	11.1	19.3	16.1	23.8	25.4	3.7	27.7	24.7	21.5	13.7	18.5
Total Del/Veh (s)	72.5	83.6	79.0	82.5	83.2	62.3	86.7	84.7	84.1	69.5	78.6

60: Port of Tacoma Rd & I-5 NB Off/I-5 NB On Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.7	0.7	0.5	2.5	0.6	0.3	0.4	0.3	1.2	0.8	0.8
Total Del/Veh (s)	24.5	34.3	30.6	34.4	31.4	23.5	36.1	26.0	31.8	26.4	29.8

65: Pacific HWY Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	3.6	3.5	4.0	3.9	4.5	4.3	4.6	4.9	4.7	4.3	4.3

67: Pacific HWY & 44th Ave E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	3.6	0.1	0.1	0.0	0.1	1.5	1.6	0.1	0.4	1.0	0.8
Total Del/Veh (s)	8.7	5.2	5.6	4.2	5.3	6.8	9.5	6.3	8.8	6.6	6.7

68: Willows Rd E & Pacific HWY Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.1	0.1	0.2	0.1	0.1	0.2	0.1	0.1	0.1	0.1
Total Del/Veh (s)	9.2	9.5	9.8	9.5	10.4	9.2	10.3	9.0	9.7	9.1	9.6

78: 40th Ave Ct E & Pacific HWY Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.1	2.2	2.3	2.5	2.6	2.3	2.5	2.7	2.8	2.5	2.5

89: 58th Ave E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	4.4	4.1	5.0	4.5	4.5	3.2	3.6	4.8	3.6	3.9	4.2

101: 62nd Ave E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.8	0.8	0.9	0.8	0.8	0.8	0.7	0.8	0.8	0.7	0.8
Total Del/Veh (s)	4.2	4.5	4.9	3.9	4.5	4.2	4.3	5.8	4.1	3.7	4.4

105: I-5 SB On Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	120.3	74.2	116.2	104.1	115.0	80.7	103.1	107.8	97.2	57.6	97.6
Total Del/Veh (s)	102.9	99.7	109.3	106.9	110.1	102.3	109.1	106.2	112.0	102.6	106.2

168: I-5 NB Off Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1
Total Del/Veh (s)	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.6	0.7	0.7

Total Network Performance By Run

Run Number	1	10	2	3	4	5	6
Denied Del/Veh (s)	53.2	64.4	41.2	43.4	49.0	55.8	78.3
Total Del/Veh (s)	203.4	202.9	186.4	176.0	189.2	187.5	198.2

Total Network Performance By Run

Run Number	7	8	9	Avg
Denied Del/Veh (s)	38.5	55.4	51.4	53.1
Total Del/Veh (s)	176.2	190.2	196.3	190.9

1: Port of Tacoma Rd & N Frontage Rd/SR 509 Off Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	9.7	9.5	9.6	9.5	9.1	9.2	8.8	10.0	9.5	9.2	9.4

2: Port of Tacoma Rd & NB SR 509 on/off/12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	1.3	1.3	1.4	1.3	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Total Del/Veh (s)	11.4	10.6	10.6	11.8	10.5	10.9	9.9	11.6	10.5	10.3	10.8

3: Port of Tacoma Rd & Pacific HWY (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	18.5	18.0	18.2	18.2	18.6	18.3	18.3	17.9	18.3	17.8	18.2

4: 34th Ave E & Pacific HWY (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.1	8.0	8.4	8.6	7.7	8.3	8.3	8.3	8.4	8.4	8.2

5: Alexander Ave E & SR 509/SR 509 WB Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	195.4	123.3	195.9	94.5	148.8	94.5	112.9	183.0	101.4	169.6	142.4
Total Del/Veh (s)	206.1	198.3	204.4	193.3	202.6	194.8	199.3	206.9	191.7	204.2	200.1

6: Alexander Ave E & SR 509 EB/SR 509 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	8.4	17.5	4.8	6.9	9.0	5.0	6.2	5.6	9.6	15.1	8.8
Total Del/Veh (s)	53.2	77.5	36.6	62.4	41.7	38.3	54.1	48.0	38.4	70.1	52.2

7: Alexander Ave E & 12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	36.4	0.1	0.4	0.1	0.1	0.1	0.1	0.1	3.9	4.2
Total Del/Veh (s)	52.8	81.8	33.1	54.3	28.1	7.3	31.8	36.5	60.7	67.2	45.5

8: Alexander Ave E & Pacific HWY (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Total Del/Veh (s)	11.8	11.4	12.3	10.9	11.2	12.1	11.7	11.6	10.6	12.6	11.6

9: Taylor Way & SR 509 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.6	0.7	0.6	0.5	0.5	0.4	0.5	0.5	0.5	0.5	0.5
Total Del/Veh (s)	35.8	44.3	32.7	33.4	33.6	33.8	36.0	37.6	32.9	33.3	35.4

10: 54th Ave E & SR 167 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	37.9	90.2	23.9	55.4	75.8	27.8	82.3	62.9	56.5	14.9	52.8
Total Del/Veh (s)	37.4	36.1	34.1	31.6	32.9	32.7	35.8	35.7	35.8	35.3	34.8

11: 54th Ave E & 12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.2
Total Del/Veh (s)	15.9	15.6	15.7	15.4	16.5	13.5	15.6	14.6	15.6	15.6	15.4

12: 54th Ave E & Pacific Hwy E/Pacific Hwy E (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	1.7	2.3	1.8	1.5	1.5	1.3	1.5	0.7	1.2	0.7	1.4
Total Del/Veh (s)	49.0	45.4	52.6	47.5	43.2	46.9	48.4	45.5	47.6	44.6	47.1

13: 54th Ave E & I-5 SB Off-Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.5	5.0	0.3	0.4	0.9	0.3	0.8	0.5	0.4	0.9
Total Del/Veh (s)	16.8	25.7	53.0	17.1	16.5	46.4	15.9	26.8	25.8	26.1	27.1

14: 54th Ave E & I-5 NB Ramps Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	4.7	14.1	3.1	0.1	0.1	0.1	12.3	9.9	0.3	4.5
Total Del/Veh (s)	8.0	24.5	39.6	16.1	10.6	8.8	6.3	35.5	28.1	15.8	19.4

15: 54th Ave E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	27.5	13.1	30.8	18.1	2.6	24.8	28.0	21.0	17.4	25.2	20.9
Total Del/Veh (s)	80.4	75.7	90.1	88.1	86.8	86.4	88.6	89.1	87.5	88.0	86.1

16: E Valley Ave & 54th Ave Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	17.0	0.5	0.7	69.4	3.2	58.7	44.8	26.3	19.1	105.4	34.4
Total Del/Veh (s)	26.4	9.6	12.3	44.8	16.1	46.2	26.0	23.7	27.5	48.5	27.8

17: I-5 SB Ramps/51st Ave E & Pacific Hwy E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	25.0	0.3	0.3	0.3	0.3	0.3	0.4	0.3	1.0	0.3	2.8
Total Del/Veh (s)	36.9	22.7	20.1	23.1	18.9	21.4	31.9	18.1	30.9	19.2	24.4

18: 51st Ave E/I-5 NB Ramps & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.4	0.3	0.3	0.3	0.3	0.4	0.4	0.3	0.3	0.3
Total Del/Veh (s)	14.0	12.1	12.8	13.3	13.5	13.5	13.0	13.6	13.2	12.7	13.2

19: 59th Ave Ct E & Pacific Hwy E (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.3	0.2	0.2
Total Del/Veh (s)	25.3	27.3	24.5	24.4	25.8	25.2	27.1	25.3	27.1	23.5	25.6

20: 62nd Ave E & 12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.5	0.2	0.4	0.2	0.4	0.2	0.2	0.3
Total Del/Veh (s)	8.9	8.6	6.1	12.2	7.4	8.6	7.1	10.2	9.6	6.6	8.6

21: 62nd Ave E & Pacific Hwy E (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1
Total Del/Veh (s)	5.5	7.1	3.6	8.7	5.4	11.2	4.0	9.0	4.7	12.2	7.2

22: Pacific HWY (SR 99) & Porter Way Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	71.2	24.2	18.0	19.6	25.2	73.2	71.5	63.3	22.1	43.8	43.4
Total Del/Veh (s)	77.7	71.4	64.2	66.1	81.8	86.8	90.7	81.2	76.3	73.3	76.9

23: Pacific HWY (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	146.8	162.0	152.2	166.2	216.0	187.7	186.2	171.7	166.6	188.4	174.4
Total Del/Veh (s)	225.7	230.4	206.0	219.7	228.3	230.5	215.1	218.5	198.6	225.8	220.0

24: 70th Ave E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	71.6	5.3	55.3	11.3	1.0	66.3	136.9	61.8	5.0	98.4	52.0
Total Del/Veh (s)	136.9	98.9	137.3	74.9	65.3	104.9	143.6	121.1	76.1	139.5	109.6

26: 54th Ave E & Driveway/15th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.9	10.0	16.5	8.8	8.6	8.1	9.9	7.8	8.7	7.7	9.7

28: 59th Ave Ct E/Driveway & 12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.1	0.2	0.1	0.1	0.2	0.2	0.2
Total Del/Veh (s)	18.4	16.2	16.7	16.4	16.8	16.8	17.0	17.2	16.6	18.8	17.1

30: 54th Ave E & 23rd St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	13.5	2.0	6.1	8.1	9.1	15.2	7.9	16.8	10.4	38.9	12.8
Total Del/Veh (s)	43.6	19.5	38.8	41.9	43.6	44.0	40.9	41.3	31.6	54.1	39.9

32: Port of Tacoma Rd & I-5 NB Off/I-5 NB On Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	7.8	7.9	7.9	7.7	8.5	8.4	8.3	8.6	8.2	7.9	8.1

33: Port of Tacoma Rd & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.6	0.4	0.5	0.4	0.4	0.4	0.4	0.5	0.4	0.4
Total Del/Veh (s)	6.4	7.2	6.9	6.6	6.1	6.4	6.8	6.2	6.2	6.6	6.5

35: 59th Ave Ct E & 15th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.5	5.2	4.9	5.5	5.8	4.6	4.9	4.6	6.8	5.3	5.3

38: 52nd Ave E & Pacific Hwy E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.8	1.3	0.7	0.3	0.4	0.4	0.3	0.5	0.4	0.3	0.5
Total Del/Veh (s)	28.3	23.8	22.1	19.0	13.2	21.4	26.7	18.0	27.1	15.1	21.5

41: I-5 SB Ramps Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.3	0.3	0.6	0.2	0.3	0.3	0.3	0.4	0.3	0.3
Total Del/Veh (s)	7.1	1.8	0.9	9.2	1.5	2.3	2.7	1.0	6.0	2.0	3.5

47: 54th Ave E & 8th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.2	0.2	0.3	0.3	0.3	0.3	0.4	0.3	0.3	0.3
Total Del/Veh (s)	12.0	11.7	12.3	12.5	12.2	11.9	11.7	13.5	13.7	14.2	12.6

59: 54th Ave E & 4th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	35.4	0.6	0.1	17.9	1.8	0.7	0.6	0.6	1.0	2.3	6.1
Total Del/Veh (s)	130.0	96.4	29.5	89.7	110.6	32.9	68.2	70.6	71.5	58.3	75.9

65: Port of Tacoma Rd & I-5 SB On/I-5 SB Off Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.7	9.9	9.3	8.8	7.7	7.8	9.0	9.3	8.7	10.1	8.9

66: I-5 NB Ramps Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.4	0.4	0.4	0.3	0.3	0.3	0.4	0.4	0.5	0.4
Total Del/Veh (s)	0.6	0.6	0.5	0.6	0.6	0.5	0.6	0.6	0.5	0.6	0.6

70: SR 509 Off Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	2.1	3.3	1.6	1.0	1.8	1.3	1.8	2.1	2.4	3.2	2.1
Total Del/Veh (s)	5.9	6.6	6.3	6.3	5.9	5.9	6.3	6.2	6.4	6.8	6.3

145: I-5 SB Off & 34th Ave E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total Del/Veh (s)	6.3	6.1	6.3	6.0	6.3	6.9	6.1	6.1	6.0	5.8	6.2

147: I-5 NB On Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.8	9.6	10.1	9.8	9.9	10.6	9.6	10.1	9.6	10.2	10.0

148: 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	2.1	2.5	2.4	2.2	2.3	2.4	2.4	2.3	2.5	2.4	2.4

150: SR 509 WB/SR 509 EB & SR 509 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.0	12.6	11.4	11.5	11.0	11.5	11.5	12.2	11.1	11.6	11.6

Total Network Performance By Run

Run Number	1	10	2	3	4	5	6
Denied Del/Veh (s)	64.1	46.4	53.3	43.0	48.7	56.1	68.4
Total Del/Veh (s)	153.1	148.5	136.2	137.0	135.9	142.8	148.0

Total Network Performance By Run

Run Number	7	8	9	Avg
Denied Del/Veh (s)	61.6	42.2	66.9	55.1
Total Del/Veh (s)	146.7	131.0	150.3	143.0

1: Port of Tacoma Rd & N Frontage Rd/SR 509 Off Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.8	0.8	0.7	0.9	0.7	0.7	0.9	0.8	0.9	0.7	0.8
Total Del/Veh (s)	16.8	16.1	18.5	17.0	16.2	17.2	18.9	15.4	16.9	15.9	16.9

2: Port of Tacoma Rd & NB SR 509 on/off/12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	1.5	2.1	5.5	1.7	2.9	3.0	39.3	15.4	13.9	7.9	9.3
Total Del/Veh (s)	23.3	31.8	44.1	23.6	29.6	24.8	51.9	42.3	48.5	43.0	36.3

3: Port of Tacoma Rd & Pacific HWY (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	64.2	73.0	43.4	58.9	65.7	62.2	70.7	104.0	115.4	77.2	73.5
Total Del/Veh (s)	146.8	127.9	78.9	95.0	71.1	157.5	79.9	174.2	173.4	114.7	121.4

4: 34th Ave E & Pacific HWY (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	59.7	13.3	36.6	56.6	10.2	41.3	124.0	26.6	8.0	107.9	48.7
Total Del/Veh (s)	97.3	79.6	78.5	93.4	58.2	77.7	97.0	98.0	76.6	104.3	85.9

5: Alexander Ave E & SR 509/SR 509 WB Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	367.2	300.3	331.2	379.5	300.3	452.0	405.9	353.2	336.1	394.0	362.9
Total Del/Veh (s)	257.7	224.7	219.3	221.5	209.0	222.7	262.4	215.0	224.2	232.7	228.6

6: Alexander Ave E & SR 509 EB/SR 509 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.9	0.8	1.1	1.4	1.3	2.0	1.1	1.1	0.6	0.8	1.1
Total Del/Veh (s)	60.3	45.6	45.1	45.3	46.5	46.2	65.0	40.3	40.4	40.4	47.6

7: Alexander Ave E & 12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	1.4	0.4	7.9	0.2	0.6	0.2	0.2	0.2	1.2
Total Del/Veh (s)	64.1	14.6	61.1	51.1	83.2	66.9	52.5	19.5	8.2	15.5	43.7

8: Alexander Ave E & Pacific HWY (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	16.4	15.7	16.8	18.1	16.9	14.7	18.0	15.5	19.2	16.2	16.8

9: Taylor Way & SR 509 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Total Del/Veh (s)	36.5	33.6	31.0	31.3	33.2	32.1	38.5	29.2	32.5	31.0	32.9

10: 54th Ave E & SR 167 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	1.4	0.2	1.7	0.2	1.7	0.1	0.2	1.3	0.2	0.2	0.7
Total Del/Veh (s)	29.9	19.7	32.8	22.5	39.4	16.7	21.9	26.8	21.5	21.7	25.4

11: 54th Ave E & 12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	36.0	1.9	0.1	0.1	0.3	17.5	0.2	2.7	12.8	7.3
Total Del/Veh (s)	37.0	169.5	70.8	33.2	33.5	55.9	100.0	33.4	92.4	140.6	77.3

12: 54th Ave E & Pacific Hwy E/Pacific Hwy E (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	1.0	0.1	2.7	0.2	2.1	0.2	0.4	1.8	0.1	0.9
Total Del/Veh (s)	75.6	113.0	80.2	123.5	81.5	116.4	84.4	112.4	107.3	73.7	96.8

13: 54th Ave E & I-5 SB Off-Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	5.1	0.3	0.4	0.3	0.3	0.3	7.8	0.3	0.4	1.6
Total Del/Veh (s)	19.3	49.6	27.5	19.7	17.5	16.2	21.1	46.4	19.7	33.2	27.1

14: 54th Ave E & I-5 NB Ramps Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	54.6	10.8	0.7	0.9	4.7	2.5	0.1	13.9	21.4	32.4	14.2
Total Del/Veh (s)	26.0	22.8	17.6	20.8	21.6	15.5	17.7	21.9	26.0	26.7	21.6

15: 54th Ave E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.6	6.9	4.5	0.8	2.8	7.5	1.7	2.2	0.9	2.4	3.0
Total Del/Veh (s)	43.1	48.5	47.1	56.6	49.2	45.5	48.0	47.1	49.8	46.7	48.1

16: E Valley Ave & 54th Ave Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.4	0.4	0.4	0.4	0.5	0.4	0.5	0.4	0.4	0.4
Total Del/Veh (s)	7.9	8.3	7.1	6.9	8.5	10.0	8.4	8.1	8.7	9.1	8.3

17: I-5 SB Ramps/51st Ave E & Pacific Hwy E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.1	0.2	0.1	0.1	0.2	0.0	0.1	0.1	0.1
Total Del/Veh (s)	31.8	34.4	30.4	31.0	31.5	29.5	29.8	28.5	29.6	33.3	31.0

18: 51st Ave E/I-5 NB Ramps & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	21.9	22.5	24.0	22.3	22.9	21.3	24.2	22.0	23.5	21.7	22.7

19: 59th Ave Ct E & Pacific Hwy E (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.3	0.2	24.0	0.2	37.3	0.2	0.2	6.0	0.2	6.9
Total Del/Veh (s)	28.6	34.2	28.9	41.7	26.8	55.2	27.6	28.4	32.5	28.3	33.1

20: 62nd Ave E & 12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	3.4	0.4	0.3	0.3	9.8	0.4	0.3	0.4	0.4	1.6
Total Del/Veh (s)	6.6	41.8	6.4	6.2	30.0	65.3	5.7	7.5	9.9	6.7	18.9

21: 62nd Ave E & Pacific Hwy E (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.2	6.3	4.9	4.7	7.3	24.3	6.5	5.6	5.8	5.3	7.7

22: Pacific HWY (SR 99) & Porter Way Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	1.2	1.2	0.9	0.9	1.1	1.3	4.6	1.6	1.3	1.5	1.6
Total Del/Veh (s)	41.2	42.7	50.3	40.2	42.2	48.6	55.4	57.8	50.0	60.6	48.9

23: Pacific HWY (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.1	0.3	0.8	0.0	0.4	3.7	1.8	0.0	0.1	0.7
Total Del/Veh (s)	30.0	29.7	41.6	37.5	32.2	43.5	48.3	41.0	28.3	33.2	36.6

24: 70th Ave E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	1.1	4.1	1.1	1.2	1.1	4.6	1.3	0.9	1.0	1.3	1.8
Total Del/Veh (s)	46.1	67.2	51.7	57.6	49.6	67.4	53.6	48.5	48.4	52.8	54.3

26: 54th Ave E & Driveway/15th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	8.5	23.0	2.3	0.6	0.2	5.9	43.1	0.6	18.4	18.2	12.1
Total Del/Veh (s)	85.3	99.5	94.0	36.1	28.2	80.4	101.9	44.2	95.5	91.9	75.9

28: 59th Ave Ct E/Driveway & 12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	20.1	33.8	18.7	22.3	35.0	39.8	29.9	24.2	21.9	26.2	27.3

30: 54th Ave E & 23rd St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	4.2	4.4	4.8	4.9	4.2	4.0	4.7	3.8	4.4	4.3	4.3

32: Port of Tacoma Rd & I-5 NB Off/I-5 NB On Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	15.2	13.7	16.3	14.3	14.9	15.6	13.7	14.6	15.2	15.7	14.9

33: Port of Tacoma Rd & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.5	0.6	0.5	0.5	0.5	0.5	0.5	0.4	0.5	0.5
Total Del/Veh (s)	8.3	7.9	8.3	8.0	8.4	8.2	8.0	9.0	7.4	8.6	8.2

35: 59th Ave Ct E & 15th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.7	6.1	5.7	20.4	5.3	6.3	6.2	5.0	4.5	6.2	7.0

38: 52nd Ave E & Pacific Hwy E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.4	0.5	0.4	0.3	0.3	0.4	0.3	0.4	0.2	0.4
Total Del/Veh (s)	20.8	26.3	24.4	24.2	22.3	22.2	22.5	21.2	25.3	20.6	23.0

41: I-5 SB Ramps Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.5	1.7	1.8	1.8	1.8	1.8	2.1	1.6	2.4	1.6	1.9

44: Willows Rd E & Pacific Hwy E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	10.7	13.2	12.0	13.0	10.6	11.4	11.8	11.4	13.9	10.8	11.9

47: 54th Ave E & 8th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.6	0.7	0.6	0.6	0.6	0.6	2.0	0.6	0.7	0.7	0.8
Total Del/Veh (s)	10.6	10.8	12.1	10.5	18.4	9.8	31.7	12.4	11.5	10.8	13.9

50: Frank Albert Rd E/46th Ave E & Pacific Hwy E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1
Total Del/Veh (s)	22.3	23.0	22.6	23.0	22.6	23.1	22.5	20.1	21.4	23.9	22.4

53: 62nd Ave E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.3	0.3	0.2	0.6	0.8	0.3	0.3	0.3	2.5	0.6
Total Del/Veh (s)	13.4	35.5	14.3	14.7	38.3	49.4	14.6	17.3	14.1	51.3	26.5

56: School Driveway/58th Ave E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	1.0	0.1	0.1	3.8	3.4	0.1	0.4	0.4	0.8	1.0
Total Del/Veh (s)	14.0	44.4	19.8	17.2	53.5	69.4	20.2	37.0	20.9	45.9	34.3

59: 54th Ave E & 4th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.2	3.3	2.7	2.6	3.7	2.3	3.0	3.1	3.0	2.7	3.0

60: Frank Albert Rd E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.3	0.2	0.2	0.2	0.3	0.2	0.3	0.3	0.3	0.3
Total Del/Veh (s)	28.7	30.2	30.3	25.2	28.1	25.2	23.7	24.4	26.5	24.7	26.7

65: Port of Tacoma Rd & I-5 SB On/I-5 SB Off Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	15.7	25.4	34.5	23.4	23.9	7.4	78.3	42.3	53.3	11.7	31.6
Total Del/Veh (s)	21.6	22.8	25.7	22.5	25.2	19.3	29.1	27.7	27.3	22.2	24.3

66: I-5 NB Ramps Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.4	0.3	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.3
Total Del/Veh (s)	1.1	1.1	1.4	1.3	1.4	1.6	1.5	2.0	1.8	1.1	1.4

70: SR 509 Off Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	192.0	107.5	163.8	184.4	183.7	115.6	181.5	184.3	178.0	199.1	169.1
Total Del/Veh (s)	10.6	10.1	10.3	11.0	10.7	10.3	11.2	10.7	10.8	10.7	10.6

145: I-5 SB Off & 34th Ave E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	1.1	1.0	1.0	1.0	1.0	1.0	1.1	1.0	1.0	1.0	1.0
Total Del/Veh (s)	15.0	16.2	16.2	14.7	14.5	14.1	14.0	15.2	14.8	14.9	15.0

147: I-5 NB On Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.6	0.1	0.1	0.2	0.1	0.1	0.2	0.1	0.2	0.2	0.2
Total Del/Veh (s)	14.4	12.5	12.2	11.9	11.9	12.5	12.7	12.8	12.9	12.8	12.7

148: 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.0	2.2	2.0	2.1	2.0	2.0	2.0	2.0	1.7	2.2	2.0

150: SR 509 WB/SR 509 EB & SR 509 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.4	10.6	10.1	10.0	10.7	10.5	11.0	9.9	9.7	10.4	10.4

Total Network Performance By Run

Run Number	1	10	2	3	4	5	6
Denied Del/Veh (s)	87.2	67.0	70.0	84.8	66.5	89.1	108.3
Total Del/Veh (s)	164.8	186.9	161.4	164.3	153.4	186.0	178.1

Total Network Performance By Run

Run Number	7	8	9	Avg
Denied Del/Veh (s)	84.7	82.8	98.6	83.9
Total Del/Veh (s)	170.7	171.4	178.6	171.6

1: Port of Tacoma Rd & N Frontage Rd/SR 509 Off Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.3	0.2
Total Del/Veh (s)	9.2	10.2	9.9	9.8	9.5	9.8	9.1	9.9	9.8	9.8	9.7

2: Port of Tacoma Rd & NB SR 509 on/off/12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	1.3	1.4	1.3	1.4	1.4	1.3	1.4	1.3	1.4	1.3	1.4
Total Del/Veh (s)	11.1	11.5	10.5	10.7	11.5	11.1	12.1	11.1	10.6	11.0	11.1

3: Port of Tacoma Rd & Pacific HWY (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	18.4	18.1	17.9	18.1	19.6	18.8	17.8	18.7	19.2	18.3	18.5

4: 34th Ave E & Pacific HWY (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.5	8.0	8.6	8.9	8.4	8.2	8.2	8.3	8.3	8.1	8.4

5: Alexander Ave E & SR 509/SR 509 WB Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	89.5	164.4	137.2	126.8	161.2	244.6	133.6	144.6	96.2	145.9	145.5
Total Del/Veh (s)	191.7	208.0	201.7	201.6	201.1	205.9	210.2	205.0	187.4	196.4	200.9

6: Alexander Ave E & SR 509 EB/SR 509 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	18.7	11.8	4.4	9.5	1.8	10.4	7.3	9.7	3.8	9.2	8.7
Total Del/Veh (s)	70.6	62.0	42.9	49.8	45.8	43.2	65.0	56.4	50.5	63.6	55.0

7: Alexander Ave E & 12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	20.5	11.7	0.8	21.5	0.1	7.0	0.1	15.5	0.1	0.1	7.9
Total Del/Veh (s)	76.5	86.4	55.9	81.1	9.5	72.1	13.8	77.0	15.1	51.4	54.5

8: Alexander Ave E & Pacific HWY (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.4	0.4	0.3	0.4	0.4	0.4	0.4	0.3	0.4	0.4
Total Del/Veh (s)	10.4	12.2	11.0	10.6	10.8	12.0	11.5	12.0	10.3	11.4	11.2

9: Taylor Way & SR 509 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	27.4	1.0	0.6	17.7	0.6	0.5	0.6	50.1	8.9	0.7	11.0
Total Del/Veh (s)	64.3	47.2	40.2	63.2	36.5	34.1	34.5	66.3	51.4	43.9	48.0

10: 54th Ave E & SR 167 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	58.9	84.6	59.6	73.1	67.0	55.6	81.1	34.6	75.0	47.4	63.7
Total Del/Veh (s)	34.0	49.9	34.3	42.5	38.1	44.4	35.6	36.5	38.5	44.6	39.9

11: 54th Ave E & 12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.5	0.2	0.3
Total Del/Veh (s)	16.7	18.6	19.2	19.5	19.9	20.5	16.9	17.9	22.6	19.3	19.1

12: 54th Ave E & Pacific Hwy E/Pacific Hwy E (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	2.8	2.4	2.4	2.7	2.0	0.7	3.4	1.2	15.6	1.9	3.5
Total Del/Veh (s)	52.2	52.6	49.5	53.6	54.5	49.1	56.2	51.0	60.4	56.9	53.6

13: 54th Ave E & I-5 SB Off-Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	80.7	41.6	76.2	3.5	9.9	8.0	105.9	7.3	53.6	0.8	38.4
Total Del/Veh (s)	82.6	69.9	83.8	47.3	52.8	49.8	80.3	64.1	71.6	42.0	64.2

14: 54th Ave E & I-5 NB Ramps Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.7	0.5	0.1	0.5	13.8	0.1	1.9	0.1	25.5	9.2	5.3
Total Del/Veh (s)	29.3	12.2	13.6	12.1	32.2	11.9	19.2	8.3	38.9	36.3	21.5

15: 54th Ave E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	27.8	11.9	23.0	17.7	27.1	11.8	33.1	25.3	20.9	29.2	22.8
Total Del/Veh (s)	94.3	86.9	90.1	88.1	86.8	90.2	83.1	81.9	83.5	92.5	87.8

16: E Valley Ave & 54th Ave Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	220.3	36.8	140.8	154.3	188.0	22.7	122.2	198.2	47.3	234.6	136.9
Total Del/Veh (s)	64.1	28.1	47.8	47.5	51.6	26.2	44.8	51.1	40.5	53.2	45.2

17: I-5 SB Ramps/51st Ave E & Pacific Hwy E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	2.4	0.2	0.3	0.2	0.3	0.3	0.3	0.3	0.2	0.3	0.5
Total Del/Veh (s)	29.3	20.2	18.9	18.5	23.7	17.8	30.4	28.6	19.7	18.3	22.5

18: 51st Ave E/I-5 NB Ramps & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3	0.4	0.4	0.3	0.4	0.3	0.3
Total Del/Veh (s)	11.9	13.7	14.1	12.5	14.3	13.5	13.5	12.1	14.6	12.8	13.3

19: 59th Ave Ct E & Pacific Hwy E (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.4	0.3	0.2	0.2	0.2	0.2	0.3	0.2	0.3	0.3
Total Del/Veh (s)	24.8	28.6	27.5	26.4	27.8	29.1	27.4	27.4	28.3	28.6	27.6

20: 62nd Ave E & 12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	5.2	0.2	0.8	0.3	0.2	0.2	0.2	0.2	0.8
Total Del/Veh (s)	5.8	7.4	23.0	7.7	12.4	10.7	6.7	7.2	7.6	8.9	9.8

21: 62nd Ave E & Pacific Hwy E (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	2.2	1.9	0.0	0.0	0.1	0.2	0.1	0.1	0.5
Total Del/Veh (s)	5.0	12.5	38.8	23.4	4.6	4.5	5.2	17.0	5.7	17.9	13.4

22: Pacific HWY (SR 99) & Porter Way Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	182.1	86.0	76.3	14.3	6.3	43.8	119.6	110.1	39.6	59.4	74.1
Total Del/Veh (s)	121.2	85.8	98.2	64.3	57.2	78.5	101.8	100.2	74.5	78.8	85.4

23: Pacific HWY (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	173.8	193.1	199.4	186.1	154.0	181.7	231.9	202.4	182.9	192.7	189.8
Total Del/Veh (s)	227.6	217.2	222.2	224.0	209.9	226.1	214.7	227.2	219.4	222.5	221.1

24: 70th Ave E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	64.4	44.7	85.6	152.8	312.0	80.7	137.2	96.6	134.4	111.9	123.7
Total Del/Veh (s)	107.5	100.4	100.8	115.1	157.9	99.8	145.5	109.9	135.0	105.1	117.8

26: 54th Ave E & Driveway/15th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.8	0.1	0.1
Total Del/Veh (s)	11.8	8.9	11.1	23.5	16.0	9.9	21.2	8.8	90.2	18.0	21.8

28: 59th Ave Ct E/Driveway & 12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	15.5	14.9	20.6	15.3	17.5	17.3	15.9	16.4	15.9	16.8	16.7

30: 54th Ave E & 23rd St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	22.3	2.7	25.0	45.2	14.4	13.1	18.7	45.6	19.7	47.5	25.3
Total Del/Veh (s)	50.1	28.6	47.7	55.3	43.6	34.6	46.3	50.4	39.3	52.5	44.7

32: Port of Tacoma Rd & I-5 NB Off/I-5 NB On Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	8.4	8.6	8.1	8.6	8.4	8.4	8.3	7.6	7.9	8.2	8.3

33: Port of Tacoma Rd & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.5	0.4	0.4	0.4	0.5	0.4	0.5	0.4	0.4	0.4
Total Del/Veh (s)	6.9	6.9	6.2	6.4	6.6	6.1	6.5	6.1	6.9	5.3	6.4

35: 59th Ave Ct E & 15th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.8	5.2	5.7	6.2	4.9	7.2	6.6	4.6	6.0	4.8	5.7

38: 52nd Ave E & Pacific Hwy E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.6	0.3	0.3	0.5	0.3	0.4	0.6	0.4	0.4	0.5	0.4
Total Del/Veh (s)	27.7	17.8	17.7	20.1	25.4	13.2	25.7	26.9	12.8	13.8	20.1

41: I-5 SB Ramps Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.3	0.3
Total Del/Veh (s)	5.5	1.9	2.1	1.9	1.2	1.8	3.5	1.7	1.8	1.3	2.3

47: 54th Ave E & 8th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total Del/Veh (s)	12.1	12.8	12.3	12.7	12.3	12.1	11.7	12.5	10.6	11.6	12.1

59: 54th Ave E & 4th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.9	0.5	1.1	32.4	2.9	1.0	0.5	0.6	70.4	11.5
Total Del/Veh (s)	70.9	100.5	106.9	102.5	120.1	111.2	100.6	74.7	105.2	120.2	101.7

65: Port of Tacoma Rd & I-5 SB On/I-5 SB Off Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.4	9.8	8.7	8.6	7.8	8.2	8.3	8.9	8.9	9.4	8.8

66: I-5 NB Ramps Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.3	0.4	0.3	0.3	0.4	0.5	0.3	0.4	0.4	0.4
Total Del/Veh (s)	0.5	0.6	0.6	0.4	0.5	0.6	0.6	0.5	0.6	0.6	0.6

70: SR 509 Off Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	2.7	1.6	1.4	0.8	5.2	1.6	1.4	2.2	1.3	1.2	2.0
Total Del/Veh (s)	6.1	6.1	5.7	5.4	6.6	6.1	5.9	6.3	6.2	6.2	6.1

145: I-5 SB Off & 34th Ave E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total Del/Veh (s)	6.6	6.0	6.6	5.9	6.2	5.9	6.2	6.0	6.1	6.2	6.2

147: I-5 NB On Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.0	11.0	10.1	10.2	11.0	10.0	10.3	9.3	10.4	10.0	10.2

148: 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	2.4	2.5	2.5	2.5	2.6	2.3	2.5	2.2	2.5	2.1	2.4

150: SR 509 WB/SR 509 EB & SR 509 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.2	11.7	11.6	11.5	11.9	11.4	12.3	11.8	11.7	12.0	11.8

Total Network Performance By Run

Run Number	1	10	2	3	4	5	6
Denied Del/Veh (s)	94.1	69.0	80.8	73.7	92.1	69.2	95.8
Total Del/Veh (s)	173.3	159.4	165.6	164.7	151.4	150.5	161.8

Total Network Performance By Run

Run Number	7	8	9	Avg
Denied Del/Veh (s)	87.8	70.6	85.4	81.9
Total Del/Veh (s)	168.9	161.8	165.9	162.4

1: Port of Tacoma Rd & N Frontage Rd/SR 509 Off Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.7	0.8	0.8	0.8	0.7	4.3	0.8	0.7	0.7	0.8	1.1
Total Del/Veh (s)	16.9	17.2	16.6	17.2	16.3	26.0	16.8	20.7	17.2	16.7	18.2

2: Port of Tacoma Rd & NB SR 509 on/off/12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	15.1	1.2	1.6	1.4	4.0	45.3	1.5	41.3	1.2	1.2	11.7
Total Del/Veh (s)	40.2	16.0	21.5	18.4	37.0	58.2	18.6	51.2	19.1	18.4	29.9

3: Port of Tacoma Rd & Pacific HWY (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	102.7	51.0	83.0	31.3	65.0	46.6	51.1	87.6	51.6	78.1	64.8
Total Del/Veh (s)	174.5	112.3	188.4	122.3	73.1	78.6	112.9	68.9	91.6	174.8	120.2

4: 34th Ave E & Pacific HWY (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	14.8	6.5	80.2	4.7	102.9	129.8	10.6	63.9	71.6	15.4	50.2
Total Del/Veh (s)	90.4	71.7	100.1	65.2	113.5	137.7	66.0	93.9	85.8	71.4	89.1

5: Alexander Ave E & SR 509/SR 509 WB Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	305.4	453.9	378.9	322.1	257.1	443.3	354.4	424.1	359.6	364.9	367.4
Total Del/Veh (s)	217.9	227.2	222.4	219.5	215.9	227.1	230.8	217.9	248.6	229.2	225.7

6: Alexander Ave E & SR 509 EB/SR 509 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	1.1	0.8	0.8	1.0	0.8	0.8	0.7	1.3	1.7	0.7	1.0
Total Del/Veh (s)	42.9	55.3	42.0	43.8	49.4	51.1	35.3	42.5	45.0	44.7	45.2

7: Alexander Ave E & 12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	1.3	0.2	20.3	0.2	0.1	2.7	0.2	0.2	2.7
Total Del/Veh (s)	49.7	14.7	83.4	29.5	84.4	20.5	5.7	78.4	26.0	29.2	42.5

8: Alexander Ave E & Pacific HWY (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	16.0	17.7	20.0	17.1	15.4	25.8	18.9	14.8	16.8	16.5	17.9

9: Taylor Way & SR 509 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Total Del/Veh (s)	33.1	34.7	34.5	30.2	31.5	30.4	41.1	28.8	34.7	31.4	33.1

10: 54th Ave E & SR 167 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	5.4	0.4	0.2	0.3	1.3	0.3	8.8	1.0	0.6	1.8	2.0
Total Del/Veh (s)	31.3	25.4	24.5	21.2	28.7	20.3	33.4	22.2	20.2	30.7	25.9

11: 54th Ave E & 12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	67.3	52.9	19.9	101.9	8.9	45.8	54.2	21.9	99.1	25.1	48.8
Total Del/Veh (s)	226.8	248.2	146.1	248.5	128.5	156.5	247.5	140.7	286.5	177.7	199.4

12: 54th Ave E & Pacific Hwy E/Pacific Hwy E (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	2.3	0.7	1.3	0.1	0.6	2.3	3.1	3.8	0.1	1.4	1.6
Total Del/Veh (s)	109.5	98.1	110.0	74.0	95.6	89.1	132.5	122.6	50.0	117.9	100.8

13: 54th Ave E & I-5 SB Off-Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.3	0.5	0.4	0.4	0.4	0.3	1.1	0.5	1.4	0.6
Total Del/Veh (s)	31.9	21.1	33.1	20.3	24.3	23.8	19.3	29.6	23.1	33.3	26.0

14: 54th Ave E & I-5 NB Ramps Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	2.5	17.8	3.1	3.4	16.8	2.3	3.6	7.8	34.6	1.6	9.3
Total Del/Veh (s)	26.6	24.9	20.0	27.2	22.3	38.3	22.3	27.2	26.7	20.9	25.7

15: 54th Ave E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	4.2	7.9	5.0	0.7	0.5	2.0	7.3	6.6	2.6	0.8	3.7
Total Del/Veh (s)	50.6	60.1	58.8	49.9	43.3	48.7	47.7	46.7	47.0	49.1	50.2

16: E Valley Ave & 54th Ave Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Total Del/Veh (s)	9.3	7.7	7.0	8.2	8.1	7.5	8.0	8.3	7.7	8.0	8.0

17: I-5 SB Ramps/51st Ave E & Pacific Hwy E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	29.5	32.5	30.8	29.8	28.8	30.8	31.5	30.8	30.4	28.7	30.4

18: 51st Ave E/I-5 NB Ramps & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.1	27.9	21.3	22.6	22.1	22.4	21.3	21.0	23.2	22.3	22.5

19: 59th Ave Ct E & Pacific Hwy E (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	1.8	0.2	0.3	0.2	0.3	67.2	0.3	16.4	6.3	9.0
Total Del/Veh (s)	31.2	40.9	34.7	31.2	30.5	28.0	62.0	37.0	108.3	47.4	44.1

20: 62nd Ave E & 12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	86.1	269.7	0.5	57.4	11.2	258.0	18.3	45.0	213.3	12.7	95.7
Total Del/Veh (s)	128.6	175.3	8.4	169.4	73.8	226.2	120.1	66.1	192.9	36.1	115.3

21: 62nd Ave E & Pacific Hwy E (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	4.9	0.0	4.7	0.0	9.5	1.5	0.0	6.7	0.0	2.4
Total Del/Veh (s)	11.6	95.4	7.4	131.4	8.7	117.2	59.6	6.9	119.7	5.7	50.3

22: Pacific HWY (SR 99) & Porter Way Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	1.5	19.0	1.0	23.8	3.2	18.4	1.2	11.2	21.0	3.9	10.3
Total Del/Veh (s)	52.4	72.8	42.4	61.2	55.9	56.6	56.6	57.6	54.9	45.2	55.3

23: Pacific HWY (SR 99) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	2.5	15.1	1.5	5.9	4.0	29.0	5.7	5.4	5.9	0.5	7.2
Total Del/Veh (s)	46.9	79.8	42.6	80.1	50.5	96.5	66.9	47.4	73.2	39.9	61.0

24: 70th Ave E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	2.7	1.1	1.1	1.0	2.5	5.0	1.2	1.1	0.9	1.1	1.8
Total Del/Veh (s)	92.4	54.6	59.8	54.1	56.5	65.1	63.7	57.0	51.9	52.5	61.0

26: 54th Ave E & Driveway/15th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	37.8	36.2	25.2	34.2	14.5	46.9	44.1	44.2	42.0	32.4	35.5
Total Del/Veh (s)	105.4	104.3	92.8	98.4	90.8	98.1	101.4	102.0	106.8	96.2	99.4

28: 59th Ave Ct E/Driveway & 12th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	1.4	3.0	0.1	0.1	0.4	0.2	0.7	1.7	3.2	0.2	1.0
Total Del/Veh (s)	79.4	120.0	32.9	113.3	76.2	116.4	76.5	74.3	151.2	52.9	87.2

30: 54th Ave E & 23rd St Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.2	0.1	0.1	0.2	0.1	0.1	0.1
Total Del/Veh (s)	4.7	5.6	5.3	5.7	6.1	5.2	4.9	5.0	4.7	5.7	5.3

32: Port of Tacoma Rd & I-5 NB Off/I-5 NB On Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	14.0	15.0	15.0	13.0	14.5	15.2	15.4	14.4	15.3	14.4	14.6

33: Port of Tacoma Rd & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.5	0.5	0.4	0.5	0.4	0.4	0.5	0.5	0.5	0.5
Total Del/Veh (s)	8.2	8.6	7.7	7.5	8.7	7.7	7.8	8.5	8.3	8.2	8.1

35: 59th Ave Ct E & 15th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	18.4	0.1	0.6	0.1	0.0	0.0	0.2	25.2	0.0	4.1
Total Del/Veh (s)	12.6	117.8	10.8	14.6	20.5	15.6	15.5	23.6	154.9	14.3	37.6

38: 52nd Ave E & Pacific Hwy E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.4	0.3	0.4	0.3	0.3	0.4	0.5	0.4	0.4	0.4
Total Del/Veh (s)	24.8	22.3	20.1	19.8	20.7	20.1	23.2	21.8	18.7	23.0	21.5

41: I-5 SB Ramps Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.8	3.1	2.3	1.4	2.0	1.7	1.8	2.0	1.8	1.4	1.9

44: Willows Rd E & Pacific Hwy E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.3	0.2	0.2
Total Del/Veh (s)	11.7	12.3	11.2	12.6	10.8	12.2	12.4	10.9	11.6	11.2	11.7

47: 54th Ave E & 8th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	34.0	4.2	0.6	7.4	0.7	0.6	24.5	0.7	1.1	0.6	7.5
Total Del/Veh (s)	72.1	49.8	12.3	40.6	16.9	10.5	93.5	10.4	43.5	16.6	36.4

50: Frank Albert Rd E/46th Ave E & Pacific Hwy E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	20.2	22.7	22.7	22.6	23.8	21.7	21.6	22.0	22.9	20.7	22.1

53: 62nd Ave E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.7	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total Del/Veh (s)	34.8	53.2	15.3	17.2	16.0	15.2	23.2	19.7	14.4	13.2	22.2

56: School Driveway/58th Ave E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	2.3	23.8	0.1	1.0	0.4	0.3	2.8	0.6	0.3	0.1	3.2
Total Del/Veh (s)	48.4	77.3	26.9	36.7	27.7	27.1	63.8	38.8	34.1	16.0	39.8

59: 54th Ave E & 4th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.0	0.1	0.7	0.0	0.1	0.1	0.1
Total Del/Veh (s)	11.3	2.9	2.5	2.8	4.7	3.0	25.1	2.9	4.1	3.3	6.3

60: Frank Albert Rd E & 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.3	0.2	0.2	0.3	0.3	0.3	0.3	0.3
Total Del/Veh (s)	25.3	27.1	24.0	24.4	24.7	23.8	25.1	24.9	25.1	26.5	25.1

65: Port of Tacoma Rd & I-5 SB On/I-5 SB Off Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	35.2	13.4	30.6	12.5	27.2	66.7	17.8	40.2	43.0	7.5	29.2
Total Del/Veh (s)	24.5	22.9	26.6	22.2	24.6	30.4	22.7	25.8	27.6	20.5	24.7

66: I-5 NB Ramps Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total Del/Veh (s)	0.9	2.3	1.0	1.3	1.6	1.5	0.9	1.1	1.1	1.7	1.4

70: SR 509 Off Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	184.8	178.9	211.8	165.2	177.9	190.5	176.9	200.9	122.9	178.1	178.9
Total Del/Veh (s)	10.7	10.7	10.9	10.8	10.6	10.5	11.0	10.9	10.6	10.2	10.7

145: I-5 SB Off & 34th Ave E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	1.0	0.9	1.0	0.9	1.4	1.0	0.9	0.9	0.9	1.0	1.0
Total Del/Veh (s)	15.2	15.4	14.6	13.2	15.7	16.7	14.0	13.9	15.8	14.8	14.9

147: I-5 NB On Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.2	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	12.4	11.4	12.9	13.2	12.9	13.7	12.7	13.0	11.5	12.6	12.6

148: 20th St E Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.0	2.0	2.1	1.8	2.1	1.8	1.8	2.1	2.1	2.2	2.0

150: SR 509 WB/SR 509 EB & SR 509 Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.5	10.6	10.0	10.0	11.0	10.6	12.2	9.8	10.4	10.7	10.6

Total Network Performance By Run

Run Number	1	10	2	3	4	5	6
Denied Del/Veh (s)	89.7	111.3	95.9	79.1	78.0	133.9	88.9
Total Del/Veh (s)	217.2	237.0	195.6	214.5	185.5	228.2	220.1

Total Network Performance By Run

Run Number	7	8	9	Avg
Denied Del/Veh (s)	110.1	106.6	80.9	97.5
Total Del/Veh (s)	190.3	226.3	190.6	210.6

Tacoma Segment

15: E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	1.9	1.9	1.9	1.7	1.7	1.9	2.1	1.8	1.7	1.8

18: E Portland Ave Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.2	3.3	3.7	2.9	2.9	3.2	3.1	3.0	2.6	2.7	3.1

31: Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.3	0.3	0.3	0.4	0.3	0.2	0.4	0.2	0.3	0.3	0.3

32: Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.3	0.3	0.4

35: Pacific Avenue & S 21st Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.4	0.4	0.5	0.4	0.4	0.5	0.4	0.5	0.5	0.5
Total Del/Veh (s)	26.8	25.6	25.3	24.9	24.7	24.0	24.4	23.3	24.8	26.0	25.0

36: Pacific Avenue & S 24th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.2	0.1	0.2	0.2	0.1	0.1	0.2	0.2	0.1	0.2
Total Del/Veh (s)	33.7	36.0	32.6	34.9	34.2	34.1	34.0	31.6	39.2	32.2	34.3

37: Pacific Avenue & E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.4	0.4	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Total Del/Veh (s)	26.2	25.9	25.7	24.5	27.8	27.9	27.2	26.6	27.2	24.7	26.4

38: Pacific Avenue & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.6	0.6	0.6	0.6	0.6	0.6	48.3	0.6	0.6	0.6	5.0
Total Del/Veh (s)	19.8	22.6	22.5	21.7	21.5	20.6	106.3	21.5	21.5	22.3	28.8

39: Pacific Avenue & E 34th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total Del/Veh (s)	7.8	8.3	8.5	8.1	8.6	8.0	8.8	8.6	8.5	8.4	8.3

40: A Street & S 24th Street/Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.9	2.9	3.3	4.0	4.1	3.6	3.8	3.3	4.7	3.8	3.7

41: Car Wash Dwy/A Street & E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0
Total Del/Veh (s)	10.6	9.0	17.8	10.7	12.9	9.3	11.0	11.4	10.7	10.6	11.4

42: A Street & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.7	4.9	4.6	5.8	5.2	4.3	61.1	5.3	4.5	5.1	8.5

43: I-705 Off-Ramp & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.8	0.4	1.8	0.4	0.4	262.8	0.5	0.4	0.4	22.2
Total Del/Veh (s)	25.0	35.6	32.4	42.9	28.1	24.7	169.5	23.6	30.2	29.8	38.6

44: C Street & E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.4	0.5	0.3	0.6	0.5	0.0	0.2	0.3	0.1	0.3
Total Del/Veh (s)	21.9	21.7	20.1	22.0	21.2	22.5	28.4	21.7	20.5	20.6	22.0

45: C Street & ST Driveway Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.3	0.2	0.4	0.3	0.6	0.2	0.1	0.2
Total Del/Veh (s)	11.3	16.1	16.1	13.9	11.8	12.1	15.7	15.6	13.2	12.9	13.8

46: C Street & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	15.6	0.0	0.0	0.0	1.0
Total Del/Veh (s)	2.0	2.9	3.1	2.4	2.3	2.2	86.8	2.1	2.0	2.8	7.4

47: E D Street & E Dock Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.3	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Total Del/Veh (s)	5.3	5.3	6.1	5.9	5.2	6.1	5.3	6.2	5.8	5.4	5.7

48: E D Street & Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.3	14.5	15.6	14.4	13.5	14.0	13.0	14.2	14.2	13.8	14.2

49: E D Street & E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	22.5	24.1	22.2	21.4	24.0	23.4	24.5	24.6	25.5	25.5	23.8

50: E D Street & ST Driveway Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.0	0.1	0.0	0.1
Total Del/Veh (s)	9.5	10.5	12.8	12.9	11.2	10.4	10.0	14.5	11.7	11.6	11.6

51: E D Street & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.3	13.4	12.2	12.8	12.7	12.6	62.4	11.4	12.2	13.2	15.7

52: E McKinley Way/E D Street & E Wiley Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	1.2	1.3	1.4	1.7	1.4	1.7	1.6	1.4	1.3	1.5

53: E McKinley Way & E 34th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.1	0.2	0.2	0.2	0.1	0.1	0.1	0.2	0.2	0.2
Total Del/Veh (s)	6.6	6.4	7.1	6.6	6.8	6.5	6.4	6.3	6.7	6.6	6.6

54: E E Street & Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.0	3.6	3.7	4.6	5.0	4.4	4.1	4.4	3.7	5.8	4.4

55: E F Street & Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	3.5	3.2	3.2	3.8	2.7	3.6	3.5	3.2	3.4	3.4

56: E G Street & Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0
Total Del/Veh (s)	6.4	6.1	6.6	6.0	5.4	5.1	5.6	6.3	6.5	6.2	6.0

57: E G Street & E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	23.3	25.6	25.2	23.9	23.9	22.4	22.6	23.5	22.2	23.8	23.7

58: E L Street & Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.1	2.1	2.1	2.0	1.9	1.9	1.7	2.0	2.1	2.3	2.0

59: E L Street & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	1.9	1.6	1.8	1.7	2.1	1.7	1.4	1.6	1.8	1.7

60: E Wiley Avenue & E L Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.5	2.8	3.0	3.2	3.0	3.1	2.9	3.3	2.7	2.9	3.1

62: E L Street & E 34th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0
Total Del/Veh (s)	4.6	4.5	4.9	4.9	4.1	4.7	4.6	4.4	4.6	5.0	4.6

63: E Portland Ave & SR 509 On-Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.5	1.5	1.6	1.3	1.3	1.5	1.2	1.6	1.4	1.3	1.4

64: E Portland Ave & SR 509 Off-Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	2.7	2.6	3.3	2.3	2.8	2.7	2.6	2.8	2.5	2.7	2.7

65: E Portland Ave & Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	19.2	17.5	19.9	17.7	18.2	17.4	17.5	19.6	18.6	18.5	18.4

66: E Portland Ave & E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	3.2	3.4	3.5	3.5	3.4	2.9	3.3	3.5	3.2	3.4

67: E Portland Ave & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.4	0.2	2.3	0.1	0.1	0.2	0.1	0.7	0.2	0.4
Total Del/Veh (s)	4.7	6.6	4.9	6.5	5.0	5.0	4.2	3.9	6.1	4.4	5.1

68: E Portland Ave & E 27th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.5	13.7	12.4	13.6	14.6	13.5	14.4	13.1	12.5	12.6	13.4

69: E Portland Ave & E 28th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	14.9	13.8	14.1	14.0	15.1	14.7	14.3	14.6	14.5	14.0	14.4

70: E Portland Ave & E 32nd Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.5	0.5	0.6	0.5
Total Del/Veh (s)	7.9	7.1	6.8	6.7	8.0	6.7	7.1	7.2	7.2	7.3	7.2

71: E R Street & E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.7	4.7	4.8	4.9	5.0	3.3	3.8	4.9	3.8	4.9	4.5

72: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.3	0.3	0.4	0.4	0.4	0.4	0.3	0.4	0.5	0.4
Total Del/Veh (s)	13.7	13.1	12.6	12.2	12.5	11.8	11.5	13.5	13.1	12.5	12.6

73: E S Street & E 28th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.7	20.4	21.3	21.6	22.0	20.5	21.2	21.0	20.3	19.1	20.8

74: E R Street & E 30th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1
Total Del/Veh (s)	4.2	4.1	4.2	4.3	4.2	4.1	4.4	4.2	4.2	4.1	4.2

75: E R Street & E 32nd Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.8	2.9	2.9	3.1	2.8	2.9	3.0	3.0	2.8	2.9	2.9

76: Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	21.4	20.8	22.5	22.1	21.1	22.2	21.8	22.4	21.9	20.5	21.7

81: E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.0	14.2	16.9	16.6	13.0	13.4	14.2	13.3	12.7	14.0	14.2

82: E 26th Street/E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.0	2.2	2.4	2.4	2.0	2.3	2.2	2.2	2.2	2.0	2.2

96: E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.9	8.5	3.4	2.3	4.2	8.1	2.6	2.1	2.7	1.8	4.0

97: E 26th Street & E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.5	2.5	0.7	3.1	0.8	0.9	0.7	0.7	2.3	0.5	1.3

98: E Bay Street & Portland Ave LT Loop Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.7	0.8	1.0	0.9	0.8	0.8	0.8	0.8	0.8	0.8	0.8

102: Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.6	1.7	1.9	1.7	1.4	1.6	1.6	1.5	1.6	1.5	1.6

110: E 27th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.1	0.1	0.1
Total Del/Veh (s)	2.0	2.1	1.8	2.0	1.9	1.9	2.0	1.8	1.9	1.9	1.9

117: E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	1.3	1.0	1.4	1.1	1.0	1.1	1.2	1.5	1.1	1.2

121: Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.9	3.7	3.8	3.7	3.7	3.6	3.7	3.7	3.8	3.6	3.7

124: E G Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.0	2.4	2.2	2.4	1.8	1.8	1.9	2.3	2.2	2.7	2.2

131: E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.6	0.8	0.6	0.8	0.6	0.8	0.7	0.7	0.6	0.8	0.7

999: Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	3.0	2.7	2.8	3.1	2.8	2.3	2.7	2.6	2.9	2.8

Total Network Performance By Run

Run Number	1	10	2	3	4	5	6
Denied Del/Veh (s)	0.7	0.8	0.7	1.2	0.7	0.6	31.8
Total Del/Veh (s)	53.1	55.3	56.0	55.7	53.3	52.5	81.7

Total Network Performance By Run

Run Number	7	8	9	Avg
Denied Del/Veh (s)	0.7	0.7	0.7	3.9
Total Del/Veh (s)	53.0	54.3	53.1	56.8

15: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.2	0.6	1.8

18: E Portland Ave Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0
Total Del/Veh (s)	24.0	34.7	29.0	0.0	10.1	4.1	2.8	2.7	14.7	1.3	1.4	3.1

31: Performance by movement

Movement	EBT	SEL	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	0.4	0.1	0.3

32: Performance by movement

Movement	EBT	NER	All
Denied Del/Veh (s)	0.0	0.3	0.1
Total Del/Veh (s)	0.5	0.1	0.4

35: Pacific Avenue & S 21st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	3.1	0.2	0.2	0.8	0.2	0.7	0.0	0.1	0.0	0.0	3.8	1.0
Total Del/Veh (s)	26.5	29.0	14.1	30.7	21.0	11.7	39.8	42.3	23.0	30.1	43.2	22.0

35: Pacific Avenue & S 21st Street Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	3.8	0.5
Total Del/Veh (s)	8.6	25.0

36: Pacific Avenue & S 24th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.8	4.0	0.0	0.0	0.0	0.1	0.6	0.0	0.0	0.0	0.2
Total Del/Veh (s)	43.7	36.6	8.6	41.4	26.6	7.6	41.2	37.3	37.6	29.7	22.6	34.3

37: Pacific Avenue & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.6	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0
Total Del/Veh (s)	37.6	33.8	4.9	38.6	16.6	23.2	25.5	29.4	29.4	24.1	20.3	11.9

37: Pacific Avenue & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	26.4

38: Pacific Avenue & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	16.8	11.4	16.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	51.7	49.5	9.6	41.2	35.0	22.8	24.7	20.9	33.0	28.9	6.4	2.4

38: Pacific Avenue & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	5.0
Total Del/Veh (s)	28.8

39: Pacific Avenue & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.1	3.1	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	15.3	14.2	6.3	17.2	16.6	9.7	20.4	7.7	3.4	23.1	2.8	2.9

39: Pacific Avenue & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	8.3

40: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0
Total Del/Veh (s)	5.8	2.1	0.9	7.1	2.8	1.1	43.8	28.7	4.6	46.7	4.7	3.7

41: Car Wash Dwy/A Street & E 25th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.5	10.0	28.9	8.1	0.3	4.5	11.4

42: A Street & E 26th Street Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	11.8	5.3	19.6	12.8	2.6	54.8	29.9	8.5

43: I-705 Off-Ramp & E 26th Street Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.8	0.0	42.7	40.6	22.2
Total Del/Veh (s)	6.6	0.4	94.4	56.7	38.6

44: C Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.6	0.5	0.0	0.0	0.0
Total Del/Veh (s)	21.7	24.2	21.2	17.6	7.6	4.0	20.9	22.7	15.4	52.6	30.2	7.4

44: C Street & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	22.0

45: C Street & ST Driveway Performance by movement

Movement	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.3	0.7	0.0	0.0	0.0	0.2
Total Del/Veh (s)	58.2	15.7	14.0	13.4	19.5	3.0	0.6	13.8

46: C Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBU	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.4	2.0	0.0	0.1	0.0	21.5	22.1	1.0
Total Del/Veh (s)	4.7	5.8	0.5	6.9	11.9	0.8	22.0	50.6	70.1	32.3	7.4

47: E D Street & E Dock Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	3.7	0.3	0.2	0.0	0.6	3.5	0.4
Total Del/Veh (s)	30.5	5.3	6.4	3.8	3.1	1.0	5.7

48: E D Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	17.5	9.6	6.4	15.6	9.2	6.0	22.0	22.4	17.6	30.5	26.1	3.6

48: E D Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	14.2

49: E D Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.1
Total Del/Veh (s)	28.6	26.5	23.8	26.1	22.9	14.7	37.8	27.1	14.4	23.8

50: E D Street & ST Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	3.8	14.3	2.1	1.3	11.6

51: E D Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	13.4	8.0	4.9	9.1	13.0	7.4	73.2	35.4	28.1	20.2	19.2	11.0

51: E D Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	15.7

52: E McKinley Way/E D Street & E Wiley Avenue Performance by movement

Movement	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	7.4	1.9	5.0	0.6	0.4	3.4	0.9	0.8	1.5

53: E McKinley Way & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.3	0.3	0.3	0.0	0.0	0.0
Total Del/Veh (s)	7.3	7.9	5.6	5.5	6.7	3.5	6.5	7.9	4.9	5.0	4.5	3.5

53: E McKinley Way & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	6.6

54: E E Street & Puyallup Avenue Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	9.5	7.3	4.6	4.3	7.5	11.1	3.4	1.6	25.7	3.6	4.7	4.4

55: E F Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBR	SBL	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.3	0.0	0.7	0.3	0.1	0.0
Total Del/Veh (s)	8.0	2.5	2.2	5.7	7.5	2.6	21.4	6.9	19.8	3.4

56: E G Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.0
Total Del/Veh (s)	5.1	3.8	2.1	7.2	3.7	2.8	31.0	14.9	7.4	3.9	6.0

57: E G Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	45.2	33.5	11.2	42.2	0.6	12.4	26.3	22.8	41.9	23.6	23.7

58: E L Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0
Total Del/Veh (s)	4.9	2.0	1.9	5.1	1.3	1.9	13.2	0.1	6.4	15.6	3.9	2.0

59: E L Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	4.2	4.8	2.6	2.9	3.2	1.7	0.6	0.4	2.0	0.5	0.3	1.7

60: E Wiley Avenue & E L Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Del/Veh (s)	4.8	0.4	4.8	2.7		2.7	3.1

62: E L Street & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	6.9	4.7	4.4	5.9	2.7	1.4	0.1	0.0	0.0	4.6

63: E Portland Ave & SR 509 On-Ramp Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.0
Total Del/Veh (s)	4.6	0.7	0.3	0.3	1.4

64: E Portland Ave & SR 509 Off-Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	12.5	4.4	2.2	0.3	2.7

65: E Portland Ave & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.7	0.2	3.6	0.0	0.0	0.1	0.0	0.0	0.2
Total Del/Veh (s)	39.5	27.3	1.9	41.4	29.2	8.5	19.5	3.5	39.9	9.6	1.2	18.4

66: E Portland Ave & E 25th Street Performance by movement

Movement	EBT	EBR	WBT	WBR	NBU	NBL	NBT	NBR	NBR2	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.4	7.3	3.2	23.9	6.7	7.2	1.5	0.7	1.9	2.2	1.7	3.4

67: E Portland Ave & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	2.4	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	27.7	13.9	6.7	40.9	7.7	17.4	5.6	1.8	1.1	9.3	0.6	0.5

67: E Portland Ave & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	5.1

68: E Portland Ave & E 27th Street Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	33.4	29.3	8.8	36.5	9.4	7.5	2.6	13.4

69: E Portland Ave & E 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.2	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	33.5	30.9	1.9	12.7	7.4	35.8	4.0	14.4

70: E Portland Ave & E 32nd Street Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	2.2	0.7	0.9	0.2	0.0	0.0	0.5
Total Del/Veh (s)	21.9	4.6	27.6	0.2	12.4	5.7	7.3	6.6	15.4	1.9	1.1	7.2

71: E R Street & E Bay Street Performance by movement

Movement	WBL	WBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.7	1.5	4.8	4.5

72: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by movement

Movement	WBL	WBT	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.4	0.0	0.0	0.4	0.1	0.4
Total Del/Veh (s)	13.6	14.1	21.8	0.6	10.6	0.9	12.6

73: E S Street & E 28th Street Performance by movement

Movement	EBT	SBL2	SBT	NWR	NWR2	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.7	20.8	0.9	29.7	26.9	20.8

74: E R Street & E 30th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.2		0.0	0.1
Total Del/Veh (s)	4.4	3.2	4.5	5.3		3.1	4.2

75: E R Street & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBT	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	2.5	0.8	0.5	0.3	6.3	4.1	5.9	3.4	2.9

76: Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.2	0.2	0.4	0.2
Total Del/Veh (s)	15.9	7.0	22.8	28.1	12.1	21.7

81: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	18.9	8.1	14.2

82: E 26th Street/E Bay Street Performance by movement

Movement	EBT	EBR	NWT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.2	0.6	2.9	2.2

96: E Bay Street Performance by movement

Movement	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.8	7.9	1.9	4.0

97: E 26th Street & E Bay Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.1	0.9	1.7	0.8	7.7	1.0	1.3

98: E Bay Street & Portland Ave LT Loop Performance by movement

Movement	NBR	NET	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.0	0.5	0.8

102: Puyallup Avenue Performance by movement

Movement	EBT	WBT	SWT	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.9	2.6	0.9	2.6	1.6

110: E 27th Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	2.6	0.7	1.9

117: E Bay Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.1	0.1	1.3	1.2

121: Performance by movement

Movement	EBL	EBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.1	1.9	3.7

124: E G Street Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.1	2.5	0.6	0.3	2.2

131: E 25th Street Performance by movement

Movement	EBL	EBT	SBL	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.7	0.6	5.2	0.7

999: Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.7	0.7	0.4	3.5	1.2	1.3	12.4	3.3	8.0	2.8

Total Network Performance

Denied Del/Veh (s)	3.9
Total Del/Veh (s)	56.8

12: E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.0	2.1	2.1	2.2	2.2	2.2	2.3	2.3	2.2	2.1	2.2

24: Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.3	0.2	0.2
Total Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

25: Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	8.5	0.7	0.9	32.8	0.8	0.8	2.0	0.8	12.4	4.7	6.5
Total Del/Veh (s)	7.3	1.3	1.4	9.5	1.3	1.8	3.2	1.7	6.5	6.0	4.0

35: Pacific Avenue & S 21st Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.7	0.5	1.2	0.6	1.2	0.6	0.7	0.6	0.6	0.7
Total Del/Veh (s)	31.2	35.2	30.8	35.7	32.5	36.9	29.2	30.9	32.3	36.4	33.1

36: Pacific Avenue & S 24th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	41.7	41.2	41.8	41.6	39.4	41.6	39.4	43.8	40.5	41.5	41.2

37: Pacific Avenue & E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.2	0.2	0.3	0.2	0.3	0.2	0.2	0.3	0.2	0.3
Total Del/Veh (s)	26.8	28.0	27.7	28.2	27.2	26.9	28.0	29.2	27.3	27.9	27.7

38: Pacific Avenue & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.5	0.5	0.5	0.4	0.5	0.5	0.5	0.4	0.5	0.5
Total Del/Veh (s)	25.3	24.7	24.2	26.3	24.8	24.5	24.4	25.6	24.8	25.8	25.1

39: Pacific Avenue & E 34th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.2	0.1	0.2	0.1	0.1	0.1	0.2	0.1	0.1
Total Del/Veh (s)	9.6	9.7	10.3	9.5	9.7	9.6	10.1	9.6	10.5	10.0	9.9

40: A Street & S 24th Street/Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.9	7.4	6.9	5.8	6.3	7.9	6.4	6.3	7.4	7.3	7.0

41: Car Wash Dwy/A Street & E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.5	14.0	16.0	13.4	14.1	15.1	13.8	15.1	14.1	13.5	14.4

42: A Street & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	4.7	5.2	4.4	4.5	4.9	4.5	4.5	5.0	4.8	4.7

43: I-705 Off-Ramp & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.1
Total Del/Veh (s)	8.4	7.9	7.2	8.0	8.2	8.7	7.0	8.3	10.0	9.0	8.3

44: C Street & E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.2	0.4	0.0	0.0	0.1	0.1	0.3	0.0	0.2	0.1
Total Del/Veh (s)	31.2	31.5	31.7	31.4	32.4	31.2	33.1	29.3	33.0	29.9	31.6

45: C Street & ST Driveway Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.8	4.8	4.4	4.4	3.7	4.3	3.1	4.3	3.3	3.7	4.0

46: C Street & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.2	2.9	3.2	3.4	3.0	3.1	3.8	3.1	3.0	3.8	3.4

47: E D Street & E Dock Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.6	0.6	0.5	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Total Del/Veh (s)	5.6	7.1	7.0	5.4	6.4	6.6	7.0	5.8	6.6	6.0	6.4

48: E D Street & Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	15.9	14.9	15.9	13.5	16.4	15.3	14.6	15.1	15.1	16.2	15.3

49: E D Street & E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.2	0.2	0.1	0.1	0.1	0.1
Total Del/Veh (s)	32.4	33.7	30.5	34.2	29.0	33.3	32.6	32.1	36.9	32.1	32.7

50: E D Street & ST Driveway Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.5	3.2	2.5	3.0	2.7	2.6	2.2	2.0	2.1	3.9	2.7

51: E D Street & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.2	0.2	0.1	0.3	0.2	0.1	0.1	0.2	0.1	0.2
Total Del/Veh (s)	11.6	11.8	12.4	11.2	12.5	12.5	11.9	12.9	12.6	11.3	12.1

52: E McKinley Way/E D Street & E Wiley Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.2	3.9	4.6	3.7	4.4	3.4	4.1	4.1	4.0	4.1	4.0

53: E McKinley Way & E 34th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.6	7.5	7.0	6.9	7.3	7.0	7.2	6.9	7.4	7.1	7.2

54: E E Street & Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.8	0.9	1.8	0.9	0.9	1.1	0.6	1.2	1.0	1.3	1.1
Total Del/Veh (s)	14.3	15.0	17.3	16.7	15.4	14.4	14.4	15.1	16.4	14.8	15.4

55: E F Street & Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.7	0.3	0.4	0.2	0.9	0.5	0.4	0.3	0.8	0.8	0.5
Total Del/Veh (s)	6.7	6.7	7.0	6.4	8.1	5.9	5.9	5.9	6.3	7.1	6.6

56: E G Street & Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	12.8	10.2	12.2	12.2	10.9	11.1	10.2	11.2	10.0	12.3	11.3

57: E G Street & E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.2	0.2	0.2	0.1	0.0	0.1	0.1	0.2	0.2	0.1
Total Del/Veh (s)	32.5	30.2	31.1	30.9	31.7	31.9	29.7	30.2	29.2	33.2	31.0

58: E L Street & Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.4	2.9	3.5	3.0	3.2	3.2	3.2	3.4	3.2	3.4	3.2

59: E L Street & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	2.1	2.1	1.8	2.1	2.2	1.9	2.0	1.5	1.7	1.9

60: E Wiley Avenue & E L Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.4	4.0	4.2	4.1	4.1	3.9	4.0	4.2	4.1	3.8	4.1

62: E L Street & E 34th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.2	4.3	3.8	3.5	4.0	4.1	4.0	3.9	4.6	4.1	4.1

63: E Portland Ave & SR 509 On-Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	2.6	3.5	3.2	2.4	2.6	3.7	2.4	2.0	2.5	2.0	2.7

64: E Portland Ave & SR 509 Off-Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.0
Total Del/Veh (s)	3.4	3.5	3.2	2.8	2.9	4.1	2.6	3.0	3.7	3.0	3.2

65: E Portland Ave & Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Total Del/Veh (s)	22.8	21.2	23.1	22.0	22.8	23.2	20.0	22.7	21.4	20.5	22.0

66: E Portland Ave & E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.8	0.0	0.6	0.4	0.0	0.1	0.0	0.2	0.0	0.0	0.2
Total Del/Veh (s)	9.1	5.4	9.1	8.8	4.6	9.2	5.7	8.3	5.6	5.4	7.1

67: E Portland Ave & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.2	5.4	15.0	14.6	3.6	18.7	4.4	21.1	4.3	4.3	10.5

68: E Portland Ave & E 27th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.3	0.1	0.2	0.1	0.0	0.0	0.2	0.0	0.1	0.1
Total Del/Veh (s)	38.2	27.3	38.9	44.3	26.0	40.3	27.9	43.4	28.0	26.4	34.1

69: E Portland Ave & E 28th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.1	0.3	0.1	0.2	0.1	0.1	0.1
Total Del/Veh (s)	23.3	19.7	20.2	20.3	18.0	21.0	19.7	20.7	19.6	18.2	20.1

70: E Portland Ave & E 32nd Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.2	0.1	0.1
Total Del/Veh (s)	11.0	11.2	10.8	11.3	11.2	12.3	11.8	11.8	12.5	11.7	11.6

71: E R Street & E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.0	10.5	9.5	14.8	12.9	12.8	12.2	14.9	9.9	10.4	11.8

72: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.3	0.2	0.3	0.2	0.3	0.3	0.2	0.3	0.3	0.3
Total Del/Veh (s)	13.6	14.3	13.2	14.4	14.7	14.3	14.7	14.6	14.4	13.1	14.2

73: E S Street & E 28th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	48.2	27.6	34.6	29.6	28.6	34.9	28.3	30.3	29.9	25.3	31.8

74: E R Street & E 30th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.1	5.1	5.6	4.8	5.1	5.2	5.1	5.1	5.1	4.9	5.1

75: E R Street & E 32nd Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	3.0	3.2	3.3	3.0	2.8	3.0	3.5	3.2	3.0	3.2	3.1

77: Pioneer Way & River Road Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	19.4	19.0	19.1	19.2	18.8	18.9	19.7	18.4	19.6	19.8	19.2

81: E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.4	8.2	8.0	7.2	8.3	7.5	7.6	7.2	8.5	8.1	7.8

82: E 26th Street/E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	1.9	0.0	0.0	0.2	0.0	0.1	0.0	0.4	0.7	0.1	0.3
Total Del/Veh (s)	22.9	9.3	5.0	27.9	7.0	8.3	17.3	13.1	17.5	28.2	15.6

96: E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.7	0.7	0.7	0.6	0.7	0.6	0.7	0.6	0.6	0.6	0.6

97: E 26th Street & E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.9	0.8	0.8	0.9	0.8	0.8	0.7	0.9	0.8	0.7	0.8

98: E Bay Street & Portland Ave LT Loop Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.6	0.6	0.8	0.5	0.7	0.6	0.6	0.6	0.7	0.6	0.6

102: Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.9	3.1	2.9	2.7	3.1	2.7	3.0	2.7	2.9	2.9	2.9

110: E 27th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.1	2.3	2.2	2.4	2.3	2.2	2.1	2.3	2.3	2.2	2.2

115: E 30th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.5	1.8	1.4	1.3	1.6	1.5	1.5	1.6	1.5	1.3	1.5

117: E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.6	0.6	0.6	0.6	0.6	0.5	0.6	0.5	0.6	0.6	0.6

121: Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	3.7	3.7	3.9	3.7	3.8	3.7	3.8	3.9	3.7	3.8

124: E G Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.8	3.4	4.3	4.7	3.2	4.5	3.7	5.4	4.6	4.6	4.4

131: E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.9	3.0	3.4	2.8	3.1	3.3	3.0	3.0	2.6	2.9	3.0

133: Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.1	0.5	0.1
Total Del/Veh (s)	30.8	7.3	6.9	38.8	6.1	7.6	20.6	10.5	26.4	42.1	19.7

900: Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.2	1.8	1.9	1.9	2.0	1.8	2.0	1.8	2.0	1.9	1.9

901: E Portland Ave Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.5	2.5	2.4	2.3	2.7	2.4	2.4	2.5	2.6	2.5	2.5

Total Network Performance By Run

Run Number	1	10	2	3	4	5	6
Denied Del/Veh (s)	2.7	0.9	1.1	5.9	0.9	1.1	1.0
Total Del/Veh (s)	89.1	72.5	76.6	89.6	70.4	80.2	74.9

Total Network Performance By Run

Run Number	7	8	9	Avg
Denied Del/Veh (s)	1.1	2.8	1.6	1.9
Total Del/Veh (s)	80.7	78.8	82.7	79.7

12: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.0	0.4	2.2

24: Performance by movement

Movement	EBT	SEL	All
Denied Del/Veh (s)	0.0	0.3	0.2
Total Del/Veh (s)	0.3	0.2	0.2

25: Performance by movement

Movement	EBT	NER	All
Denied Del/Veh (s)	0.0	12.5	6.5
Total Del/Veh (s)	4.5	3.5	4.0

35: Pacific Avenue & S 21st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	3.2	0.6	0.8	1.1	0.2	0.9	0.0	0.1	0.0	0.0	4.0	1.7
Total Del/Veh (s)	34.8	45.6	27.2	48.2	23.3	11.2	35.0	46.2	27.2	26.8	67.8	25.9

35: Pacific Avenue & S 21st Street Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	4.1	0.7
Total Del/Veh (s)	14.4	33.1

36: Pacific Avenue & S 24th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	1.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	37.1	33.6	8.8	39.0	31.0	7.2	69.9	65.2	38.4	38.5	25.1	41.2

37: Pacific Avenue & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.4	0.4	0.3	0.0	0.0	0.0	0.1	0.0	0.2	0.1	0.1	0.1
Total Del/Veh (s)	40.1	32.6	9.6	41.9	37.1	37.5	34.6	37.8	41.9	20.4	22.0	18.0

37: Pacific Avenue & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	27.7

38: Pacific Avenue & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.1	0.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	43.9	44.4	4.9	35.8	35.4	30.1	35.1	19.0	12.2	14.4	11.7	4.9

38: Pacific Avenue & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	25.1

39: Pacific Avenue & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.3	0.3	0.1	0.1	0.1	3.6	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	14.5	14.8	9.9	19.1	18.0	11.2	27.7	11.5	4.2	24.0	5.6	7.0

39: Pacific Avenue & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	9.9

40: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.1	8.7	2.5	2.3	6.0	9.6	4.5	3.2	29.2	32.0	3.8	42.7

40: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0
Total Del/Veh (s)	40.0	18.1	7.0

41: Car Wash Dwy/A Street & E 25th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.3	10.2	30.9	16.4	62.7	52.3	0.5	5.3	14.4

42: A Street & E 26th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	4.5	4.6	8.7	3.7	25.9	7.0	4.7

43: I-705 Off-Ramp & E 26th Street Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.4	0.4	0.1
Total Del/Veh (s)	0.7	0.5	32.1	18.0	8.3

44: C Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.2	0.2	0.0	0.1
Total Del/Veh (s)	27.7	28.9	19.9	21.4	18.8	29.2	33.2	12.9	35.0	40.7	27.8	31.6

45: C Street & ST Driveway Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.4	29.5	4.1	1.5	1.7	4.0

46: C Street & E 26th Street Performance by movement

Movement	EBU	EBL	EBT	EBR	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.8	6.1	0.6	0.4	1.5	1.0	19.1	5.9	24.3	24.3	11.1	3.4

47: E D Street & E Dock Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	3.7	0.2	0.0	0.0	1.3	3.3	0.6
Total Del/Veh (s)	19.5	5.2	9.5	3.6	3.3	1.8	6.4

48: E D Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	22.3	7.1	4.6	15.1	10.3	8.8	45.5	33.7	23.0	40.4	38.6	6.0

48: E D Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	15.3

49: E D Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.1	0.3	0.1
Total Del/Veh (s)	38.3	38.2	29.2	40.2	28.9	15.6	34.9	34.3	25.9	32.7

50: E D Street & ST Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	4.5	1.5	0.9	2.7

51: E D Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.2	0.5	1.2	0.0	0.1	0.0	0.0	0.1
Total Del/Veh (s)	19.8	10.9	7.1	9.4	6.1	3.8	42.3	28.3	12.9	18.3	15.4	10.3

51: E D Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	12.1

52: E McKinley Way/E D Street & E Wiley Avenue Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Total Del/Veh (s)	7.7	5.1	10.2	6.0	7.6	0.3	0.1	2.9	1.9	4.0

53: E McKinley Way & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	11.1	8.7	9.9	6.5	6.8	3.2	6.2	7.1	4.2	7.4	5.8	6.0

53: E McKinley Way & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	7.2

54: E E Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	0.4	0.1	0.2	5.0	3.9	4.6	0.1	0.1	0.1
Total Del/Veh (s)	15.3	8.2	6.5	12.8	9.9	7.2	38.4	53.7	28.6	33.6	33.0	9.1

54: E E Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	1.1
Total Del/Veh (s)	15.4

55: E F Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.1	0.0	6.2	5.6	0.5
Total Del/Veh (s)	12.2	6.8	5.7	10.3	7.4	4.0	29.0	10.8	6.6

56: E G Street & Puyallup Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.2	0.0	0.1	0.1	0.0
Total Del/Veh (s)	12.0	11.6	10.9	5.0	44.3	23.1	7.4	51.3	11.3

57: E G Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.1
Total Del/Veh (s)	33.3	30.3	13.6	46.1	0.8	27.1	40.9	28.0	52.0	35.4	31.0

58: E L Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	6.4	3.6	3.9	7.5	2.2	2.6	17.7	0.2	6.3	12.5	19.2	5.9

58: E L Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	3.2

59: E L Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.6	5.3	3.2	4.8	4.5	2.9	2.1	0.4	0.3	2.1	0.7	0.5

59: E L Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.9

60: E Wiley Avenue & E L Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Del/Veh (s)	4.6	0.1	5.8	2.6		3.0	4.1

62: E L Street & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	6.7	3.5	4.8	5.2	3.0	1.6	0.1	0.1	0.1	0.0	4.1

63: E Portland Ave & SR 509 On-Ramp Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.2	0.3	0.2
Total Del/Veh (s)	13.6	0.3	0.7	0.7	2.7

64: E Portland Ave & SR 509 Off-Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	12.9	11.3	1.7	0.6	3.2

65: E Portland Ave & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	2.9	0.5	2.8	0.0	0.0	0.1	0.0	0.0	0.5
Total Del/Veh (s)	51.7	33.8	3.5	39.8	22.7	4.6	26.3	1.7	50.6	24.4	1.7	22.0

66: E Portland Ave & E 25th Street Performance by movement

Movement	EBR	WBR	NBU	NBL	NBT	NBR	NBR2	SBT	SBR	All
Denied Del/Veh (s)	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	40.0	7.4	61.3	41.6	0.8	0.9	2.1	4.7	4.0	7.1

67: E Portland Ave & E 26th Street Performance by movement

Movement	EBT	EBR	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.4	0.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.6	130.4	0.6	9.6	92.1	139.7	3.4	1.1	9.8	7.7	5.4	10.5

68: E Portland Ave & E 27th Street Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.1	0.1	0.0	0.1
Total Del/Veh (s)	42.5	31.4	9.7	50.2	16.6	39.3	9.0	34.1

69: E Portland Ave & E 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.2	0.4	0.1	0.1
Total Del/Veh (s)	36.6	34.6	2.8	26.4	13.3	41.5	5.0	20.1

70: E Portland Ave & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.1	0.1	0.1	0.1	0.0	3.0	0.3	0.4	0.1	0.0	0.0
Total Del/Veh (s)	15.7	15.4	8.7	18.8	11.2	5.7	13.4	13.1	9.0	13.5	10.2	8.7

70: E Portland Ave & E 32nd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	11.6

71: E R Street & E Bay Street Performance by movement

Movement	WBL	WBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	18.1	2.0	6.5	11.8

72: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by movement

Movement	WBL	WBT	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.4	0.0	0.0	0.2	0.0	0.3
Total Del/Veh (s)	19.3	17.2	26.3	0.4	8.9	0.9	14.2

73: E S Street & E 28th Street Performance by movement

Movement	EBT	EBR	EBR2	SBL2	SBL	SBT	NWR	NWR2	All
Denied Del/Veh (s)	0.0	0.2	1.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	33.8	29.8	14.8	27.1	29.6	25.0	36.7	39.5	31.8

74: E R Street & E 30th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	5.9	4.0	4.6	5.3	4.5	0.1	2.9	5.8	5.1

75: E R Street & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.3	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	3.2	1.3	0.9	2.3	0.8	0.6	8.2	7.7	4.9	6.8	8.1	4.2

75: E R Street & E 32nd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	3.1

77: Pioneer Way & River Road Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.2	0.1
Total Del/Veh (s)	16.7	20.1	18.1	27.4	4.8	19.2

81: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	9.9	4.8	7.8

82: E 26th Street/E Bay Street Performance by movement

Movement	EBT	EBR	NWT	All
Denied Del/Veh (s)	0.0	0.6	0.0	0.3
Total Del/Veh (s)	6.7	25.1	1.5	15.6

96: E Bay Street Performance by movement

Movement	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	1.1	0.5	0.6

97: E 26th Street & E Bay Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	3.4	0.5	0.2	0.3	6.2	3.2	0.8

98: E Bay Street & Portland Ave LT Loop Performance by movement

Movement	NBT	NBR	NET	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.3	0.9	0.4	0.6

102: Puyallup Avenue Performance by movement

Movement	EBT	WBT	SWT	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.3	3.2	4.2	7.0	2.9

110: E 27th Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	2.7	0.7	2.2

115: E 30th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.1
Total Del/Veh (s)	5.6	5.3	1.2	1.1	0.4	0.1	1.5

117: E Bay Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.2	0.3	0.8	0.6

121: Performance by movement

Movement	EBL	EBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.0	2.9	3.8

124: E G Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.2	10.4	6.2	3.7	3.6	2.1	4.4

131: E 25th Street Performance by movement

Movement	EBL	EBT	SBL	All
Denied Del/Veh (s)	0.1	0.0	0.2	0.1
Total Del/Veh (s)	0.3	0.4	5.3	3.0

133: Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.1	0.3	0.1	0.1
Total Del/Veh (s)	18.4	10.4	311.1	19.7

900: Puyallup Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	0.9	0.7	3.7	1.3	1.2	4.7	10.1	12.4	1.9

901: E Portland Ave Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	20.8	25.4	7.2	2.1	1.9	7.3	2.3	2.5

Total Network Performance

Denied Del/Veh (s)	1.9
Total Del/Veh (s)	79.7

1: Pacific Avenue & S 21st Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.5	0.5
Total Del/Veh (s)	32.1	33.7	30.4	29.3	30.5	27.6	30.3	34.1	33.6	30.5	31.3

2: Pacific Avenue & S 24th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	34.0	33.2	34.0	33.3	32.7	33.5	33.5	33.7	32.5	32.7	33.3

3: Pacific Avenue & E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.4	0.3	0.4	0.4	0.4	0.3	0.4	0.4	0.3	0.4
Total Del/Veh (s)	24.6	24.3	24.9	24.5	23.9	24.0	24.9	23.9	24.7	22.9	24.3

4: Pacific Avenue & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.6	0.6	0.7	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Total Del/Veh (s)	20.1	21.9	21.9	20.4	20.6	22.1	20.5	21.4	20.9	21.6	21.1

5: Pacific Avenue & E 34th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total Del/Veh (s)	7.3	6.8	7.4	7.8	7.9	6.9	8.2	7.7	7.7	7.6	7.5

6: A Street & S 24th Street/Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	5.1	4.0	4.4	4.5	3.9	4.8	5.4	4.2	4.9	4.6	4.6

7: Car Wash Dwy/A Street & E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	9.5	12.4	6.1	8.7	11.2	8.6	8.4	7.7	8.3	10.9	9.2

8: A Street & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.5	4.3	4.2	3.5	3.2	4.0	3.5	4.0	3.7	3.5	3.8

9: I-705 Off-Ramp & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	87.7	89.7	100.7	120.4	33.2	3.5	0.5	7.4	8.2	45.8
Total Del/Veh (s)	38.2	87.3	84.4	84.6	91.4	81.1	41.5	63.2	50.1	68.7	69.1

10: C Street & E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	21.2	20.1	20.6	19.7	19.7	20.3	20.6	20.1	19.9	19.8	20.2

11: C Street & ST Driveway Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.6	0.2	0.1	0.2	0.3	0.4	0.1	0.9	0.0	0.1	0.3
Total Del/Veh (s)	15.7	11.8	13.1	11.3	11.4	12.6	9.8	15.4	9.8	9.9	12.1

12: C Street & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.9	2.6	2.8	2.5	3.2	2.4	2.4	3.0	3.3	3.0	2.8

13: E D Street & E Dock Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.4	0.4	0.4	0.5	0.4	0.4	0.4	0.4	0.3	0.4
Total Del/Veh (s)	6.0	5.9	6.5	5.4	6.2	5.8	6.1	5.8	5.8	5.8	5.9

14: E D Street & Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.3	0.1	0.2	0.3	0.2	0.6	0.2	0.2	0.2	0.3
Total Del/Veh (s)	19.3	20.9	16.6	18.0	18.9	17.1	19.4	18.4	18.2	20.2	18.7

15: E D Street & E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.2	0.0	0.1	0.1
Total Del/Veh (s)	23.6	23.2	22.8	19.6	21.7	20.5	20.8	24.1	19.8	21.2	21.8

16: E D Street & ST Driveway Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	15.4	14.2	14.7	12.0	12.5	12.8	11.0	11.8	10.2	17.4	13.3

17: E D Street & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.8	11.8	12.7	11.8	11.8	11.8	13.1	12.3	13.5	19.7	13.2

18: E McKinley Way/E D Street & E Wiley Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.6	1.4	1.5	1.3	1.2	1.7	1.6	1.5	1.4	1.4	1.5

19: E McKinley Way & E 34th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	6.9	6.9	7.0	7.4	6.8	6.5	6.9	6.7	6.9	7.2	7.0

20: E E Street & Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	5.5	5.6	5.5	5.3	7.5	5.2	7.3	5.6	6.0	6.2	6.0

21: E F Street & Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.2	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	4.4	4.7	3.5	4.1	4.9	4.2	4.6	4.4	4.4	3.8	4.3

22: E G Street & Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	9.2	7.9	8.8	9.5	7.2	8.0	8.9	7.6	7.8	7.5	8.2

23: E G Street & E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.5	20.8	20.9	18.3	20.2	21.3	20.9	21.1	21.0	22.5	20.8

24: E L Street & Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	4.7	5.5	6.1	4.5	4.8	3.6	4.4	5.0	5.7	4.4	4.9

25: E L Street & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	1.8	1.7	1.7	1.8	2.0	1.8	1.8	1.8	1.7	1.8

26: E Wiley Avenue/S 27th Street & E L Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.0	4.9	4.9	4.7	4.5	4.9	4.8	4.8	5.0	4.8	4.8

27: E L Street & S 28th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	1.4	1.2	1.9	1.7	1.2	1.7	1.9	2.2	1.6	1.7

29: E Portland Ave & SR 509 On-Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.9	2.5	1.9	1.9	2.2	1.9	1.9	2.1	2.0	1.7	2.0

30: E Portland Ave & SR 509 Off-Ramp Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	5.2	6.4	5.5	5.6	5.4	5.8	5.5	6.1	5.4	5.2	5.6

31: E Portland Ave & Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.3	0.3	0.3	0.5	0.3	0.2	0.4	0.4	0.3	0.3
Total Del/Veh (s)	20.2	21.5	21.5	20.8	20.4	23.0	22.3	21.4	23.7	22.4	21.7

32: E Portland Ave & E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.2	0.1	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.9	4.1	3.4	3.7	4.2	4.4	4.3	4.9	4.2	4.1	4.1

33: E Portland Ave & E 26th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.2	0.4	0.1	1.4	0.3	1.2	1.9	0.9	1.2	0.8
Total Del/Veh (s)	4.4	5.2	6.0	3.7	7.6	6.8	7.3	7.9	6.5	7.0	6.3

34: E Portland Ave & E 27th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	16.2	17.0	15.0	15.1	15.4	14.8	15.0	15.7	16.4	15.6	15.6

35: E Portland Ave & E 28th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	17.3	18.9	16.8	18.9	17.3	17.4	17.1	18.1	17.2	17.3	17.6

36: E Portland Ave & E 32nd Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	1.0	1.0	1.6	1.2	1.0	0.8	1.5	0.8	0.7	1.0
Total Del/Veh (s)	9.1	11.6	12.0	12.2	12.1	11.3	10.1	12.5	10.3	10.2	11.2

37: E R Street & E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0
Total Del/Veh (s)	5.8	7.8	7.0	4.7	5.9	4.5	7.6	6.3	9.4	5.0	6.5

38: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.6	0.4	0.5	0.3	0.4	0.4	0.6	0.4	0.4	0.4	0.4
Total Del/Veh (s)	14.4	14.8	16.0	13.5	14.7	14.2	15.7	14.0	15.8	13.9	14.7

39: E S Street & E 28th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	23.2	24.1	23.2	23.3	23.6	22.3	23.1	23.7	23.3	22.2	23.2

40: E R Street & E 30th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	4.6	4.5	4.5	4.7	4.7	4.2	4.6	4.6	4.3	4.5	4.5

41: E R Street & E 32nd Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	3.1	3.0	3.1	2.9	2.9	3.0	3.2	3.5	3.3	3.0	3.1

43: Pioneer Way & E Bay Street/SR 167 (River Road) Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	25.3	23.7	24.7	25.5	25.1	26.3	43.5	25.5	25.1	25.1	27.0

63: E L Street & E 34th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	3.0	3.2	3.4	3.4	2.9	3.4	3.4	3.2	3.0	3.2	3.2

98: E Bay Street & Portland Ave LT Loop Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.7	0.8	0.7	0.7	0.8	0.8	0.7	1.0	0.7	0.8	0.8

137: S 27th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.3	0.1	0.2	0.2	0.1	0.1

985: Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.9	2.9	2.9	2.6	4.0	2.7	3.4	3.8	3.9	3.5	3.3

986: E 27th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1
Total Del/Veh (s)	2.0	2.1	1.9	2.1	2.2	2.1	2.0	2.0	2.0	2.0	2.0

987: Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.2	0.1	0.1	0.2	0.1	0.1	0.2	0.1	0.1	0.2	0.1

988: E 26th Street/E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.1	0.1	0.1	0.1	0.1	8.0	0.2	0.0	0.1	0.9
Total Del/Veh (s)	7.2	3.1	3.2	4.7	3.7	7.6	22.5	7.6	3.2	4.8	6.8

989: Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.4	0.5	0.4	0.4	0.4	0.5	0.4	0.4	0.4	0.4	0.4

990: Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	3.5	3.5	3.4	3.5	3.6	3.4	3.5	3.6	3.5	3.6	3.5

991: E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	48.3	22.8	29.3	48.5	39.3	62.8	79.7	58.2	26.1	50.0	46.8

992: E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.0	1.9	1.9	2.0	2.0	1.8	1.9	1.9	2.0	1.7	1.9

993: E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	1.2	1.3	1.1	1.4	1.1	1.2	1.8	1.1	1.2	1.3

994: E 26th Street & E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.7	1.0	1.3	0.7	3.5	1.0	2.3	4.4	1.7	2.1	1.9

995: E Bay Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	8.1	1.9	4.5	4.5	8.3	6.4	18.5	5.5	2.3	6.5

996: E Portland Ave Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	6.0	5.9	6.1	7.6	6.4	6.5	6.5	8.4	6.0	6.1	6.6

997: E G Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.5	2.8	3.5	2.9	2.3	2.3	3.0	2.5	3.1	2.9	2.8

998: E 25th Street Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.6	0.8	0.8	0.8	0.8	0.9	0.6	0.9	0.6	0.7	0.7

999: Puyallup Avenue Performance by run number

Run Number	1	10	2	3	4	5	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.9	4.4	4.0	4.5	4.0	4.5	4.6	4.3	4.5	4.4	4.4

Total Network Performance By Run

Run Number	1	10	2	3	4	5	6
Denied Del/Veh (s)	0.8	10.7	10.9	12.1	14.6	4.5	3.3
Total Del/Veh (s)	67.9	70.0	69.0	71.4	71.4	74.8	83.3

Total Network Performance By Run

Run Number	7	8	9	Avg
Denied Del/Veh (s)	1.3	1.7	1.8	6.2
Total Del/Veh (s)	74.8	66.1	71.0	72.1

1: Pacific Avenue & S 21st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	3.0	0.2	0.3	1.1	0.3	1.0	0.0	0.1	0.0	0.0	3.8	1.0
Total Del/Veh (s)	34.5	38.6	22.2	41.8	26.4	15.0	49.0	47.3	25.3	33.3	59.5	25.3

1: Pacific Avenue & S 21st Street Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	3.7	0.5
Total Del/Veh (s)	10.5	31.3

2: Pacific Avenue & S 24th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	3.9	0.0	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.1
Total Del/Veh (s)	32.7	31.4	5.7	39.8	23.2	8.3	41.6	42.0	33.9	26.7	21.0	33.3

3: Pacific Avenue & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.5	0.6	0.2	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	32.0	29.7	5.3	24.7	16.4	17.5	23.4	29.1	31.1	20.2	16.3	11.0

3: Pacific Avenue & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	24.3

4: Pacific Avenue & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.9	0.6	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	35.8	30.6	3.6	35.3	30.6	20.4	24.0	17.8	16.7	15.4	7.3	2.7

4: Pacific Avenue & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	21.1

5: Pacific Avenue & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.1	3.1	0.2	0.3	0.0	0.0	0.0
Total Del/Veh (s)	14.8	13.5	6.2	16.2	14.9	9.1	8.9	8.4	3.5	11.0	2.7	3.8

5: Pacific Avenue & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	7.5

6: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	9.4	2.8	1.4	7.3	4.2	2.7	48.8	42.7	4.7	35.2	6.6	4.6

7: Car Wash Dwy/A Street & E 25th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.2	7.9	20.9	6.6	37.1	0.2	4.1	9.2

8: A Street & E 26th Street Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	4.6	2.6	9.7	10.5	2.0	17.4	5.7	3.8

9: I-705 Off-Ramp & E 26th Street Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	86.4	86.3	45.8
Total Del/Veh (s)	1.5	0.3	188.0	97.4	69.1

10: C Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	24.6	24.2	20.0	20.6	10.0	6.0	16.5	20.8	13.4	31.2	19.7	5.4

10: C Street & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	20.2

11: C Street & ST Driveway Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	1.1	0.3	0.5	0.0	0.0	0.0	0.3
Total Del/Veh (s)	2.1	61.4	11.9	12.5	10.4	22.0	1.3	1.4	12.1

12: C Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBU	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	1.9	0.5	6.3	1.2	1.1	30.5	16.3	30.0	37.3	5.3	2.8

13: E D Street & E Dock Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	3.7	0.3	0.0	0.0	0.8	3.4	0.4
Total Del/Veh (s)	28.3	5.5	6.5	4.1	3.0	1.5	5.9

14: E D Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.5	1.7	0.0	0.0	0.0	0.0	0.1	0.1	0.5	0.2	0.0
Total Del/Veh (s)	22.5	14.7	7.5	27.7	15.1	4.0	20.4	18.5	17.2	43.9	32.3	3.8

14: E D Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	18.7

15: E D Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.0	0.3	0.0	0.1	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	24.2	26.7	17.6	26.2	20.3	13.7	38.5	19.7	10.2	21.8

16: E D Street & ST Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.6	15.3	2.2	0.6	13.3

17: E D Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.5	8.7	6.4	14.3	5.3	3.5	32.2	31.1	26.7	24.8	5.3	4.8

17: E D Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	13.2

18: E McKinley Way/E D Street & E Wiley Avenue Performance by movement

Movement	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	7.5	2.4	5.9	0.6	0.4	2.8	0.5	0.6	1.5

19: E McKinley Way & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.4	0.4	0.3	0.0	0.0	0.0
Total Del/Veh (s)	8.5	7.9	6.1	5.7	6.6	3.3	6.9	8.2	5.3	4.3	1.9	3.6

19: E McKinley Way & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	7.0

20: E E Street & Puyallup Avenue Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	11.4	10.9	7.5	5.5	8.8	12.0	3.5	1.3	38.4	5.2	3.5	6.0

21: E F Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBR	SBL	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.3	0.4	0.0	0.9	1.0	0.1	0.1
Total Del/Veh (s)	8.4	3.5	2.5	9.6	9.2	3.2	23.1	8.4	24.7	4.3

22: E G Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2	0.1	0.1
Total Del/Veh (s)	9.3	7.5	4.2	9.6	5.4	3.6	30.2	9.9	9.7	4.9	8.2

23: E G Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.0
Total Del/Veh (s)	37.7	31.4	14.6	36.8	0.6	12.1	22.6	17.9	41.2	20.4	20.8

24: E L Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	4.8	1.4	0.8	9.9	4.4	4.3	30.1	0.1	18.1	16.6	7.3	4.9

25: E L Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.1	5.8	3.2	3.4	3.3	1.7	1.7	2.8	0.4	0.4	1.8

26: E Wiley Avenue/S 27th Street & E L Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.9	0.4	2.3	4.4	5.9	3.2	5.9	4.8	3.0	4.8

27: E L Street & S 28th Street Performance by movement

Movement	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	1.0	8.4	1.5	1.7

29: E Portland Ave & SR 509 On-Ramp Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.2	0.2	0.1
Total Del/Veh (s)	5.7	1.3	0.3	0.2	2.0

30: E Portland Ave & SR 509 Off-Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	18.1	5.5	5.1	3.8	5.6

31: E Portland Ave & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.5	0.2	3.6	0.2	3.5	0.1	0.1	0.2	0.0	0.0	0.3
Total Del/Veh (s)	43.3	30.7	2.0	47.0	25.8	9.7	23.8	13.7	25.7	14.3	2.0	21.7

32: E Portland Ave & E 25th Street Performance by movement

Movement	EBT	EBR	WBT	WBR	NBU	NBL	NBT	NBR	NBR2	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.4	9.6	5.4	28.6	10.1	7.8	1.7	0.4	1.8	2.5	2.1	4.1

33: E Portland Ave & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Total Del/Veh (s)	50.0	24.1	10.3	6.1	23.7	4.6	0.8	0.9	14.6	0.7	0.5	6.3

34: E Portland Ave & E 27th Street Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	31.1	33.1	16.5	42.7	12.0	9.4	3.3	15.6

35: E Portland Ave & E 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	34.2	31.3	2.0	18.5	11.9	38.0	4.2	17.6

36: E Portland Ave & E 32nd Street Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	2.7	1.4	1.4	0.1	0.0	0.0	1.0
Total Del/Veh (s)	26.1	5.5	25.4	0.2	14.1	8.5	12.5	12.3	15.6	2.1	1.4	11.2

37: E R Street & E Bay Street Performance by movement

Movement	WBL	WBT	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	6.6	1.7	7.6	6.5

38: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by movement

Movement	WBL	WBT	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.4	0.0		0.6	0.0	0.4
Total Del/Veh (s)	15.0	16.2	25.8		12.7	1.5	14.7

39: E S Street & E 28th Street Performance by movement

Movement	EBT	SBL2	SBT	NWR	NWR2	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	21.7	22.6	1.4	34.0	33.2	23.2

40: E R Street & E 30th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	5.1	3.9	4.7	5.3	0.1	3.2	4.5

41: E R Street & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBT	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	2.5	0.8	0.6	0.3	6.7	4.2	6.3	3.5	3.1

43: Pioneer Way & E Bay Street/SR 167 (River Road) Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.3	0.3	0.4	0.2
Total Del/Veh (s)	16.8	9.5	30.8	34.2	17.4	27.0

63: E L Street & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.1	0.0	0.1
Total Del/Veh (s)	8.0	5.8	6.0	6.0	3.3	1.7	0.2	0.4	0.6	3.2

98: E Bay Street & Portland Ave LT Loop Performance by movement

Movement	NBR	NET	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.8	0.5	0.8

137: S 27th Street Performance by movement

Movement	WBT	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.1	0.1

985: Puyallup Avenue Performance by movement

Movement	EBT	WBT	SWR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	2.2	3.9	6.3	3.3

986: E 27th Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	2.5	0.9	2.0

987: Performance by movement

Movement	EBT	SEL	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	0.2	0.1	0.1

988: E 26th Street/E Bay Street Performance by movement

Movement	EBT	EBR	NWT	All
Denied Del/Veh (s)	0.0	0.0	1.3	0.9
Total Del/Veh (s)	0.2	0.7	9.4	6.8

989: Performance by movement

Movement	EBT	NER	All
Denied Del/Veh (s)	0.0	0.3	0.1
Total Del/Veh (s)	0.6	0.1	0.4

990: Performance by movement

Movement	EBL	EBT	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	4.8	1.9	3.5

991: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	54.8	36.1	46.8

992: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.3	0.7	1.9

993: E Bay Street Performance by movement

Movement	EBR	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.3	1.4	1.3

994: E 26th Street & E Bay Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.6	1.1	2.6	1.1	7.5	1.0	1.9

995: E Bay Street Performance by movement

Movement	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.8	11.1	3.3	6.5

996: E Portland Ave Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.4	0.0	0.0	0.0
Total Del/Veh (s)	56.4	70.9	65.6	72.2	50.5	4.8	5.5	4.9	24.3	1.5	1.3	6.6

997: E G Street Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.8	3.3	0.7	0.5	2.8

998: E 25th Street Performance by movement

Movement	EBL	EBT	SBL	All
Denied Del/Veh (s)	0.1	0.0	0.1	0.1
Total Del/Veh (s)	0.7	0.6	6.1	0.7

999: Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	1.6	0.8	3.1	0.8	0.2	16.1	19.0	13.0	4.4

Total Network Performance

Denied Del/Veh (s)										6.2
Total Del/Veh (s)										72.1

1: Pacific Avenue & S 21st Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.6	13.1	0.9	2.5	5.2	0.9	3.9	1.3	2.6	10.7	4.2
Total Del/Veh (s)	36.6	46.2	36.6	38.3	41.9	36.7	42.7	39.0	39.7	44.9	40.3

2: Pacific Avenue & S 24th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	32.1	31.3	32.8	30.9	34.2	31.3	35.7	33.0	32.5	34.1	32.8

3: Pacific Avenue & E 25th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.6	0.7	0.5	0.3	0.4	0.3	0.6	0.6	0.3	0.3	0.5
Total Del/Veh (s)	32.6	34.1	33.5	31.8	31.4	33.9	33.7	32.0	33.5	32.6	32.9

4: Pacific Avenue & E 26th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.4	0.4	0.5	0.4	0.5	0.5	0.4	0.4	0.4	0.4	0.4
Total Del/Veh (s)	25.0	25.6	25.5	24.7	25.0	24.3	25.4	26.8	24.9	24.0	25.1

5: Pacific Avenue & E 34th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.2	0.2	0.1	0.2	0.1	0.2	0.1
Total Del/Veh (s)	9.7	9.5	9.5	8.9	9.9	9.1	9.2	9.4	8.9	9.8	9.4

6: A Street & S 24th Street/Puyallup Avenue Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.1
Total Del/Veh (s)	8.7	7.3	6.9	8.2	8.3	7.2	7.7	7.7	9.5	10.7	8.2

7: Car Wash Dwy/A Street & E 25th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.1	10.8	9.3	10.5	10.2	9.2	10.8	8.6	9.9	9.2	9.8

8: A Street & E 26th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	5.5	4.6	4.8	4.1	3.5	4.6	4.7	6.0	4.4	4.7

9: I-705 Off-Ramp & E 26th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.1	0.1	0.2	0.2	0.2	0.1	0.2
Total Del/Veh (s)	17.7	12.3	16.6	13.0	12.2	10.2	12.0	23.2	12.8	9.1	14.0

10: C Street & E 25th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.2	0.0	0.0	0.1
Total Del/Veh (s)	23.4	24.8	26.2	24.8	26.2	23.1	23.6	26.9	21.5	27.2	24.8

11: C Street & ST Driveway Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.5	4.9	2.2	6.0	3.2	4.3	4.0	4.0	3.4	3.0	3.9

12: C Street & E 26th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.8	5.6	5.1	4.4	6.0	5.6	4.8	4.4	4.0	4.2	4.9

13: E D Street & E Dock Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.5	0.5	0.6	0.6	0.6	0.5	0.6	0.6	0.5	0.6	0.6
Total Del/Veh (s)	6.9	6.4	6.5	5.8	6.6	6.3	7.0	6.7	7.1	5.9	6.5

14: E D Street & Puyallup Avenue Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.2	0.3	0.1	0.1	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	19.2	15.6	16.1	17.3	17.5	15.5	18.5	17.9	19.1	17.2	17.4

15: E D Street & E 25th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	30.6	30.1	28.8	30.5	29.3	31.2	33.7	30.3	30.0	31.2	30.6

16: E D Street & ST Driveway Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.6	1.8	1.8	1.6	2.3	1.8	2.4	2.1	2.2	2.3	2.0

17: E D Street & E 26th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.3	0.2	0.2	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.3
Total Del/Veh (s)	12.4	11.5	11.6	11.9	11.9	12.0	12.1	12.4	11.2	12.0	11.9

18: E McKinley Way/E D Street & E Wiley Avenue Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	2.7	2.8	3.1	2.9	2.8	2.5	3.2	2.7	3.0	2.9

19: E McKinley Way & E 34th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.8	7.0	6.3	6.1	6.8	7.1	6.7	6.6	7.1	6.1	6.7

20: E E Street & Puyallup Avenue Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.8	0.8	1.0	0.9	0.4	0.5	0.8	0.7	0.7	0.7	0.7
Total Del/Veh (s)	15.2	13.9	13.7	15.3	12.3	13.1	14.2	13.4	13.4	13.4	13.8

21: E F Street & Puyallup Avenue Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.1	0.3	0.4	0.4	0.2	0.4	0.3	0.4	0.3	0.4	0.3
Total Del/Veh (s)	6.6	7.2	6.3	7.0	6.5	6.4	6.4	7.3	6.5	6.5	6.7

22: E G Street & Puyallup Avenue Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1
Total Del/Veh (s)	10.5	10.2	11.3	11.0	10.0	10.3	11.7	9.8	8.5	10.7	10.4

23: E G Street & E 25th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.2	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.1	0.1	0.2
Total Del/Veh (s)	26.7	29.9	30.7	30.1	28.1	31.1	28.4	27.3	29.3	27.7	28.9

24: E L Street & Puyallup Avenue Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	3.1	3.1	3.7	3.1	3.5	3.6	3.1	3.6	3.4	3.2	3.3

25: E L Street & E 26th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.8	1.7	1.7	1.8	1.8	1.9	1.7	1.9	1.5	1.7	1.7

26: E Wiley Avenue & E L Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.7	5.4	5.5	5.7	5.6	5.9	5.6	5.5	5.5	5.5	5.6

27: E L Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.4	1.2	1.4	1.5	1.3	1.4	1.3	1.3	1.3	1.2	1.3

28: E L Street & E 34th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	3.3	2.7	2.9	3.3	3.1	3.1	3.3	3.4	3.1	2.7	3.1

29: E Portland Ave & SR 509 On-Ramp Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	103.2	141.5	57.3	0.2	74.4	13.3	2.0	2.6	1.0	0.2	39.6
Total Del/Veh (s)	43.4	47.9	36.9	3.4	47.9	15.9	10.4	10.4	15.0	3.9	22.9

30: E Portland Ave & SR 509 Off-Ramp Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	43.3	70.2	15.7	0.0	113.4	2.0	13.2	0.1	34.3	0.0	28.7
Total Del/Veh (s)	107.1	134.2	82.7	7.0	169.4	39.9	59.1	19.7	89.2	8.4	69.0

31: E Portland Ave & Puyallup Avenue Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	6.1	5.2	1.8	0.4	1.8	1.1	2.7	0.8	1.0	0.5	2.1
Total Del/Veh (s)	57.3	64.4	48.6	22.8	56.5	37.6	44.2	29.0	49.2	23.1	42.7

32: E Portland Ave & E 25th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	4.6	3.9	3.0	0.6	12.4	0.6	8.1	2.0	11.2	0.0	4.5
Total Del/Veh (s)	38.5	47.9	40.2	13.5	53.3	21.3	37.8	20.5	38.8	4.8	31.0

33: E Portland Ave & E 26th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.5	0.0	0.2	0.0	0.2	0.3	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	34.0	42.5	34.3	15.5	42.1	18.3	31.4	19.1	34.1	3.9	26.9

34: E Portland Ave & E 27th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	1.3	0.1	12.2	0.1	0.1	0.1	0.1	0.1	1.4
Total Del/Veh (s)	36.1	36.0	33.3	28.5	32.5	30.4	29.5	25.4	32.8	21.1	30.5

35: E Portland Ave & E 28th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.3	1.0	0.5	0.2	0.2	0.2	0.4	0.3	1.4	0.1	0.4
Total Del/Veh (s)	47.8	57.5	45.9	35.7	41.6	36.0	40.6	36.7	55.2	26.8	42.2

36: E Portland Ave & E 32nd Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	3.1	0.7	2.5	2.1	0.3	14.7	1.0	0.2	1.1	0.3	2.6
Total Del/Veh (s)	23.1	25.3	25.5	28.0	19.8	28.9	25.5	23.6	25.0	20.8	24.6

37: E R Street & E Bay Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	7.7	7.7	12.3	27.3	1.3	21.7	15.6	0.9	4.3	9.1	10.8
Total Del/Veh (s)	85.0	98.4	88.9	107.3	59.1	118.6	93.5	73.5	56.7	86.4	86.7

38: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	496.8	488.9	548.1	528.0	447.6	502.3	652.4	674.3	646.3	646.5	564.2
Total Del/Veh (s)	67.3	69.2	68.1	71.2	69.6	69.6	77.5	73.2	72.7	72.7	71.0

39: E S Street & E 28th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.6	0.3	1.2	0.4	0.6	0.6	0.7	0.6	1.0	0.3	0.6
Total Del/Veh (s)	98.6	106.5	95.9	91.7	104.4	87.5	101.3	92.5	101.7	80.1	95.9

40: E R Street & E 30th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.1	4.8	5.3	5.2	5.3	5.2	5.2	5.3	5.4	5.0	5.2

41: E R Street & E 32nd Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.2
Total Del/Veh (s)	3.9	4.0	4.7	4.4	4.2	4.1	4.5	4.1	4.0	3.7	4.2

43: Pioneer Way & River Road Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.1	0.2	0.1	29.8	0.1	118.0	15.2	0.1	0.1	0.1	16.1
Total Del/Veh (s)	20.7	20.3	31.1	57.0	20.3	82.0	43.6	20.9	20.9	20.3	33.4

50: E Portland Ave Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Del/Veh (s)	4.7	4.6	4.0	4.0	4.1	3.9	4.5	4.4	15.4	3.7	5.3

59: Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.4	4.0	0.3	0.3	0.3	0.3	0.4	0.3	0.3	0.4	0.7
Total Del/Veh (s)	0.5	3.5	0.4	0.4	0.5	0.5	0.9	0.5	0.6	0.5	0.8

80: Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.2	0.2	0.1	0.1
Total Del/Veh (s)	21.0	44.2	40.5	24.1	39.7	41.9	26.2	38.6	47.0	35.3	35.8

98: E Bay Street & Portland Ave LT Loop Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.7	0.7	0.7	0.9	1.1	0.6	0.6	0.7	0.8	0.8	0.8

110: E 27th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.4	2.3	2.5	2.3	2.1	2.2	2.2	2.1	2.3	2.1	2.2

115: E 30th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	3.6	0.1	0.5
Total Del/Veh (s)	3.1	3.0	3.4	3.1	3.2	2.9	3.4	3.4	8.5	2.7	3.7

120: E R Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.2	2.4	2.3	2.2	2.2	2.2	2.4	2.2	2.3	2.1	2.3

137: Puyallup Avenue Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	4.3	3.9	4.2	3.6	4.2	3.5	3.7	3.4	3.5	3.8

141: Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	1.7	1.9	2.5	2.2	1.8	1.9	2.4	2.1	1.9	2.0

144: E 25th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	2.6
Total Del/Veh (s)	2.3	26.1	29.1	0.7	380.1	0.8	29.1	0.8	10.5	0.6	48.1

985: Puyallup Avenue Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	13.8	11.5	12.4	11.9	11.2	12.8	9.9	8.9	9.3	9.2	11.1

988: E 26th Street/E Bay Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.5	0.3	0.0	0.3	0.5	0.0	0.0	0.0	0.2
Total Del/Veh (s)	24.4	30.3	41.6	35.5	29.0	59.0	31.8	30.9	29.2	29.4	33.9

989: Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	2.8	143.4	159.8	21.2	82.9	159.7	25.4	100.9	150.6	85.5	94.3
Total Del/Veh (s)	2.6	9.0	9.4	5.2	10.0	10.6	7.5	8.6	10.5	8.6	8.2

990: Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.8	4.0	4.0	3.9	4.1	4.1	4.9	3.9	4.0	4.1	4.1

991: E Bay Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.3	11.1	104.9	95.8	9.3	205.5	96.4	9.4	12.6	38.3	57.4

992: E Bay Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.2
Total Del/Veh (s)	11.6	23.3	50.6	44.5	5.6	105.7	66.9	14.5	16.4	40.5	36.6

993: E Bay Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	0.7	0.8	0.8	0.7	0.8	0.7	0.7	0.7	1.7	0.9

994: E 26th Street & E Bay Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.0	1.0	0.8	0.8	0.9	1.3	1.0	0.9	1.0	1.0	1.0

995: E Bay Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.5	0.7	0.9	0.7	0.9	0.7	1.0	0.9	0.7	0.7	0.9

997: E G Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.2	4.6	4.9	6.0	3.7	5.3	6.4	4.6	3.2	4.3	4.8

998: E 25th Street Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.2	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	3.1	3.3	3.7	3.2	3.5	3.2	2.9	3.1	3.3	3.3	3.3

999: Puyallup Avenue Performance by run number

Run Number	1	10	11	13	2	3	5	6	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	1.6	1.5	1.5	1.7	1.5	1.9	1.9	1.7	1.7	1.7

Total Network Performance By Run

Run Number	1	10	11	13	2	3	5
Denied Del/Veh (s)	101.0	130.9	130.5	105.8	111.9	137.0	109.0
Total Del/Veh (s)	135.9	150.4	154.4	129.7	159.2	155.4	141.6

Total Network Performance By Run

Run Number	6	8	9	Avg
Denied Del/Veh (s)	117.9	125.1	119.8	119.0
Total Del/Veh (s)	115.1	140.2	104.1	138.7

1: Pacific Avenue & S 21st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	20.6	14.4	14.7	1.0	0.3	1.0	0.0	0.0	0.0	0.0	3.5	1.3
Total Del/Veh (s)	61.4	71.6	58.1	44.3	24.8	13.2	45.0	46.1	30.9	32.1	52.7	26.7

1: Pacific Avenue & S 21st Street Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	3.5	4.2
Total Del/Veh (s)	15.1	40.3

2: Pacific Avenue & S 24th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	35.8	32.2	7.7	41.7	24.8	8.4	40.9	38.0	35.9	36.7	31.0	32.8

3: Pacific Avenue & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.5	0.5	0.3	0.1	0.1	0.0	0.1	0.0	0.0	0.7	0.5	0.5
Total Del/Veh (s)	35.4	30.4	11.1	44.0	44.3	47.5	30.2	35.3	37.4	30.5	36.5	33.4

3: Pacific Avenue & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	32.9

4: Pacific Avenue & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.1	0.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	42.4	42.0	5.5	33.6	32.2	27.0	37.6	20.2	14.9	22.8	15.8	7.6

4: Pacific Avenue & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	25.1

5: Pacific Avenue & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.3	0.3	0.1	0.1	0.1	3.5	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	15.2	14.9	10.4	20.8	18.8	13.5	11.7	11.8	4.9	11.9	5.8	6.1

5: Pacific Avenue & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	9.4

6: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.1	0.0	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.2	0.1
Total Del/Veh (s)	20.9	13.8	2.3	1.5	9.2	7.2	6.1	25.0	23.5	4.0	36.1	38.4

6: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.2	0.1
Total Del/Veh (s)	19.8	8.2

7: Car Wash Dwy/A Street & E 25th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.2	7.6	18.5	8.1	36.3	42.7	0.6	5.1	9.8

8: A Street & E 26th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	3.2	4.0	8.9	3.9	30.9	9.1	4.7

9: I-705 Off-Ramp & E 26th Street Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.5	0.5	0.2
Total Del/Veh (s)	0.7	0.6	59.1	28.4	14.0

10: C Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	16.4	17.7	9.1	19.4	17.7	36.9	29.0	13.0	26.0	34.6	21.9	24.8

11: C Street & ST Driveway Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.5	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.0	27.0	3.6	3.3	1.5	3.9

12: C Street & E 26th Street Performance by movement

Movement	EBU	EBL	EBT	EBR	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.5	8.3	0.7	0.3	1.8	1.3	27.1	7.7	38.7	38.8	18.1	4.9

13: E D Street & E Dock Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	3.8	0.2	0.0	0.0	1.3	2.9	0.6
Total Del/Veh (s)	23.4	5.3	9.6	4.0	3.6	2.1	6.5

14: E D Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.7	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	34.9	13.8	6.5	22.0	15.6	4.5	17.4	18.9	12.7	37.9	36.4	9.6

14: E D Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	17.4

15: E D Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	44.4	43.6	27.8	22.9	21.7	9.9	31.6	30.5	22.0	30.6

16: E D Street & ST Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	2.9	1.3	0.8	2.0

17: E D Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.4	0.9	1.5	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	18.0	7.3	4.5	13.0	9.0	6.2	38.1	25.0	8.5	14.0	19.7	12.3

17: E D Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	11.9

18: E McKinley Way/E D Street & E Wiley Avenue Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Total Del/Veh (s)	5.3	3.2	8.7	8.9	6.1	0.2	0.1	2.6	1.3	2.9

19: E McKinley Way & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	11.4	8.8	9.5	6.3	6.9	3.2	5.6	6.9	3.7	6.3	3.6	4.7

19: E McKinley Way & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	6.7

20: E E Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.1	0.0	3.3	5.0	3.2	0.1	0.1	0.1
Total Del/Veh (s)	14.6	8.0	5.5	14.0	9.4	3.6	33.4	28.2	25.4	32.4	23.8	7.4

20: E E Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	13.8

21: E F Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.8	0.0	0.0	0.0	4.1	3.7	0.3
Total Del/Veh (s)	9.5	5.6	4.3	16.4	13.3	5.4	25.8	13.0	6.7

22: E G Street & Puyallup Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.2	0.5	0.0	0.0	0.1	0.0	0.1	0.1	0.1
Total Del/Veh (s)	6.7	4.8	15.1	5.2	46.6	27.6	13.2	34.9	10.4

23: E G Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1		0.1	0.0	0.0	0.0	0.6	0.2
Total Del/Veh (s)	29.0	24.0	12.8	41.0		24.3	39.5	28.6	33.3	31.5	28.9

24: E L Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	9.2	1.9	1.4	10.2	1.5	0.8	39.0	0.1	13.0	39.1	26.5	12.8

24: E L Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	3.3

25: E L Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	6.3	3.6	6.8	5.9	3.3	3.9	1.8	1.6	2.2	0.8	0.5

25: E L Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.7

26: E Wiley Avenue & E L Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	0.1	2.7	5.6	6.3	2.5	5.4	5.7	3.9	5.6

27: E L Street Performance by movement

Movement	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.7	0.3	4.1	1.7	1.3

28: E L Street & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	8.3	3.9	6.2	7.4	3.2	2.2	0.1	0.1	1.4	1.4	3.1

29: E Portland Ave & SR 509 On-Ramp Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	58.3	54.1	39.6
Total Del/Veh (s)	24.8	1.2	27.8	26.8	22.9

30: E Portland Ave & SR 509 Off-Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Del/Veh (s)	112.6	124.6	0.1	0.0	28.7
Total Del/Veh (s)	58.4	225.6	7.8	45.4	69.0

31: E Portland Ave & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	1.5	4.7	3.3	0.9	3.0	0.0	0.0	2.3	2.2	1.2	2.1
Total Del/Veh (s)	52.2	37.3	23.8	53.7	25.2	5.4	27.6	2.5	54.8	85.1	5.3	42.7

32: E Portland Ave & E 25th Street Performance by movement

Movement	EBR	WBR	NBU	NBL	NBT	NBR	NBR2	SBT	SBR	All
Denied Del/Veh (s)	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.1	1.1	4.5
Total Del/Veh (s)	270.9	13.8	123.1	51.9	0.9	1.3	2.1	25.3	28.1	31.0

33: E Portland Ave & E 26th Street Performance by movement

Movement	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.6	0.4	0.1	0.0	0.1
Total Del/Veh (s)	47.7	1.1	10.1	157.9	1.0	0.9	25.4	36.3	21.0	26.9

34: E Portland Ave & E 27th Street Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	2.3	3.0	1.4
Total Del/Veh (s)	45.8	31.0	7.4	37.5	18.6	34.2	9.4	30.5

35: E Portland Ave & E 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.5	1.0	0.6	0.4	0.4
Total Del/Veh (s)	43.2	50.1	7.4	54.5	23.7	77.1	20.9	42.2

36: E Portland Ave & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	10.0	7.2	8.3	0.0	0.0	0.0
Total Del/Veh (s)	17.9	17.7	9.1	26.7	11.3	9.7	24.9	33.7	36.5	34.3	15.0	12.5

36: E Portland Ave & E 32nd Street Performance by movement

Movement	All
Denied Del/Veh (s)	2.6
Total Del/Veh (s)	24.6

37: E R Street & E Bay Street Performance by movement

Movement	WBL	WBT	SBT	All
Denied Del/Veh (s)	22.2	0.0	0.1	10.8
Total Del/Veh (s)	148.7	98.2	24.7	86.7

38: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by movement

Movement	WBL	WBT	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	883.5	890.8	0.0		0.6	0.5	564.2
Total Del/Veh (s)	129.0	37.8	89.0		39.3	11.8	71.0

39: E S Street & E 28th Street Performance by movement

Movement	EBT	EBR	EBR2	SBL2	SBL	SBT	NWR	NWR2	All
Denied Del/Veh (s)	0.6	1.6	2.9	0.3	1.1	1.0	0.0	0.0	0.6
Total Del/Veh (s)	125.3	134.7	112.7	40.0	60.8	57.9	101.1	97.6	95.9

40: E R Street & E 30th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.5	4.2	4.8	5.3	4.9	0.3	3.5	6.2	3.5	5.2

41: E R Street & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.1	0.4	0.4	0.3	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	4.7	1.5	0.9	3.0	1.5	1.1	14.8	13.4	7.3	12.2	12.6	7.2

41: E R Street & E 32nd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	4.2

43: Pioneer Way & River Road Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	52.3	1.6	2.6	16.1
Total Del/Veh (s)	17.7	21.3	54.9	46.1	17.5	33.4

50: E Portland Ave Performance by movement

Movement	EBL	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.3	0.0	0.1	0.1	0.0	0.0
Total Del/Veh (s)	59.9	34.0	44.4	27.2	5.0	4.7	11.7	3.4	5.3

59: Performance by movement

Movement	EBT	SEL	All
Denied Del/Veh (s)	0.0	0.9	0.7
Total Del/Veh (s)	0.4	0.9	0.8

80: Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.1	0.4	0.1	0.1
Total Del/Veh (s)	32.8	21.1	566.7	35.8

98: E Bay Street & Portland Ave LT Loop Performance by movement

Movement	NBR	NET	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.3	0.4	0.8

110: E 27th Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.3	1.9	2.2

115: E 30th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.0	1.1	0.5
Total Del/Veh (s)	2.6	0.5	1.2	1.0	6.7	6.3	3.7

120: E R Street Performance by movement

Movement	EBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	3.3	2.3	1.5	2.3

137: Puyallup Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Del/Veh (s)	1.5	0.9	10.1	4.8		8.0	3.8

141: Performance by movement

Movement	WBT	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.0	2.0

144: E 25th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBT	All
Denied Del/Veh (s)	0.0	5.5	0.0	0.0	0.0	2.6
Total Del/Veh (s)	46.9	101.4	0.2	0.1	0.0	48.1

985: Puyallup Avenue Performance by movement

Movement	EBT	WBT	SWT	SWR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.0	9.7	24.9	29.4	11.1

988: E 26th Street/E Bay Street Performance by movement

Movement	EBT	EBR	NWT	All
Denied Del/Veh (s)		0.0	0.4	0.2
Total Del/Veh (s)		45.5	18.4	33.9

989: Performance by movement

Movement	EBT	NER	All
Denied Del/Veh (s)	0.0	163.4	94.3
Total Del/Veh (s)	7.3	8.9	8.2

990: Performance by movement

Movement	EBL	EBT	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	5.0	3.2	4.1

991: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	65.1	46.8	57.4

992: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.5	0.0	0.2
Total Del/Veh (s)	81.9	4.7	36.6

993: E Bay Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.2	0.8	0.9	0.9

994: E 26th Street & E Bay Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	3.0	0.6	0.2	0.4	6.8	3.7	1.0

995: E Bay Street Performance by movement

Movement	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.6	1.7	0.6	0.9

997: E G Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	14.3	11.2	7.6	3.9	3.2	1.7	4.8

998: E 25th Street Performance by movement

Movement	EBL	EBT	SBL	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	0.2	0.4	5.3	3.3

999: Puyallup Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.0	0.7	3.0	0.9	1.3	4.6	20.4	14.7	1.7

Total Network Performance

Denied Del/Veh (s)	119.0
Total Del/Veh (s)	138.7

1: Pacific Avenue & S 21st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	3.3	0.3	0.4	1.0	0.3	1.0	0.0	0.1	0.0	0.0	3.7	1.1
Total Del/Veh (s)	40.6	40.4	21.5	53.9	30.8	19.1	45.2	43.9	28.9	36.7	53.7	25.3

1: Pacific Avenue & S 21st Street Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	3.7	0.5
Total Del/Veh (s)	12.0	34.3

2: Pacific Avenue & S 24th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	4.1	0.0	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.1
Total Del/Veh (s)	33.4	30.2	5.3	34.4	18.9	10.8	43.0	40.9	32.6	25.7	19.8	32.6

3: Pacific Avenue & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.6	0.8	0.3	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.2
Total Del/Veh (s)	36.3	28.0	5.0	20.7	13.2	13.8	20.3	26.7	30.2	19.3	17.6	11.7

3: Pacific Avenue & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	23.3

4: Pacific Avenue & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.8	0.6	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	35.9	30.7	3.8	33.5	24.0	15.2	30.9	22.9	22.4	19.7	8.0	3.3

4: Pacific Avenue & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	22.5

5: Pacific Avenue & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.1	2.9	0.2	0.3	0.0	0.0	0.0
Total Del/Veh (s)	14.5	14.9	6.9	18.5	14.5	9.1	9.2	8.5	3.5	11.0	3.0	4.0

5: Pacific Avenue & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	7.7

6: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	9.2	2.9	1.6	9.9	4.8	3.2	47.7	38.0	5.3	46.7	5.4	4.9

7: Car Wash Dwy/A Street & E 25th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.8	7.7	17.4	9.9	42.6	0.5	5.0	9.9

8: A Street & E 26th Street Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	5.4	2.6	10.5	15.2	2.7	20.4	6.3	4.8

9: I-705 Off-Ramp & E 26th Street Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	565.3	570.9	275.4
Total Del/Veh (s)	5.1	0.4	329.7	194.5	101.2

10: C Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	23.5	22.8	19.1	27.2	9.2	6.4	20.7	21.2	14.4	32.6	18.3	6.2

10: C Street & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	20.0

11: C Street & ST Driveway Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	2.5	0.1	0.9	0.3	0.7	0.0	0.1	0.0	0.3
Total Del/Veh (s)	5.6	53.0	13.0	11.6	11.2	31.2	1.5	0.9	11.3

12: C Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	5.3	7.7	0.6	13.1	1.8	1.3	89.8	90.5	182.5	54.9	7.7

13: E D Street & E Dock Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	3.5	0.4	0.0	0.0	0.6	3.2	0.4
Total Del/Veh (s)	29.9	7.4	7.6	4.9	4.3	1.4	7.3

14: E D Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.7	1.1	0.0	0.0	0.0	0.0	0.0	0.1	0.9	0.9	0.3
Total Del/Veh (s)	27.3	17.9	8.8	30.1	16.8	6.1	23.1	17.8	17.2	53.8	43.9	4.6

14: E D Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	22.0

15: E D Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	24.6	22.4	17.0	18.5	16.0	11.4	75.6	22.5	21.8	21.7

16: E D Street & ST Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.1
Total Del/Veh (s)	8.5	21.7	2.2	1.1	19.6

17: E D Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.7	0.3	0.2	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	49.5	20.7	16.5	16.4	9.8	9.4	47.1	72.5	70.6	31.3	10.7	7.6

17: E D Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	32.1

18: E McKinley Way/E D Street & E Wiley Avenue Performance by movement

Movement	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.4	8.4	2.5	5.6	0.8	0.4	2.9	0.9	1.2	1.5

19: E McKinley Way & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.5	0.4	0.4	0.0	0.0	0.0
Total Del/Veh (s)	9.4	8.3	6.5	5.4	7.0	3.5	7.5	8.9	6.3	5.0	4.5	3.6

19: E McKinley Way & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	7.4

20: E E Street & Puyallup Avenue Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	10.9	10.6	7.5	5.6	8.4	10.6	3.2	2.5	33.0	7.8	3.7	5.7

21: E F Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBR	SBL	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.3	0.3	0.0	0.9	1.5	0.1	0.1
Total Del/Veh (s)	8.6	3.9	2.6	8.1	9.3	3.4	22.6	7.6	24.4	4.4

22: E G Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.1
Total Del/Veh (s)	12.7	9.4	5.7	11.3	7.1	5.5	29.8	11.5	8.6	4.2	10.1

23: E G Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	30.1	20.9	10.1	36.0	0.5	16.3	7.9	4.2	16.1	8.7	11.4

24: E L Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.2	0.4	0.0	0.1	0.0	0.0	0.0	0.7	0.1	0.1	0.2
Total Del/Veh (s)	5.7	1.4	0.8	11.2	4.8	3.5	59.6	1.5	48.2	24.3	7.5	9.0

25: E L Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.4	6.6	3.3	3.5	3.8	1.8	1.7	2.7	0.4	0.3	1.7

26: E Wiley Avenue/S 27th Street & E L Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.8	0.3	3.1	4.8	6.3	2.5	6.4	5.1	3.2	5.2

27: E L Street & S 28th Street Performance by movement

Movement	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.8	0.9	9.2	1.6	1.8

28: E L Street & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.0	0.1	0.1
Total Del/Veh (s)	8.6	3.6	6.6	6.6	3.2	1.9	0.2	0.7	0.9	3.0

29: E Portland Ave & SR 509 On-Ramp Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.2	0.2	0.1
Total Del/Veh (s)	5.9	1.3	0.3	0.2	2.0

30: E Portland Ave & SR 509 Off-Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	18.0	5.3	5.0	3.8	5.5

31: E Portland Ave & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.9	0.6	3.5	0.2	3.5	0.1	0.2	0.1	0.0	0.0	0.5
Total Del/Veh (s)	44.5	33.7	2.1	50.6	25.2	9.1	27.5	17.0	26.1	15.1	1.9	23.9

32: E Portland Ave & E 25th Street Performance by movement

Movement	EBT	EBR	WBT	WBR	NBU	NBL	NBT	NBR	NBR2	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.2	7.3	5.6	37.2	5.6	6.5	1.9	0.7	2.0	2.3	2.0	4.3

33: E Portland Ave & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Total Del/Veh (s)	37.2	27.2	11.3	5.0	20.2	8.1	1.5	1.6	17.5	0.8	0.6	5.9

34: E Portland Ave & E 27th Street Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.6	0.4	0.3
Total Del/Veh (s)	23.9	15.4	20.0	38.1	15.7	10.4	3.2	15.7

35: E Portland Ave & E 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	32.7	30.6	2.0	35.6	22.3	38.4	6.6	25.4

36: E Portland Ave & E 32nd Street Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	6.8	3.9	4.5	0.1	0.0	0.0	2.8
Total Del/Veh (s)	24.0	5.0	25.8	0.2	14.2	8.5	15.1	15.5	16.5	2.0	1.4	12.8

37: E R Street & E Bay Street Performance by movement

Movement	WBL	WBT	SBT	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.2
Total Del/Veh (s)	10.5	2.3	9.1	9.5

38: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by movement

Movement	WBL	WBT	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.5	0.0	0.0	0.5	0.1	0.4
Total Del/Veh (s)	16.6	18.5	28.0	0.4	12.2	2.2	14.8

39: E S Street & E 28th Street Performance by movement

Movement	EBT	SBL2	SBT	NWR	NWR2	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	22.3	22.0	1.2	35.6	35.4	23.7

40: E R Street & E 30th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	5.1	3.6	4.7	5.4	0.1	3.2	4.5

41: E R Street & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBT	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	2.5	0.9	0.5	0.3	6.8	4.5	6.1	3.5	3.2

43: Pioneer Way & E Bay Street/SR 167 (River Road) Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.2	0.0	1.8	1.7	2.4	1.2
Total Del/Veh (s)	17.6	11.2	45.6	45.2	29.2	36.0

45: E 25th Street Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.1
Total Del/Veh (s)	3.0	2.0	8.2	4.4

46: Puyallup Avenue Performance by movement

Movement	EBT	WBL	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.3	0.1	0.1	0.1
Total Del/Veh (s)	0.5	6.9	1.4	6.9	1.4

47: E 26th Street & E Bay Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0
Total Del/Veh (s)	10.8	1.9	1.2	1.4	3.1	3.0	8.1	1.1	2.3

48: E 27th Street Performance by movement

Movement	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.3	1.9	5.2	2.6

69: E Portland Ave Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.1	1.0	0.0	0.1
Total Del/Veh (s)	5.4	2.2	1.0	13.4	1.6	2.0

98: E Bay Street & Portland Ave LT Loop Performance by movement

Movement	NBR	NET	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.0	0.5	0.9

137: S 27th Street Performance by movement

Movement	WBT	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.1	0.1

985: Puyallup Avenue Performance by movement

Movement	EBT	WBT	SWR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	2.5	4.0	7.3	3.7

986: E 27th Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	2.5	0.9	2.0

987: Performance by movement

Movement	EBT	SEL	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	0.3	0.1	0.2

988: E 26th Street/E Bay Street Performance by movement

Movement	EBT	EBR	NWT	All
Denied Del/Veh (s)	0.0	0.0	1.0	0.7
Total Del/Veh (s)	0.6	0.8	18.3	12.9

989: Performance by movement

Movement	EBT	NER	All
Denied Del/Veh (s)	0.0	0.3	0.1
Total Del/Veh (s)	0.6	0.1	0.5

990: Performance by movement

Movement	EBL	EBT	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	4.7	1.9	3.4

991: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	76.4	57.3	68.0

992: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.5	0.6	2.1

993: E Bay Street Performance by movement

Movement	EBR	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.5	1.9	1.6

995: E Bay Street Performance by movement

Movement	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.8	28.2	12.0	18.2

996: E Portland Ave Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.6	0.0	0.0	0.1	0.0	0.4	0.0	0.0	0.1
Total Del/Veh (s)	82.2	129.1	138.7	98.1	93.8	8.0	11.8	12.3	26.0	1.7	1.8	11.9

997: E G Street Performance by movement

Movement	EBL	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.5	3.7	2.1	0.7	0.5	2.3

998: E 25th Street Performance by movement

Movement	EBL	EBT	SBL	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.8	0.8	9.3	0.9

999: Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	2.0	1.0	3.5	0.9	0.2	21.1	25.3	15.0	4.9

Total Network Performance

Movement	All
Denied Del/Veh (s)	35.3
Total Del/Veh (s)	86.9

1: Pacific Avenue & S 21st Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	33.7	5.2	29.0	1.5	15.7	5.8	11.8	1.2	2.4	11.9	11.8
Total Del/Veh (s)	50.0	40.6	50.5	38.3	49.3	49.3	47.8	38.7	43.5	47.3	45.6

2: Pacific Avenue & S 24th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.1	0.1
Total Del/Veh (s)	31.8	31.1	29.6	31.0	31.2	30.4	32.8	31.1	30.1	32.9	31.2

3: Pacific Avenue & E 25th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.3	0.3	0.5	0.4	0.4	0.4	0.8	0.3	0.4	0.4	0.4
Total Del/Veh (s)	36.8	32.4	37.9	32.4	32.3	33.9	34.5	37.4	33.0	34.4	34.5

4: Pacific Avenue & E 26th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.4	0.5	0.4	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Total Del/Veh (s)	25.4	26.5	26.9	26.8	26.8	26.5	28.2	24.7	28.1	27.5	26.7

5: Pacific Avenue & E 34th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.2	0.2	0.2	0.1	0.1	0.1	0.2
Total Del/Veh (s)	10.5	9.5	11.3	9.9	9.8	10.3	11.7	10.0	10.0	9.8	10.3

6: A Street & S 24th Street/Puyallup Avenue Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.1	0.1
Total Del/Veh (s)	7.0	7.1	8.0	6.8	7.7	9.1	8.2	8.1	7.6	6.8	7.7

7: Car Wash Dwy/A Street & E 25th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.9	9.0	18.8	9.9	13.5	8.8	10.0	25.9	11.2	10.7	13.9

8: A Street & E 26th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.9	5.9	4.6	5.4	4.2	5.2	5.8	4.5	5.2	4.3	5.1

9: I-705 Off-Ramp & E 26th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	42.6	0.2	0.2	79.6	18.1	62.5	0.2	155.5	140.1	52.7	55.4
Total Del/Veh (s)	100.0	48.2	40.7	107.6	87.9	102.9	38.3	101.7	114.6	86.1	82.4

10: C Street & E 25th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.0
Total Del/Veh (s)	27.5	25.4	28.6	25.6	26.7	27.2	27.2	28.0	26.4	24.4	26.8

11: C Street & ST Driveway Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	6.0	6.0	5.0	3.7	5.1	5.6	4.1	3.6	3.7	2.6	4.6

12: C Street & E 26th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	19.6	0.0	0.2	16.0	8.1	38.9	2.6	12.3	33.0	10.6	14.0
Total Del/Veh (s)	31.0	5.4	14.9	37.4	27.8	35.7	17.8	23.5	35.0	26.0	25.4

13: E D Street & E Dock Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.5	0.5	0.6	0.5
Total Del/Veh (s)	6.6	6.9	7.2	6.6	6.6	7.2	7.1	7.2	6.8	8.2	7.0

14: E D Street & Puyallup Avenue Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.3	0.2	0.2
Total Del/Veh (s)	19.4	20.7	22.0	20.5	19.4	21.6	20.0	21.3	22.7	20.5	20.8

15: E D Street & E 25th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.1	0.0	0.1	0.2	0.1	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	27.8	27.5	27.7	24.9	28.2	26.2	25.2	27.2	25.1	28.8	26.9

16: E D Street & ST Driveway Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1	0.4	0.0	0.2	0.1	0.1	0.1
Total Del/Veh (s)	7.4	3.8	5.8	3.7	5.8	8.5	7.2	5.5	5.5	7.7	6.1

17: E D Street & E 26th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.6	0.4	0.2	0.4	0.3	0.3	0.7	0.2	0.2	0.4	0.4
Total Del/Veh (s)	39.7	22.2	33.5	45.7	37.8	44.2	32.5	33.9	40.6	40.0	37.0

18: E McKinley Way/E D Street & E Wiley Avenue Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.7	3.0	2.5	2.5	2.2	2.7	2.6	2.8	3.4	2.4	2.7

19: E McKinley Way & E 34th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.6	6.7	7.2	6.7	7.1	7.5	7.3	6.7	6.8	6.4	6.9

20: E E Street & Puyallup Avenue Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.6	0.4	0.8	0.7	0.8	1.1	0.8	0.7	0.9	0.5	0.7
Total Del/Veh (s)	12.8	13.9	15.7	13.9	13.6	19.0	14.7	14.9	18.0	11.8	14.9

21: E F Street & Puyallup Avenue Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.5	0.1	0.7	0.3	0.1	0.5	0.3	0.4	0.4	0.5	0.4
Total Del/Veh (s)	7.3	6.3	7.4	6.4	6.7	8.2	7.5	5.8	7.2	7.6	7.1

22: E G Street & Puyallup Avenue Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.3	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.1	0.2	0.2
Total Del/Veh (s)	11.5	11.4	12.3	9.9	12.3	12.9	12.8	12.4	12.4	11.1	11.9

23: E G Street & E 25th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	51.6	24.5	24.2	27.0	28.7	28.2	25.9	32.5	45.7	30.5	31.9

24: E L Street & Puyallup Avenue Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	1.0	0.1	0.1	0.1	0.1	0.1	0.1	0.2
Total Del/Veh (s)	4.2	10.6	5.0	10.6	8.1	5.0	10.0	7.2	4.7	8.3	7.4

25: E L Street & E 26th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	1.7	1.7	1.7	1.7	1.9	1.8	1.6	1.7	1.7	1.7

26: E Wiley Avenue & E L Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.6	5.8	6.0	5.5	5.6	5.8	6.1	5.8	5.9	5.9	5.8

27: E L Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.2	1.3	1.4	1.3	1.4	1.3	1.4	1.3	1.4	1.3	1.3

28: E L Street & E 34th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	3.1	2.9	3.3	2.8	3.0	2.9	2.9	2.9	3.0	3.0	3.0

29: E Portland Ave & SR 509 On-Ramp Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	245.3	193.3	21.5	484.4	184.9	125.0	104.0	87.6	60.9	210.5	172.1
Total Del/Veh (s)	58.4	59.2	22.7	81.1	79.3	48.1	42.3	46.6	35.2	72.6	53.5

30: E Portland Ave & SR 509 Off-Ramp Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	115.2	103.5	25.6	219.4	294.0	47.9	20.1	84.9	71.8	156.6	111.2
Total Del/Veh (s)	163.2	163.1	91.9	215.7	230.3	127.8	90.1	135.4	160.1	184.6	152.5

31: E Portland Ave & Puyallup Avenue Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	5.6	2.9	1.1	21.8	3.4	1.0	2.5	2.1	4.1	12.5	5.5
Total Del/Veh (s)	69.0	66.7	49.8	87.8	76.7	58.5	54.2	61.2	60.3	80.9	66.1

32: E Portland Ave & E 25th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	15.5	7.3	2.6	11.7	16.2	9.6	5.9	5.3	10.2	10.2	9.4
Total Del/Veh (s)	65.0	56.3	37.6	75.3	62.5	60.0	37.6	45.3	49.7	64.3	54.9

33: E Portland Ave & E 26th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	1.6	0.1	0.4	0.1	0.6	1.0	0.2	0.5	0.1	0.4	0.5
Total Del/Veh (s)	60.4	57.4	39.2	62.6	57.9	56.8	40.8	44.2	45.8	60.5	52.3

34: E Portland Ave & E 27th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	11.5	5.4	0.6	15.6	6.8	26.2	18.7	8.3	1.2	1.3	9.6
Total Del/Veh (s)	38.7	36.9	36.2	40.9	35.9	35.3	33.3	34.1	35.2	41.1	36.7

35: E Portland Ave & E 28th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.5	0.3	0.4	2.6	0.7	0.6	0.3	0.5	0.9	0.6	0.7
Total Del/Veh (s)	55.9	48.1	47.2	76.4	56.1	49.0	48.7	50.4	50.4	55.5	53.7

36: E Portland Ave & E 32nd Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	3.6	0.5	2.8	6.1	6.1	4.1	4.5	1.0	13.4	1.0	4.4
Total Del/Veh (s)	28.0	23.8	28.4	29.6	27.1	29.1	27.2	22.7	32.1	26.5	27.5

37: E R Street & E Bay Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	51.1	102.7	37.3	11.2	48.8	76.9	54.2	53.6	71.6	72.1	57.3
Total Del/Veh (s)	125.6	150.3	119.7	119.8	129.5	144.5	112.7	117.2	120.2	137.6	127.1

38: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	660.2	427.1	574.5	567.3	437.3	516.1	528.8	619.8	428.9	481.5	527.1
Total Del/Veh (s)	64.7	65.7	65.1	66.1	65.6	67.7	64.9	64.1	67.4	68.0	66.0

39: E S Street & E 28th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.5	0.5	0.5	0.7	0.6	0.4	1.0	0.9	0.7	0.9	0.7
Total Del/Veh (s)	102.7	105.1	101.4	105.7	100.3	104.8	99.4	102.6	99.5	107.3	102.8

40: E R Street & E 30th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	5.1	5.5	5.6	5.0	5.0	5.1	5.6	5.4	5.2	5.0	5.3

41: E R Street & E 32nd Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	4.0	3.7	4.6	4.6	3.9	4.0	4.0	3.9	4.0	4.1	4.1

43: Pioneer Way & River Road Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	72.1	222.3	248.4	5.9	118.0	393.2	202.4	15.3	113.6	227.5	162.2
Total Del/Veh (s)	72.2	111.1	132.5	44.1	89.1	160.5	116.3	48.1	112.0	113.9	98.0

45: E 25th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	2.0	0.1	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.3
Total Del/Veh (s)	7.7	3.4	3.3	3.6	3.3	3.5	3.4	3.5	3.4	3.6	3.9

46: Puyallup Avenue Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.6	1.8	1.7	1.7	1.8	1.5	1.9	1.8	1.8	1.7	1.7

50: E Portland Ave Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.0	3.6	3.7	30.2	5.1	3.9	3.8	3.7	4.2	3.7	6.6

59: Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.3	0.4	0.4	0.4	0.3	0.3	0.3	0.4	0.3	0.4	0.3
Total Del/Veh (s)	0.5	0.5	0.5	1.0	0.5	0.4	0.5	0.5	1.1	0.7	0.6

80: Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.2	0.0	0.1	0.0	0.3	0.0	0.1	0.2	0.2	0.0	0.1
Total Del/Veh (s)	39.3	50.9	49.0	43.9	44.9	39.6	38.9	50.0	42.8	44.2	44.3

98: E Bay Street & Portland Ave LT Loop Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.6	0.6	0.7	0.8	0.6	0.7	0.6	0.6	0.5	0.5	0.6

102: E 27th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.2	2.6	2.4	2.3	2.4	2.7	5.5	2.6	2.5	2.3	2.8

110: E 27th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.1	2.2	2.3	2.6	2.2	2.4	2.1	2.2	2.3	2.3	2.3

120: E R Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.1	2.5	2.2	2.3	2.3	2.3	2.2	2.2	2.3	2.3	2.3

136: E Portland Ave Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	1.5	1.2	0.6	1.2	1.6	1.1	1.1	3.1	2.6	0.9	1.5
Total Del/Veh (s)	38.6	35.8	28.2	39.5	35.2	35.8	30.3	29.8	32.6	39.3	34.4

137: Puyallup Avenue Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.0	0.0	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	3.2	5.3	3.2	6.9	3.3	3.0	5.7	3.2	3.2	7.6	4.4

141: Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.8	2.2	2.3	1.8	1.7	2.2	1.9	2.1	2.1	1.9	2.0

144: E 25th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	22.3	2.2	0.0	37.0	57.8	17.0	0.0	0.0	0.2	24.0	15.8
Total Del/Veh (s)	440.6	209.0	89.4	439.4	502.9	395.1	83.9	190.5	148.3	323.1	277.1

985: Puyallup Avenue Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.3	15.6	8.9	18.8	13.0	8.0	14.5	9.0	10.4	19.9	12.5

988: E 26th Street/E Bay Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	1.0	1.9	4.0	0.7	2.0	1.4	0.6	0.7	2.7	6.5	2.1
Total Del/Veh (s)	54.5	76.6	73.2	46.9	56.9	89.3	69.2	41.9	68.1	68.9	63.7

989: Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	68.0	155.9	242.1	95.8	51.8	59.4	82.0	86.8	178.1	156.7	118.4
Total Del/Veh (s)	9.8	11.8	13.0	11.7	8.2	9.3	10.3	10.5	10.8	9.6	10.5

990: Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.2	0.1	0.1	0.0	0.1	0.1	0.0	0.1	0.0	0.1
Total Del/Veh (s)	3.8	4.7	4.2	4.4	4.0	4.5	4.1	3.9	4.3	3.9	4.2

991: E Bay Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	215.0	303.7	248.5	124.7	190.3	442.1	221.0	113.2	271.9	289.6	228.2

992: E Bay Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.1	8.4	6.7	0.0	0.6	71.3	0.7	0.0	15.9	26.2	9.9
Total Del/Veh (s)	129.8	169.9	128.4	81.6	106.1	220.8	118.2	100.6	152.6	156.6	130.8

993: E Bay Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	6.9	1.2	0.9	1.0	3.0	1.0	1.1	0.9	1.1	1.8

994: E 26th Street & E Bay Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.6	2.5	1.6	1.1	1.6	1.5	1.5	1.3	1.4	1.4	1.5

995: E Bay Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.1
Total Del/Veh (s)	0.7	0.9	0.8	0.7	0.9	0.8	0.9	0.8	0.7	1.0	0.8

997: E G Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.4	3.3	3.6	2.4	2.5	5.1	2.8	4.2	4.1	2.7	3.4

998: E 25th Street Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	2.5	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.3
Total Del/Veh (s)	18.0	4.0	3.6	4.7	3.9	4.1	4.7	5.6	6.8	5.3	6.1

999: Puyallup Avenue Performance by run number

Run Number	10	11	12	13	14	3	4	5	6	7	Avg
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	2.0	1.8	1.8	1.6	1.9	2.0	2.0	1.8	1.9	1.5	1.8

Total Network Performance By Run

Run Number	10	11	12	13	14	3	4
Denied Del/Veh (s)	158.0	166.6	177.7	171.7	154.1	195.0	149.1
Total Del/Veh (s)	209.5	205.1	190.4	210.5	213.6	227.7	190.4

Total Network Performance By Run

Run Number	5	6	7	Avg
Denied Del/Veh (s)	139.5	154.6	180.1	164.8
Total Del/Veh (s)	176.7	211.6	219.8	205.8

1: Pacific Avenue & S 21st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	46.9	40.4	42.7	1.1	0.2	1.0	0.0	0.0	0.0	0.0	10.5	8.7
Total Del/Veh (s)	64.7	81.0	68.2	48.7	25.4	12.9	48.9	44.6	31.5	33.5	68.7	42.5

1: Pacific Avenue & S 21st Street Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	10.3	11.8
Total Del/Veh (s)	40.3	45.6

2: Pacific Avenue & S 24th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	47.5	28.5	7.3	37.2	23.2	11.3	37.4	36.5	36.7	36.6	28.0	31.2

3: Pacific Avenue & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.4	0.5	0.3	0.0	0.4	0.0	0.1	0.0	0.4	0.1	0.4	0.5
Total Del/Veh (s)	38.3	30.7	10.9	60.9	66.2	70.2	29.7	33.5	36.1	32.1	35.2	32.7

3: Pacific Avenue & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	34.5

4: Pacific Avenue & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.0	0.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	41.6	42.5	6.9	35.6	34.2	31.9	44.5	21.8	15.2	23.2	16.9	7.2

4: Pacific Avenue & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	26.7

5: Pacific Avenue & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.4	0.3	0.1	0.1	0.1	3.4	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	19.1	17.0	11.6	23.9	21.3	14.7	13.0	12.5	5.0	13.1	6.2	9.1

5: Pacific Avenue & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	10.3

6: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.2	0.0	0.3	0.2	0.1	0.0	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	13.5	12.1	2.2	1.7	9.4	6.1	4.4	32.6	18.7	4.1	43.6	39.0

6: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.1	0.1
Total Del/Veh (s)	21.8	7.7

7: Car Wash Dwy/A Street & E 25th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.3	8.1	21.5	10.1	40.0	40.0	0.9	15.7	13.9

8: A Street & E 26th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	4.2	3.7	10.7	4.1	33.7	10.0	5.1

9: I-705 Off-Ramp & E 26th Street Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.2	0.0	180.1	175.1	55.4
Total Del/Veh (s)	17.6	0.7	336.5	207.3	82.4

10: C Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	23.5	24.1	14.2	22.3	16.8	34.0	33.1	17.0	39.2	33.8	17.6	26.8

11: C Street & ST Driveway Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.3	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.9	28.7	4.9	2.4	1.6	4.6

12: C Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.1	0.0	751.6	977.0	0.0	0.0	14.0
Total Del/Veh (s)	19.9	33.3	13.7	2.4	2.1	934.2	638.9	1.7	11.0	25.4

13: E D Street & E Dock Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	3.8	0.3	0.0	0.0	1.2	3.1	0.5
Total Del/Veh (s)	24.4	6.1	10.2	3.8	4.0	2.0	7.0

14: E D Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.6	1.8	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	39.8	16.6	7.6	28.3	20.9	7.6	24.6	19.7	15.2	38.1	37.0	10.8

14: E D Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	20.8

15: E D Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	44.4	42.3	29.7	26.6	22.0	11.3	38.4	30.9	21.8	26.9

16: E D Street & ST Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.1
Total Del/Veh (s)	5.1	8.6	1.5	0.5	6.1

17: E D Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.7	0.8	1.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	136.6	33.6	30.3	16.1	11.2	8.7	46.5	30.0	11.6	24.3	26.6	20.8

17: E D Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	37.0

18: E McKinley Way/E D Street & E Wiley Avenue Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Total Del/Veh (s)	5.9	4.3	9.6	8.1	6.1	0.2	0.1	3.1	1.7	2.7

19: E McKinley Way & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	10.7	9.0	9.8	5.6	7.1	3.5	5.8	7.1	3.9	6.5	4.4	5.4

19: E McKinley Way & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	6.9

20: E E Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.4	0.1	0.1	3.4	3.0	2.9	0.1	0.1	0.1
Total Del/Veh (s)	15.0	6.7	4.1	14.8	12.7	4.1	33.7	36.7	25.7	28.8	25.4	7.9

20: E E Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	14.9

21: E F Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.1	0.1	0.0	4.9	4.0	0.4
Total Del/Veh (s)	10.3	5.8	3.6	17.6	16.7	6.0	23.7	13.0	7.1

22: E G Street & Puyallup Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.2	0.6	0.0	0.1	0.4	0.0	0.1	0.1	0.2
Total Del/Veh (s)	9.4	6.1	17.1	7.8	32.7	14.0	9.7	35.5	11.9

23: E G Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1		0.1	0.0	0.0	0.0	0.2	0.1
Total Del/Veh (s)	34.7	28.2	20.0	148.4		105.5	19.9	13.1	24.5	20.6	31.9

24: E L Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.3	0.5	0.2	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	7.1	2.9	2.2	11.8	1.4	0.7	79.5	0.3	62.9	41.1	51.5	13.7

24: E L Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	7.4

25: E L Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.1	6.1	3.4	6.3	5.8	4.1	4.4	1.7	1.7	2.2	0.8	0.7

25: E L Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.7

26: E Wiley Avenue & E L Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.1	0.3	2.6	5.1	6.7	2.9	5.6	6.0	3.9	5.8

27: E L Street Performance by movement

Movement	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.7	0.3	4.4	1.7	1.3

28: E L Street & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.1	0.0	0.0	0.0
Total Del/Veh (s)	8.6	3.2	6.4	7.4	4.3	2.5	0.2	0.1	1.7	1.8	3.0

29: E Portland Ave & SR 509 On-Ramp Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	242.7	263.2	172.1
Total Del/Veh (s)	25.7	1.1	73.1	85.4	53.5

30: E Portland Ave & SR 509 Off-Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Del/Veh (s)	500.5	429.6	0.0	0.0	111.2
Total Del/Veh (s)	123.8	595.6	7.9	99.7	152.5

31: E Portland Ave & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	3.4	11.5	11.9	5.1	3.3	4.9	0.0	0.0	10.7	5.3	2.6	5.5
Total Del/Veh (s)	61.1	46.7	40.1	79.6	27.7	5.3	30.9	2.2	92.2	159.9	8.8	66.1

32: E Portland Ave & E 25th Street Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	NBR2	SBT	SBR	All
Denied Del/Veh (s)	373.5	0.0	0.0	0.0	0.0	0.0	0.2	0.0	9.4
Total Del/Veh (s)	1032.7	15.7	1102.5	0.8	1.1	1.9	43.8	43.4	54.9

33: E Portland Ave & E 26th Street Performance by movement

Movement	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.1	1.4	0.5	0.7	0.0	0.5
Total Del/Veh (s)	83.4	1.5	10.9	214.6	1.0	1.0	53.8	75.0	57.4	52.3

34: E Portland Ave & E 27th Street Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.0	0.4	0.2	0.3	16.9	24.1	9.6
Total Del/Veh (s)	53.5	25.6	8.5	41.3	23.4	43.5	12.4	36.7

35: E Portland Ave & E 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.2	0.0	0.1	1.0	1.3	1.3	0.4	0.7
Total Del/Veh (s)	45.2	53.8	8.7	78.0	35.6	96.8	25.2	53.7

36: E Portland Ave & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.1	0.1	0.1	0.0	16.2	11.7	11.9	0.0	0.0	0.0
Total Del/Veh (s)	18.5	17.2	9.8	28.2	11.8	10.5	28.9	39.6	43.5	34.5	15.4	13.4

36: E Portland Ave & E 32nd Street Performance by movement

Movement	All
Denied Del/Veh (s)	4.4
Total Del/Veh (s)	27.5

37: E R Street & E Bay Street Performance by movement

Movement	WBL	WBT	SBT	All
Denied Del/Veh (s)	130.6	0.0	0.8	57.3
Total Del/Veh (s)	238.5	153.7	38.1	127.1

38: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by movement

Movement	WBL	WBT	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	819.7	828.4	0.0		1.2	0.1	527.1
Total Del/Veh (s)	122.3	41.5	91.2		30.2	6.8	66.0

39: E S Street & E 28th Street Performance by movement

Movement	EBT	EBR	EBR2	SBL2	SBL	SBT	NWR	NWR2	All
Denied Del/Veh (s)	0.8	1.2	2.3	0.3	0.7	0.9	0.0	0.0	0.7
Total Del/Veh (s)	137.5	161.4	140.4	40.2	61.7	58.9	101.5	99.1	102.8

40: E R Street & E 30th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.5	4.2	5.0	5.7	4.9	0.5	3.6	6.3	3.5	5.3

41: E R Street & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	2.0	0.4	0.3	0.2	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	4.5	1.5	0.9	3.4	1.5	0.9	14.6	12.4	7.4	11.6	12.7	7.3

41: E R Street & E 32nd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	4.1

43: Pioneer Way & River Road Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	435.4	187.9	167.9	162.2
Total Del/Veh (s)	17.6	22.9	219.2	212.5	153.0	98.0

45: E 25th Street Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.8	0.3
Total Del/Veh (s)	3.1	2.4	5.6	3.9

46: Puyallup Avenue Performance by movement

Movement	EBT	WBL	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.1	0.0
Total Del/Veh (s)	0.6	7.4	1.9	7.8	1.7

50: E Portland Ave Performance by movement

Movement	EBL	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.2	1.1	0.3	0.0	0.1
Total Del/Veh (s)	66.3	39.9	6.7	32.0	7.7	7.5	14.0	3.4	6.6

59: Performance by movement

Movement	EBT	SEL	All
Denied Del/Veh (s)	0.0	0.4	0.3
Total Del/Veh (s)	0.4	0.7	0.6

80: Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.1	0.3	0.1	0.1
Total Del/Veh (s)	42.1	29.5	515.5	44.3

98: E Bay Street & Portland Ave LT Loop Performance by movement

Movement	NBR	NET	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.2	0.4	0.6

102: E 27th Street Performance by movement

Movement	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.5	1.6	5.2	2.8

110: E 27th Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.4	1.7	2.3

120: E R Street Performance by movement

Movement	EBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	3.3	2.2	1.5	2.3

136: E Portland Ave Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.1	2.3	2.0	1.5
Total Del/Veh (s)	3.9	2.8	1.3	35.6	46.1	34.4

137: Puyallup Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.8	4.3	9.7	4.1	0.0	15.3	4.4

141: Performance by movement

Movement	WBT	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.0	2.0

144: E 25th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBT	All
Denied Del/Veh (s)	22.5	32.0	0.0	0.0	0.0	15.8
Total Del/Veh (s)	766.3	569.4	0.3	0.1	0.0	277.1

985: Puyallup Avenue Performance by movement

Movement	EBT	WBT	SWT	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.9	8.7	16.6	26.5	12.5

988: E 26th Street/E Bay Street Performance by movement

Movement	EBT	EBR	NWT	All
Denied Del/Veh (s)		0.0	5.6	2.1
Total Del/Veh (s)		50.8	85.1	63.7

989: Performance by movement

Movement	EBT	NER	All
Denied Del/Veh (s)	0.0	206.9	118.4
Total Del/Veh (s)	9.4	11.5	10.5

990: Performance by movement

Movement	EBL	EBT	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	4.8	3.5	4.2

991: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	257.1	191.6	228.2

992: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	13.3	6.9	9.9
Total Del/Veh (s)	246.8	24.1	130.8

993: E Bay Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.8	2.5	1.0	1.8

994: E 26th Street & E Bay Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	4.1	0.9	0.8	0.2	0.5	3.7	7.1	4.2	1.5

995: E Bay Street Performance by movement

Movement	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	1.5	1.4	0.6	0.8

997: E G Street Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.3	5.0	1.7	0.7	3.4

998: E 25th Street Performance by movement

Movement	EBL	EBT	SBL	All
Denied Del/Veh (s)	0.1	0.0	1.2	0.3
Total Del/Veh (s)	0.8	2.2	16.2	6.1

999: Puyallup Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.0	0.7	3.2	1.0	0.9	5.0	19.1	19.8	1.8

Total Network Performance

Movement	All
Denied Del/Veh (s)	164.8
Total Del/Veh (s)	205.8

1: Pacific Avenue & S 21st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	3.7	0.7	0.9	1.0	0.3	0.9	0.0	0.1	0.0	0.0	3.7	1.0
Total Del/Veh (s)	37.9	40.6	23.9	47.1	27.7	16.1	42.0	46.4	27.3	33.0	51.6	24.2

1: Pacific Avenue & S 21st Street Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	3.7	0.6
Total Del/Veh (s)	10.7	32.2

2: Pacific Avenue & S 24th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	3.9	0.0	0.0	0.0	0.1	0.4	0.0	0.0	0.0	0.1
Total Del/Veh (s)	31.5	28.4	5.9	43.9	18.9	8.4	44.3	42.6	33.4	26.2	16.5	33.9

3: Pacific Avenue & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.5	0.6	0.2	0.0	0.0	0.0	0.1	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	32.9	27.8	5.0	22.3	10.5	16.2	19.4	28.3	35.4	20.0	17.1	12.7

3: Pacific Avenue & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	23.4

4: Pacific Avenue & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.8	0.6	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	37.0	30.9	3.7	35.7	24.8	17.3	31.0	25.9	25.4	20.1	9.0	3.7

4: Pacific Avenue & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	23.9

5: Pacific Avenue & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.1	2.9	0.2	0.3	0.0	0.0	0.0
Total Del/Veh (s)	16.0	14.0	6.3	16.7	15.1	8.9	9.4	8.2	3.7	10.9	3.2	4.6

5: Pacific Avenue & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	7.6

6: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.7	0.0	0.0	0.0	0.2	0.1	0.1
Total Del/Veh (s)	8.2	2.9	2.1	10.7	6.3	5.2	42.5	48.7	5.8	50.3	7.5	5.8

7: Car Wash Dwy/A Street & E 25th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.1	8.1	23.2	8.8	35.0	0.4	4.4	9.9

8: A Street & E 26th Street Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	5.2	2.7	13.0	13.6	2.5	25.2	6.8	4.5

9: I-705 Off-Ramp & E 26th Street Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	385.9	387.9	183.8
Total Del/Veh (s)	1.3	0.4	304.8	143.6	85.6

10: C Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	24.9	23.8	18.5	20.2	6.6	5.3	22.2	20.5	14.1	28.2	16.0	6.5

10: C Street & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	20.4

11: C Street & ST Driveway Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	3.3	0.0	0.2	0.4	0.0	0.0	0.0	0.3
Total Del/Veh (s)	2.4	63.2	8.6	12.5	9.3	28.8	1.0	1.6	12.2

12: C Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBU	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.5	0.9	0.3	7.7	1.7	2.1	69.3	19.8	56.1	42.3	11.2	2.8

13: E D Street & E Dock Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	3.6	0.4	0.0	0.0	0.6	3.2	0.4
Total Del/Veh (s)	27.9	6.3	7.3	4.6	3.8	1.6	6.7

14: E D Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.7	2.0	0.0	0.0	0.0	0.0	0.1	0.1	0.5	0.2	0.3
Total Del/Veh (s)	26.1	16.2	8.3	29.4	16.0	4.1	23.9	18.8	16.8	45.2	33.3	4.7

14: E D Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	19.8

15: E D Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	22.6	23.7	19.4	18.0	21.3	13.5	36.6	22.5	10.0	21.4

16: E D Street & ST Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.8	13.2	1.9	0.6	11.3

17: E D Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.4	9.4	7.1	19.4	6.6	5.5	34.2	33.5	24.3	23.0	9.5	6.4

17: E D Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	14.0

18: E McKinley Way/E D Street & E Wiley Avenue Performance by movement

Movement	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.7	8.3	2.2	5.7	0.7	0.5	3.5	0.9	0.8	1.5

19: E McKinley Way & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.4	0.4	0.4	0.0	0.0	0.0
Total Del/Veh (s)	8.3	7.9	5.8	5.9	6.7	3.6	7.2	8.6	5.8	4.8	4.1	3.6

19: E McKinley Way & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	7.0

20: E E Street & Puyallup Avenue Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBR	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	7.5	10.3	6.5	4.9	9.5	13.0	2.7	0.7	38.0	10.0	4.6	5.1

21: E F Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBR	SBL	All
Denied Del/Veh (s)	0.0	0.1	0.2	0.2	0.3	0.0	1.6	2.9	0.1	0.1
Total Del/Veh (s)	7.6	3.8	2.4	6.4	10.9	2.9	28.3	10.2	25.1	4.4

22: E G Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.1	0.1	0.1
Total Del/Veh (s)	19.5	13.3	8.0	15.8	9.9	4.7	22.6	8.6	11.3	4.0	12.5

23: E G Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	2.2	0.6
Total Del/Veh (s)	28.5	19.3	7.9	25.1	0.5	10.6	21.1	18.2	45.9	22.3	20.0

24: E L Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.2	0.5	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	6.0	1.5	1.1	14.2	5.9	5.5	62.7	0.2	47.5	31.2	10.0	9.6

25: E L Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.1	6.1	3.3	3.8	3.5	1.8	1.7	2.9	0.5	0.3	1.7

26: E Wiley Avenue/S 27th Street & E L Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	0.4	2.2	5.2	6.0	3.1	6.3	5.0	3.7	5.3

27: E L Street & S 28th Street Performance by movement

Movement	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.6	0.8	8.4	1.5	1.6

28: E L Street & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	8.7	3.8	5.6	7.9	3.9	2.0	0.3	0.7	0.8	2.9

29: E Portland Ave & SR 509 On-Ramp Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.1
Total Del/Veh (s)	5.8	1.2	0.3	0.3	2.0

30: E Portland Ave & SR 509 Off-Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Del/Veh (s)	0.2	0.2	0.1	0.0	0.1
Total Del/Veh (s)	19.9	5.3	4.8	3.6	5.5

31: E Portland Ave & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.9	0.3	3.6	0.2	3.6	0.1	0.4	0.2	0.0	0.0	0.5
Total Del/Veh (s)	45.2	34.5	2.1	47.6	24.7	9.0	27.3	17.6	26.9	14.4	1.9	23.8

32: E Portland Ave & E 25th Street Performance by movement

Movement	EBT	EBR	WBT	WBR	NBU	NBL	NBT	NBR	NBR2	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.3	7.9	11.3	40.8	6.7	7.0	2.0	0.7	2.0	2.3	2.0	4.7

33: E Portland Ave & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	64.4	21.2	13.4	3.9	17.6	4.8	1.4	1.0	18.1	0.7	0.7	5.5

34: E Portland Ave & E 27th Street Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.1	0.5	0.3	0.2
Total Del/Veh (s)	23.5	15.3	18.0	48.1	14.1	9.7	3.1	15.3

35: E Portland Ave & E 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	31.3	29.9	2.1	32.2	21.0	39.1	6.1	24.0

36: E Portland Ave & E 32nd Street Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	2.1	3.8	4.0	0.2	0.0	0.0	2.7
Total Del/Veh (s)	22.9	3.3	24.6	0.1	15.7	8.8	15.2	15.7	16.1	2.0	1.3	12.8

37: E R Street & E Bay Street Performance by movement

Movement	WBL	WBT	SBT	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	9.4	2.4	9.6	9.0

38: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by movement

Movement	WBL	WBT	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.5	0.0		0.7	0.1	0.5
Total Del/Veh (s)	15.2	17.8	30.4		12.0	1.9	14.4

39: E S Street & E 28th Street Performance by movement

Movement	EBT	SBL2	SBT	NWR	NWR2	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	22.5	22.2	1.2	38.1	36.7	24.0

40: E R Street & E 30th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	5.1	3.2	4.7	5.4	0.1	3.2	4.5

41: E R Street & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBT	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	2.4	0.8	0.5	0.3	6.3	4.2	6.1	3.4	3.1

43: Pioneer Way & E Bay Street/SR 167 (River Road) Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.1	3.7	10.0	13.7	4.6
Total Del/Veh (s)	17.5	11.6	56.5	55.6	41.5	43.3

44: E G Street Performance by movement

Movement	EBL	WBL	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	5.3	4.9	0.0	0.1	0.1	0.2	0.0	1.5
Total Del/Veh (s)	13.8	44.1	8.8	3.6	2.3	7.3	5.0	2.1	12.6

45: Puyallup Avenue Performance by movement

Movement	EBT	WBL	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.3	0.1	0.1	0.1
Total Del/Veh (s)	0.6	7.0	1.4	7.6	1.4

46: E Portland Ave Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.1	1.0	0.0	0.1
Total Del/Veh (s)	4.6	2.0	0.9	14.8	1.4	1.9

47: E 26th Street & E Bay Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	12.1	2.3	1.0	0.9	4.1	3.0	10.4	1.0	2.5

48: E 27th Street Performance by movement

Movement	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.4	1.9	5.5	2.6

98: E Bay Street & Portland Ave LT Loop Performance by movement

Movement	NBR	NET	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.0	0.5	0.9

137: S 27th Street Performance by movement

Movement	WBT	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.1	0.1

985: Puyallup Avenue Performance by movement

Movement	EBT	WBT	SWR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	2.9	4.1	7.7	4.0

986: E 27th Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	2.5	0.8	2.1

987: Performance by movement

Movement	EBT	SEL	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	0.3	0.1	0.2

988: E 26th Street/E Bay Street Performance by movement

Movement	EBT	EBR	NWT	All
Denied Del/Veh (s)	0.0	0.0	2.6	1.8
Total Del/Veh (s)	0.3	0.8	22.6	15.9

989: Performance by movement

Movement	EBT	NER	All
Denied Del/Veh (s)	0.0	0.3	0.1
Total Del/Veh (s)	0.6	0.1	0.5

990: Performance by movement

Movement	EBL	EBT	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	4.7	1.9	3.4

991: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	77.5	60.1	69.7

992: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.4	0.6	2.1

993: E Bay Street Performance by movement

Movement	EBR	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.5	1.7	1.4

995: E Bay Street Performance by movement

Movement	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.8	36.7	13.9	22.9

996: E Portland Ave Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.5	0.0	0.0	0.1
Total Del/Veh (s)	104.3	82.8	127.9	102.0	87.6	9.6	12.0	13.7	28.3	1.6	1.5	12.1

998: E 25th Street Performance by movement

Movement	EBL	EBT	SBL	All
Denied Del/Veh (s)	0.1	0.0	0.1	0.1
Total Del/Veh (s)	0.7	0.6	6.4	0.8

999: Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	5.5	1.9	1.2	4.0	0.9	0.2	20.2	20.0	15.2	4.8

Total Network Performance

Denied Del/Veh (s)	24.7
Total Del/Veh (s)	86.1

1: Pacific Avenue & S 21st Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.9	1.7	21.4	1.3	5.6	6.2	0.9	1.3	1.4	1.1	4.2
Total Del/Veh (s)	39.9	42.7	48.4	43.1	44.9	43.3	39.8	38.9	41.3	35.3	41.7

2: Pacific Avenue & S 24th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.1
Total Del/Veh (s)	34.8	39.2	35.1	34.6	33.9	37.3	30.2	31.6	34.8	32.6	34.5

3: Pacific Avenue & E 25th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.6	0.3	0.6	0.6	0.8	0.4	0.3	0.3	0.3	0.5
Total Del/Veh (s)	33.2	39.6	33.8	34.7	34.9	38.4	34.0	32.1	33.1	31.2	34.5

4: Pacific Avenue & E 26th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.5	0.4	0.4	0.4
Total Del/Veh (s)	25.1	26.3	26.0	27.1	25.2	26.1	26.8	25.2	26.6	27.1	26.2

5: Pacific Avenue & E 34th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.2	0.2	0.1	0.2	0.2	0.2	0.2
Total Del/Veh (s)	9.2	11.2	11.8	10.6	10.4	10.6	10.6	10.4	9.8	9.4	10.4

6: A Street & S 24th Street/Puyallup Avenue Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.7	0.1	0.1	0.6	0.7	0.2	0.3	0.6	0.1	0.4
Total Del/Veh (s)	8.8	15.9	8.0	9.5	12.8	11.5	6.7	13.1	12.4	9.4	10.9

7: Car Wash Dwy/A Street & E 25th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.1	9.0	8.7	10.6	8.8	8.9	10.8	10.3	9.6	9.3	9.6

8: A Street & E 26th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	4.5	4.7	6.4	5.6	4.8	5.6	4.1	5.3	5.4	5.1

9: I-705 Off-Ramp & E 26th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	16.4	17.6	13.3	34.5	23.9	18.2	24.8	23.3	21.0	37.5	23.1

10: C Street & E 25th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.1	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	26.1	25.3	26.5	26.1	33.0	26.7	27.0	24.1	26.4	25.6	26.6

11: C Street & ST Driveway Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	4.1	5.0	4.4	3.9	6.3	5.5	4.8	4.3	4.2	5.1	4.8

12: C Street & E 26th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Del/Veh (s)	7.3	5.9	6.2	5.6	8.5	7.3	4.6	4.5	6.0	7.5	6.4

13: E D Street & E Dock Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.5	0.5	0.4	0.5	0.5	0.5	0.6	0.6	0.5	0.5
Total Del/Veh (s)	7.3	7.0	6.4	6.9	7.5	7.0	7.6	6.8	6.4	7.0	7.0

14: E D Street & Puyallup Avenue Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.3	0.2	0.2	0.1	0.1	0.2	0.2	0.2	0.2
Total Del/Veh (s)	21.4	21.3	18.2	19.2	21.8	18.7	20.0	18.6	21.1	21.2	20.1

15: E D Street & E 25th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.0	0.1	0.0	0.2	0.0	0.0	0.1
Total Del/Veh (s)	34.6	35.2	30.1	31.1	33.5	33.5	30.1	32.8	35.0	31.3	32.7

16: E D Street & ST Driveway Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	1.6	2.4	2.0	1.6	2.1	1.9	1.3	1.6	2.4	1.9

17: E D Street & E 26th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.2	0.2	0.1	0.1	0.2	0.2	0.2
Total Del/Veh (s)	12.4	11.8	10.5	13.5	11.4	12.8	12.7	12.8	12.3	11.2	12.1

18: E McKinley Way/E D Street & E Wiley Avenue Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.6	2.5	2.6	2.7	3.0	2.5	2.7	2.5	2.8	2.4	2.6

19: E McKinley Way & E 34th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.1	7.9	6.8	7.4	7.0	7.4	7.2	7.6	6.3	7.0	7.2

20: E E Street & Puyallup Avenue Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.9	0.9	0.8	1.2	0.5	0.8	0.9	0.7	1.3	0.7	0.9
Total Del/Veh (s)	14.9	14.7	12.8	13.3	14.6	12.8	13.8	15.3	17.6	14.9	14.5

21: E F Street & Puyallup Avenue Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.6	0.4	0.3	0.2	0.8	0.4	0.3	0.3	0.7	0.6	0.5
Total Del/Veh (s)	8.3	6.9	6.9	6.5	8.7	8.6	7.7	7.6	10.3	7.4	7.9

22: E G Street & Puyallup Avenue Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.2	0.2	0.5	0.3	0.4	0.9	0.3	0.6	0.4	0.4
Total Del/Veh (s)	15.9	13.7	15.8	13.7	17.2	17.9	19.2	15.4	16.1	15.7	16.0

23: E G Street & E 25th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.3	0.3	0.2	0.2	0.2	0.1	0.3	0.3	0.4	0.3
Total Del/Veh (s)	28.4	32.7	32.0	32.3	30.9	30.1	31.7	29.9	30.9	29.7	30.9

24: E L Street & Puyallup Avenue Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	2.1	4.8	0.1	0.5	0.1	0.1	0.1	0.1	0.1	0.8
Total Del/Veh (s)	5.0	21.7	32.6	7.7	10.1	4.8	5.3	7.8	5.5	6.0	10.7

25: E L Street & E 26th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.6	1.7	2.5	1.8	1.6	1.7	1.7	1.7	1.4	1.7	1.8

26: E Wiley Avenue & E L Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.6	5.8	5.9	6.0	6.1	5.6	5.9	6.1	6.1	5.9	5.9

27: E L Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.4	1.3	1.4	1.3	1.4	1.3	1.3	1.3	1.3	1.3	1.3

28: E L Street & E 34th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.1	0.1	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.9	3.2	3.0	3.4	3.0	3.5	2.9	3.0	2.9	2.9	3.1

29: E Portland Ave & SR 509 On-Ramp Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	377.2	449.9	0.9	174.6	241.9	41.4	41.1	5.2	75.6	142.5
Total Del/Veh (s)	5.9	84.3	74.2	8.7	53.9	78.5	39.3	24.7	12.9	32.9	38.9

30: E Portland Ave & SR 509 Off-Ramp Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	8.8	163.0	153.2	1.4	67.1	201.2	50.0	5.8	3.2	15.0	62.1
Total Del/Veh (s)	58.6	217.8	197.3	36.6	119.4	207.3	102.8	58.5	43.5	76.5	103.4

31: E Portland Ave & Puyallup Avenue Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	1.2	9.9	65.6	0.7	10.4	3.3	1.7	4.7	0.7	1.9	9.4
Total Del/Veh (s)	41.6	89.9	97.8	37.0	67.5	70.2	48.9	43.6	35.5	46.2	56.6

32: E Portland Ave & E 25th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	5.5	15.6	10.2	2.2	3.3	6.3	3.3	1.5	0.8	6.6	5.3
Total Del/Veh (s)	33.4	67.0	62.9	24.1	40.0	57.7	34.6	27.8	21.9	40.2	40.0

33: E Portland Ave & E 26th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	4.8	0.2	0.1	0.2	0.1	0.3	0.1	0.0	0.0	0.6
Total Del/Veh (s)	30.5	52.8	52.0	24.1	33.0	50.0	28.7	25.6	19.9	32.8	34.3

34: E Portland Ave & E 27th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	22.9	23.6	1.3	4.3	1.1	10.7	3.4	0.7	3.7	17.8	8.9
Total Del/Veh (s)	36.6	39.2	52.7	32.6	41.4	38.7	30.7	34.5	35.1	33.9	37.4

35: E Portland Ave & E 28th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.6	0.3	0.6	0.2	0.8	0.3	0.3	3.0	0.5	0.7
Total Del/Veh (s)	40.9	54.2	56.2	49.6	43.5	53.8	40.3	41.1	57.1	45.9	48.1

36: E Portland Ave & E 32nd Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.9	0.7	3.2	2.0	8.9	1.9	0.2	3.7	3.1	29.0	5.5
Total Del/Veh (s)	24.2	21.6	29.3	27.4	28.9	23.5	18.5	25.2	25.5	29.5	25.5

37: E R Street & E Bay Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	53.1	31.6	38.0	62.3	62.6	61.3	43.2	57.7	56.9	42.9	51.3
Total Del/Veh (s)	125.7	113.1	128.0	109.9	112.8	126.5	151.9	133.9	138.4	119.3	125.2

38: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	733.3	534.5	536.3	577.5	580.0	667.3	653.5	622.9	594.3	632.8	613.8
Total Del/Veh (s)	66.8	62.5	66.4	65.1	65.6	66.8	72.2	66.4	67.9	64.2	66.3

39: E S Street & E 28th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.7	0.4	0.8	0.8	0.7	0.7	0.6	0.4	0.8	0.5	0.7
Total Del/Veh (s)	98.6	100.3	102.7	99.9	100.1	101.6	102.4	94.2	97.0	96.1	99.3

40: E R Street & E 30th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	5.2	5.0	5.4	5.6	5.0	5.2	5.2	5.1	5.2	5.2	5.2

41: E R Street & E 32nd Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	4.2	3.7	3.9	4.3	3.8	3.7	3.2	4.2	3.8	4.5	3.9

43: Pioneer Way & River Road Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	36.8	3.2	22.9	284.6	6.4	47.0	65.6	406.3	331.8	211.9	141.3
Total Del/Veh (s)	55.7	63.5	71.6	129.4	41.3	62.5	90.9	139.8	136.7	110.4	88.1

49: E 27th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.8	2.3	2.5	1.6	3.3	1.8	1.5	1.9	1.9	2.2	2.1

50: E Portland Ave Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	4.2	3.3	4.5	6.8	4.0	4.9	3.8	3.5	8.8	9.5	5.4

59: Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.6	3.6	0.3	0.4	0.3	0.4	0.4	0.3	0.4	0.7
Total Del/Veh (s)	0.5	2.0	4.1	0.4	0.6	0.8	0.5	0.4	0.7	0.4	1.1

80: Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.1	0.4	0.0	0.1	0.0	0.2	0.1	0.1	0.1
Total Del/Veh (s)	46.8	39.3	37.4	61.6	53.9	48.4	43.4	49.0	47.1	48.3	47.4

96: Puyallup Avenue Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	1.9	3.3	1.6	1.5	1.9	1.8	1.9	1.7	1.8	1.9

98: E Bay Street & Portland Ave LT Loop Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.7	0.7	0.8	0.6	0.5	0.6	0.7	0.5	0.5	0.6	0.6

110: E 27th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.2	2.2	2.4	2.1	2.4	2.1	2.2	2.3	2.2	2.3	2.2

120: E R Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.1	2.3	2.6	2.3	2.2	2.1	2.2	2.3	2.2	2.3	2.3

136: E Portland Ave Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.6	2.5	6.7	0.8	0.4	1.9	0.9	0.6	0.5	0.9	1.5
Total Del/Veh (s)	29.8	38.5	40.4	23.1	29.2	37.5	26.9	25.6	22.3	30.7	30.0

137: Puyallup Avenue Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	1.3	0.3	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	3.7	11.6	17.5	3.4	8.2	3.4	3.5	3.5	3.3	3.3	6.1

141: Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.0	1.6	1.9	1.6	2.2	1.7	1.8	1.7	2.0	1.9	1.9

144: E 25th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	1.2	17.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Total Del/Veh (s)	34.6	165.5	228.1	0.9	82.8	77.2	0.9	3.9	1.1	10.7	59.2

985: Puyallup Avenue Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.9	0.0	0.6	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.2
Total Del/Veh (s)	11.0	21.6	27.0	8.3	19.6	10.9	9.5	11.0	7.8	8.2	13.5

988: E 26th Street/E Bay Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.9	0.3	3.7	0.4	0.7	0.7	5.1	4.1	1.3	1.7
Total Del/Veh (s)	48.5	57.7	58.0	74.5	48.4	50.0	65.5	82.5	84.0	70.7	63.3

989: Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	95.0	107.4	73.9	379.4	171.7	111.3	106.8	96.4	138.2	182.3	146.9
Total Del/Veh (s)	11.8	8.0	9.6	22.1	12.3	12.3	15.3	9.8	13.9	13.3	12.7

990: Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.0	0.1	0.4	0.1	0.1	0.0	0.1
Total Del/Veh (s)	5.0	4.0	4.0	5.4	4.0	4.1	5.9	4.0	4.8	4.3	4.5

991: E Bay Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	124.7	211.0	201.2	208.7	134.0	152.1	224.5	362.2	345.2	282.2	214.7

992: E Bay Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	7.9	0.0	9.9	0.0	8.2	2.8	0.0	2.7	3.1
Total Del/Veh (s)	106.2	104.5	125.7	100.9	109.2	109.9	149.2	198.6	163.4	152.5	127.3

993: E Bay Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	0.8	0.8	1.4	2.0	3.1	8.4	2.0	2.9	3.1	2.7

994: E 26th Street & E Bay Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.4	1.3	1.5	1.3	1.5	1.5	3.4	1.6	1.6	2.5	1.8

995: E Bay Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.0
Total Del/Veh (s)	0.7	0.8	1.0	0.8	0.8	0.8	0.9	0.8	0.6	1.0	0.8

997: E G Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	383.5	339.7	275.8	169.0	357.4	269.2	346.9	274.4	303.5	242.0	297.6
Total Del/Veh (s)	47.2	51.3	44.9	46.3	45.5	42.5	50.3	47.5	45.4	48.6	47.0

998: E 25th Street Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	3.6	2.6	3.4	3.2	2.9	3.2	3.5	3.3	3.2	3.4	3.2

999: Puyallup Avenue Performance by run number

Run Number	1	11	12	13	3	4	6	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	1.9	2.8	1.9	2.1	2.1	1.9	1.6	1.8	1.9	2.1	2.0

Total Network Performance By Run

Run Number	1	11	12	13	3	4	6
Denied Del/Veh (s)	162.2	172.8	179.4	204.2	162.4	179.2	157.9
Total Del/Veh (s)	156.8	203.1	207.5	179.5	175.8	189.8	173.5

Total Network Performance By Run

Run Number	7	8	9	Avg
Denied Del/Veh (s)	209.2	194.0	191.1	181.3
Total Del/Veh (s)	182.5	180.8	185.2	183.8

1: Pacific Avenue & S 21st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	28.2	14.4	16.2	1.0	0.2	1.0	0.0	0.1	0.0	0.0	3.5	1.4
Total Del/Veh (s)	62.2	76.1	59.2	46.0	24.5	12.5	32.6	47.0	31.2	32.6	59.1	27.4

1: Pacific Avenue & S 21st Street Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	3.6	4.2
Total Del/Veh (s)	16.3	41.7

2: Pacific Avenue & S 24th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	3.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	32.0	28.1	8.2	51.0	26.2	9.9	39.1	38.7	39.0	39.2	35.2	34.5

3: Pacific Avenue & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.3	0.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.5	0.4
Total Del/Veh (s)	38.2	30.0	10.7	48.0	47.5	47.3	28.0	33.9	36.5	34.0	40.3	39.8

3: Pacific Avenue & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	34.5

4: Pacific Avenue & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.9	0.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	41.5	42.5	6.7	33.4	33.2	29.9	40.6	23.1	16.0	23.4	16.1	7.0

4: Pacific Avenue & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	26.2

5: Pacific Avenue & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.4	0.3	0.1	0.1	0.1	3.3	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	17.6	16.6	12.0	22.9	20.4	13.3	12.8	13.1	4.9	12.9	6.3	8.4

5: Pacific Avenue & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	10.4

6: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.1	0.0	0.2	0.6	0.5	0.0	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	22.2	14.1	2.0	2.0	14.0	11.9	14.2	25.7	25.1	4.1	39.3	37.0

6: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.2	0.4
Total Del/Veh (s)	22.8	10.9

7: Car Wash Dwy/A Street & E 25th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.7	7.3	16.4	4.7	47.9	44.7	0.5	5.3	9.6

8: A Street & E 26th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	4.1	3.6	10.2	4.1	30.4	11.4	5.1

9: I-705 Off-Ramp & E 26th Street Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.6	0.7	0.2
Total Del/Veh (s)	0.9	0.6	127.9	30.2	23.1

10: C Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.5	0.2	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	16.9	20.9	11.2	22.0	18.7	33.8	31.4	15.1	35.6	36.8	23.8	26.6

11: C Street & ST Driveway Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.4	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.2	32.6	4.8	3.7	1.8	4.8

12: C Street & E 26th Street Performance by movement

Movement	EBU	EBL	EBT	EBR	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	8.5	8.9	1.2	0.3	1.8	1.2	45.4	20.3	50.0	76.8	32.7	6.4

13: E D Street & E Dock Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	4.0	0.2	0.0	0.0	1.1	2.9	0.5
Total Del/Veh (s)	20.6	5.9	10.4	3.9	3.6	2.0	7.0

14: E D Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.8	0.0	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	38.1	16.3	5.7	26.8	19.9	5.9	22.3	20.2	12.0	39.0	35.4	10.4

14: E D Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	20.1

15: E D Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	47.9	46.8	28.3	25.8	21.9	10.6	32.5	30.9	24.3	32.7

16: E D Street & ST Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.5	3.0	1.2	0.6	1.9

17: E D Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.4	0.0	1.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	22.3	9.8	7.0	17.2	7.4	5.9	42.8	28.8	9.1	11.9	18.6	13.3

17: E D Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	12.1

18: E McKinley Way/E D Street & E Wiley Avenue Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Total Del/Veh (s)	6.1	4.7	9.8	7.5	6.2	0.2	0.1	2.9	1.5	2.6

19: E McKinley Way & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	11.6	9.5	10.2	6.8	7.0	3.4	6.3	7.1	4.1	6.7	4.5	5.4

19: E McKinley Way & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	7.2

20: E E Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.0	0.5	0.1	0.0	4.0	2.4	4.7	0.1	0.1	0.2
Total Del/Veh (s)	19.3	8.3	6.6	14.8	11.4	4.3	32.8	32.5	25.5	24.0	28.9	7.8

20: E E Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.9
Total Del/Veh (s)	14.5

21: E F Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1	0.0	5.9	5.2	0.5
Total Del/Veh (s)	11.0	7.5	6.2	25.0	18.1	5.7	27.7	15.1	7.9

22: E G Street & Puyallup Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.8	1.2	0.1	0.1	0.5	0.0	0.1	0.1	0.4
Total Del/Veh (s)	14.1	15.6	29.7	6.7	36.9	18.0	11.4	51.1	16.0

23: E G Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1		0.2	0.0	0.0	0.0	0.9	0.3
Total Del/Veh (s)	32.4	23.6	15.0	35.6		22.5	40.2	33.1	46.1	28.7	30.9

24: E L Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	1.7	2.7	0.2	0.1	0.0	0.0	0.0	0.0	0.2	0.1	0.1
Total Del/Veh (s)	7.9	5.1	3.7	13.0	1.6	1.1	108.4	4.6	94.8	78.3	63.5	41.8

24: E L Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	10.7

25: E L Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.7	6.7	3.5	6.2	6.9	4.8	3.9	1.9	1.6	2.6	0.8	0.8

25: E L Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.8

26: E Wiley Avenue & E L Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	0.1	3.1	5.7	6.5	2.4	5.7	6.2	4.2	5.9

27: E L Street Performance by movement

Movement	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.6	0.2	4.1	1.7	1.3

28: E L Street & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	8.8	3.7	6.6	9.0	3.5	2.5	0.2	0.1	1.7	1.6	3.1

29: E Portland Ave & SR 509 On-Ramp Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	203.7	206.6	142.5
Total Del/Veh (s)	21.2	1.1	52.8	56.7	38.9

30: E Portland Ave & SR 509 Off-Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Del/Veh (s)	281.1	246.5	0.0	0.0	62.1
Total Del/Veh (s)	60.5	347.1	6.5	71.3	103.4

31: E Portland Ave & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	9.7	11.3	11.5	18.3	14.7	18.8	0.0	0.0	8.7	4.4	5.2	9.4
Total Del/Veh (s)	56.4	43.9	35.4	79.3	26.3	5.6	30.9	2.5	66.5	119.9	5.7	56.6

32: E Portland Ave & E 25th Street Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	NBR2	SBT	SBR	All
Denied Del/Veh (s)	108.7	0.0	0.0	0.0	0.0	0.0	0.4	0.3	5.3
Total Del/Veh (s)	367.5	13.4	15.1	0.7	1.2	1.9	34.4	39.0	40.0

33: E Portland Ave & E 26th Street Performance by movement

Movement	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	21.7	1.8	1.2	0.3	0.2	0.0	0.6
Total Del/Veh (s)	80.0	0.9	10.0	247.9	1.2	0.9	31.8	46.8	34.1	34.3

34: E Portland Ave & E 27th Street Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.3	0.4	0.2	0.4	16.3	15.3	8.9
Total Del/Veh (s)	62.9	27.0	10.8	47.0	26.8	39.7	12.7	37.4

35: E Portland Ave & E 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.1	0.2	1.0	2.2	0.8	0.3	0.7
Total Del/Veh (s)	45.0	47.4	8.9	72.6	27.2	86.3	20.9	48.1

36: E Portland Ave & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.1	0.1	0.1	0.0	15.7	15.0	15.0	0.1	0.0	0.0
Total Del/Veh (s)	18.6	18.7	10.4	27.1	13.8	9.9	29.3	35.5	38.0	32.8	15.3	12.5

36: E Portland Ave & E 32nd Street Performance by movement

Movement	All
Denied Del/Veh (s)	5.5
Total Del/Veh (s)	25.5

37: E R Street & E Bay Street Performance by movement

Movement	WBL	WBT	SBT	All
Denied Del/Veh (s)	120.5	0.0	0.3	51.3
Total Del/Veh (s)	236.5	157.5	40.4	125.2

38: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by movement

Movement	WBL	WBT	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	958.3	975.4	0.0		0.8	0.1	613.8
Total Del/Veh (s)	130.7	39.3	88.1		29.3	6.3	66.3

39: E S Street & E 28th Street Performance by movement

Movement	EBT	EBR	EBR2	SBL2	SBL	SBT	NWR	NWR2	All
Denied Del/Veh (s)	0.7	3.0	3.6	0.3	1.0	0.7	0.0	0.0	0.7
Total Del/Veh (s)	130.7	148.4	124.9	40.9	60.6	59.4	100.7	99.5	99.3

40: E R Street & E 30th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.8	4.2	4.8	5.3	5.0	0.3	3.5	5.9	3.6	5.2

41: E R Street & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.2	0.4	0.6	0.2	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	4.5	1.5	1.0	4.0	1.5	1.5	13.7	11.7	6.8	11.1	13.8	6.8

41: E R Street & E 32nd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.9

43: Pioneer Way & River Road Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	350.2	215.4	240.6	141.3
Total Del/Veh (s)	17.8	22.8	190.2	178.9	117.7	88.1

49: E 27th Street Performance by movement

Movement	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.7	1.3	4.7	2.1

50: E Portland Ave Performance by movement

Movement	EBL	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0
Total Del/Veh (s)	50.5	45.8	3.0	22.8	5.8	6.7	13.3	3.6	5.4

59: Performance by movement

Movement	EBT	SEL	All
Denied Del/Veh (s)	0.0	0.9	0.7
Total Del/Veh (s)	0.6	1.2	1.1

80: Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1
Total Del/Veh (s)	44.3	31.4	565.8	47.4

96: Puyallup Avenue Performance by movement

Movement	EBT	WBL	WBT	NBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1	0.0
Total Del/Veh (s)	0.9	7.5	1.9	9.4	1.9

98: E Bay Street & Portland Ave LT Loop Performance by movement

Movement	NBR	NET	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.3	0.4	0.6

110: E 27th Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.3	1.8	2.2

120: E R Street Performance by movement

Movement	EBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	3.3	2.2	1.4	2.3

136: E Portland Ave Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	2.7	2.0	1.5
Total Del/Veh (s)	4.3	2.9	1.4	32.5	39.3	30.0

137: Puyallup Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBT	NBR	All
Denied Del/Veh (s)	0.5	2.3	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	5.8	2.9	11.1	4.9	2.8	46.4	6.1

141: Performance by movement

Movement	WBT	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.9	1.9

144: E 25th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBT	All
Denied Del/Veh (s)	0.1	3.8	0.0	0.0	0.0	1.9
Total Del/Veh (s)	96.9	118.6	0.2	0.1	0.0	59.2

985: Puyallup Avenue Performance by movement

Movement	EBT	WBT	SWT	SWR	All
Denied Del/Veh (s)	0.2	0.0		0.7	0.2
Total Del/Veh (s)	13.0	8.9		26.6	13.5

988: E 26th Street/E Bay Street Performance by movement

Movement	EBT	EBR	NWT	All
Denied Del/Veh (s)		0.0	4.3	1.7
Total Del/Veh (s)		53.4	78.8	63.3

989: Performance by movement

Movement	EBT	NER	All
Denied Del/Veh (s)	0.0	257.1	146.9
Total Del/Veh (s)	13.0	12.4	12.7

990: Performance by movement

Movement	EBL	EBT	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	4.9	4.1	4.5

991: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	241.3	181.2	214.7

992: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	4.1	2.3	3.1
Total Del/Veh (s)	238.1	23.6	127.3

993: E Bay Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.2	4.1	1.0	2.7

994: E 26th Street & E Bay Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	2.5	1.2	1.4	0.2	0.5	4.5	7.1	4.5	1.8

995: E Bay Street Performance by movement

Movement	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.3	1.4	0.6	0.8

997: E G Street Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	8.0	5.3	1070.2	1084.7	0.0	0.0	0.0	0.3	0.2	0.3	297.6
Total Del/Veh (s)	62.2	57.4	257.2	58.9	9.3	8.1	1.8	13.4	12.8	7.2	47.0

998: E 25th Street Performance by movement

Movement	EBL	EBT	SBL	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	0.4	0.5	5.8	3.2

999: Puyallup Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.0	0.8	3.3	1.2	1.8	5.1	24.0	20.5	2.0

Total Network Performance

Movement	All
Denied Del/Veh (s)	181.3
Total Del/Veh (s)	183.8

1: Pacific Avenue & S 21st Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	14.7	0.5	0.0	2.1	4.2
Total Del/Veh (s)	75.1	27.3	33.2	34.8	41.7

2: Pacific Avenue & S 24th Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	24.2	28.2	39.0	39.1	34.5

3: Pacific Avenue & E 25th Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.9	0.0	0.0	0.5	0.5
Total Del/Veh (s)	22.3	48.0	33.3	40.0	34.5

4: Pacific Avenue & E 26th Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.8	0.0	0.0	0.0	0.4
Total Del/Veh (s)	31.7	33.1	24.3	14.5	26.2

5: Pacific Avenue & E 34th Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.4	0.1	0.5	0.0	0.2
Total Del/Veh (s)	15.8	20.3	11.4	6.8	10.4

6: A Street & S 24th Street/Puyallup Avenue Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.5	0.0	0.1	0.4
Total Del/Veh (s)	3.5	12.1	11.2	34.2	10.9

7: Car Wash Dwy/A Street & E 25th Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.1	0.0	0.0
Total Del/Veh (s)	7.5	14.9	47.9	8.3	9.6

8: A Street & E 26th Street Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	3.9	4.9	24.1	5.1

9: I-705 Off-Ramp & E 26th Street Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.7	0.2
Total Del/Veh (s)	0.9	0.6	69.1	23.1

10: C Street & E 25th Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.1
Total Del/Veh (s)	19.2	19.8	27.7	35.8	26.6

11: C Street & ST Driveway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.4	0.0	0.0	0.0
Total Del/Veh (s)	7.2	32.6	4.7	1.8	4.8

12: C Street & E 26th Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	2.4	1.8	41.5	36.1	6.4

13: E D Street & E Dock Street Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.4	0.0	1.4	0.5
Total Del/Veh (s)	6.5	9.6	3.4	7.0

14: E D Street & Puyallup Avenue Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.7	0.1	0.0	0.0	0.2
Total Del/Veh (s)	18.4	17.4	19.6	28.6	20.1

15: E D Street & E 25th Street Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.1
Total Del/Veh (s)	44.3	20.9	30.6	32.7

16: E D Street & ST Driveway Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0
Total Del/Veh (s)	3.5	3.0	1.1	1.9

17: E D Street & E 26th Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.3	0.5	0.0	0.2
Total Del/Veh (s)	11.2	8.9	26.9	15.2	12.1

18: E McKinley Way/E D Street & E Wiley Avenue Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.3	8.4	0.2	1.5	2.6

19: E McKinley Way & E 34th Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.2	0.0	0.0
Total Del/Veh (s)	9.9	5.7	6.1	4.8	7.2

20: E E Street & Puyallup Avenue Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	4.1	0.1	0.9
Total Del/Veh (s)	8.5	11.4	31.7	17.1	14.5

21: E F Street & Puyallup Avenue Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	5.6	0.5
Total Del/Veh (s)	7.5	5.9	22.2	7.9

22: E G Street & Puyallup Avenue Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.9	0.1	0.3	0.1	0.4
Total Del/Veh (s)	14.4	12.9	26.1	51.1	16.0

23: E G Street & E 25th Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.9	0.3
Total Del/Veh (s)	22.2	32.9	39.4	28.8	30.9

24: E L Street & Puyallup Avenue Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.8	0.1	0.0	0.2	0.8
Total Del/Veh (s)	4.9	3.6	98.0	60.2	10.7

25: E L Street & E 26th Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.4	5.8	1.9	0.9	1.8

26: E Wiley Avenue & E L Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.3	6.1	5.7	6.1	5.9

27: E L Street Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.4	2.0	1.3

28: E L Street & E 34th Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.2	0.0	0.0
Total Del/Veh (s)	6.5	5.7	0.4	1.7	3.1

29: E Portland Ave & SR 509 On-Ramp Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	203.9	142.5
Total Del/Veh (s)	11.1	53.1	38.9

30: E Portland Ave & SR 509 Off-Ramp Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	248.8	0.0	0.0	62.1
Total Del/Veh (s)	329.0	6.5	71.3	103.4

31: E Portland Ave & Puyallup Avenue Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	11.3	16.4	0.0	4.8	9.4
Total Del/Veh (s)	38.7	45.5	19.7	100.2	56.6

32: E Portland Ave & E 25th Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	108.7	0.0	0.0	0.4	5.3
Total Del/Veh (s)	364.1	13.4	0.9	34.6	40.0

33: E Portland Ave & E 26th Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	1.9	0.2	0.6
Total Del/Veh (s)	80.0	9.4	3.6	44.8	34.3

34: E Portland Ave & E 27th Street Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.4	0.3	16.2	8.9
Total Del/Veh (s)	45.4	35.8	35.5	37.4

35: E Portland Ave & E 28th Street Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	1.4	0.5	0.7
Total Del/Veh (s)	33.5	57.9	47.3	48.1

36: E Portland Ave & E 32nd Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	15.0	0.0	5.5
Total Del/Veh (s)	14.1	22.5	35.9	18.3	25.5

37: E R Street & E Bay Street Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	116.7	0.3	51.3
Total Del/Veh (s)	234.0	40.4	125.2

38: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	964.3	0.0	0.6	613.8
Total Del/Veh (s)	99.0	87.0	23.0	66.3

39: E S Street & E 28th Street Performance by approach

Approach	EB	SB	NW	All
Denied Del/Veh (s)	0.9	0.5	0.0	0.7
Total Del/Veh (s)	131.0	48.4	99.5	99.3

40: E R Street & E 30th Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.1
Total Del/Veh (s)	6.1	5.1	4.1	5.0	5.2

41: E R Street & E 32nd Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.4	0.2	0.0	0.2
Total Del/Veh (s)	2.2	1.6	8.6	7.8	3.9

43: Pioneer Way & River Road Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	350.2	216.2	141.3
Total Del/Veh (s)	19.9	190.2	176.9	88.1

49: E 27th Street Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	1.7	4.7	2.1

50: E Portland Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	50.5	11.0	5.9	3.7	5.4

59: Performance by approach

Approach	EB	SE	All
Denied Del/Veh (s)	0.0	0.9	0.7
Total Del/Veh (s)	0.6	1.2	1.1

80: Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.1	0.1	0.1
Total Del/Veh (s)	44.1	565.8	47.4

96: Puyallup Avenue Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	0.0	0.1	0.0
Total Del/Veh (s)	0.9	2.3	9.4	1.9

98: E Bay Street & Portland Ave LT Loop Performance by approach

Approach	NB	NE	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.3	0.4	0.6

110: E 27th Street Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.2	2.2

120: E R Street Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	3.3	1.6	2.3

136: E Portland Ave Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	2.0	1.5
Total Del/Veh (s)	4.3	2.7	39.3	30.0

137: Puyallup Avenue Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.6	0.0	0.0	0.2
Total Del/Veh (s)	5.7	5.4	44.6	6.1

141: Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.9	1.9

144: E 25th Street Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	3.7	0.0	0.0	1.9
Total Del/Veh (s)	118.7	0.2	0.0	59.2

985: Puyallup Avenue Performance by approach

Approach	EB	WB	SW	All
Denied Del/Veh (s)	0.2	0.0	0.7	0.2
Total Del/Veh (s)	13.0	8.9	26.6	13.5

988: E 26th Street/E Bay Street Performance by approach

Approach	EB	NW	All
Denied Del/Veh (s)	0.0	4.3	1.7
Total Del/Veh (s)	53.4	78.8	63.3

989: Performance by approach

Approach	EB	NE	All
Denied Del/Veh (s)	0.0	257.1	146.9
Total Del/Veh (s)	13.0	12.4	12.7

990: Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.1	0.1
Total Del/Veh (s)	4.5	4.5

991: E Bay Street Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	214.7	214.7

992: E Bay Street Performance by approach

Approach	WB	All
Denied Del/Veh (s)	3.1	3.1
Total Del/Veh (s)	127.3	127.3

993: E Bay Street Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	4.1	1.0	2.7

994: E 26th Street & E Bay Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.3	0.3	4.5	6.2	1.8

995: E Bay Street Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.3	0.8	0.8

997: E G Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	6.3	1074.4	0.0	0.3	297.6
Total Del/Veh (s)	59.1	201.6	5.1	11.7	47.0

998: E 25th Street Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	0.5	5.7	3.2

999: Puyallup Avenue Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.9	1.5	4.9	22.3	2.0

Total Network Performance

Denied Del/Veh (s)	181.3
Total Del/Veh (s)	183.8

1: Pacific Avenue & S 21st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	3.2	0.4	0.8	1.0	0.3	0.9	0.0	0.1	0.0	0.0	3.6	1.0
Total Del/Veh (s)	39.3	41.5	28.6	48.1	27.9	16.1	55.9	49.9	26.9	34.2	56.4	25.1

1: Pacific Avenue & S 21st Street Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	3.7	0.6
Total Del/Veh (s)	10.7	32.9

2: Pacific Avenue & S 24th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	3.9	0.0	0.0	0.0	0.1	0.4	0.0	0.0	0.0	0.1
Total Del/Veh (s)	36.6	29.8	5.1	34.2	20.0	10.4	40.5	38.8	34.0	25.7	21.8	31.7

3: Pacific Avenue & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.4	0.7	0.2	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	33.2	27.9	5.0	23.9	14.6	14.8	17.9	23.2	27.3	19.9	18.4	11.2

3: Pacific Avenue & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	21.7

4: Pacific Avenue & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.9	0.6	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	36.3	30.5	3.7	31.9	24.5	16.2	28.8	21.8	22.0	20.0	9.4	3.3

4: Pacific Avenue & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	22.2

5: Pacific Avenue & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.1	2.9	0.2	0.3	0.0	0.0	0.0
Total Del/Veh (s)	15.4	13.7	7.2	16.7	14.8	9.3	9.1	8.5	3.7	11.3	3.2	4.4

5: Pacific Avenue & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	7.7

6: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	8.2	2.7	1.2	9.1	5.0	4.0	54.2	42.6	4.8	39.1	6.0	5.1

7: Car Wash Dwy/A Street & E 25th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.1	7.9	17.0	9.6	36.4	0.5	4.2	9.9

8: A Street & E 26th Street Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	4.9	2.6	11.2	13.6	2.2	30.0	6.5	4.4

9: I-705 Off-Ramp & E 26th Street Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	592.1	603.9	289.2
Total Del/Veh (s)	3.5	0.4	336.4	180.9	97.0

10: C Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	24.0	24.5	21.9	15.7	8.6	6.0	20.9	21.3	14.4	33.4	17.3	9.3

10: C Street & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	20.4

11: C Street & ST Driveway Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.2	0.3	0.0	0.0	0.0	0.2
Total Del/Veh (s)	1.9	51.1	9.1	12.0	11.5	37.3	1.3	0.4	11.6

12: C Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.3	0.0	0.1	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.3	6.0	0.4	8.9	1.8	2.6	73.4	90.5	87.9	18.6	5.8

13: E D Street & E Dock Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	3.6	0.4	0.0	0.0	0.6	3.5	0.4
Total Del/Veh (s)	30.1	7.3	7.3	4.2	4.3	1.0	6.9

14: E D Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.6	0.9	0.0	0.0	0.0	0.0	0.0	0.1	1.6	0.7	2.1
Total Del/Veh (s)	29.5	18.1	9.7	31.9	17.4	5.8	19.0	17.8	17.5	53.9	43.0	4.3

14: E D Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	22.3

15: E D Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.7	0.0	0.1
Total Del/Veh (s)	25.2	23.4	19.0	16.8	16.8	10.4	84.4	21.7	9.9	22.5

16: E D Street & ST Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.1
Total Del/Veh (s)	6.0	19.3	2.2	1.1	17.4

17: E D Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.1	0.0	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	44.1	17.6	15.1	15.7	9.0	8.7	38.9	55.1	51.1	30.1	8.9	7.1

17: E D Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	27.1

18: E McKinley Way/E D Street & E Wiley Avenue Performance by movement

Movement	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	9.0	2.5	5.5	0.7	0.5	3.6	0.9	0.5	1.5

19: E McKinley Way & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.4	0.4	0.4	0.0	0.0	0.0
Total Del/Veh (s)	8.4	8.4	6.0	5.7	6.9	3.7	7.2	8.7	5.7	5.1	4.4	3.3

19: E McKinley Way & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	7.2

20: E E Street & Puyallup Avenue Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBR	SBR	All
Denied Del/Veh (s)	1.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	12.3	12.0	7.7	5.7	7.3	11.2	3.3	1.4	34.9	4.9	4.2	5.9

21: E F Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBR	SBL	All
Denied Del/Veh (s)	0.0	0.1	0.3	0.3	0.2	0.0	0.3	0.5	0.1	0.1
Total Del/Veh (s)	9.4	4.0	3.1	8.1	9.8	3.2	20.5	9.5	30.9	4.3

22: E G Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0	0.3	0.0	0.1	0.1	0.1
Total Del/Veh (s)	14.3	9.5	5.4	10.5	6.9	6.3	30.1	8.6	9.4	5.0	10.2

23: E G Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	33.3	20.2	10.1	39.4	0.5	13.4	9.0	5.4	18.0	8.9	12.0	

24: E L Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.3	0.1	0.1	0.0	0.0	0.0	0.6	0.1	0.1	0.1
Total Del/Veh (s)	4.2	1.5	0.8	10.4	4.6	4.5	72.1	4.6	61.2	20.1	10.5	11.6

25: E L Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.5	6.3	3.7	3.7	3.6	2.9	1.8	1.7	2.3	0.4	0.3	1.9

26: E Wiley Avenue/S 27th Street & E L Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	0.4	3.0	5.2	6.3	3.3	6.0	5.1	3.7	5.1

27: E L Street & S 28th Street Performance by movement

Movement	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	0.9	8.8	1.6	1.6

28: E L Street & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.1	0.0	0.1
Total Del/Veh (s)	8.4	4.0	5.4	7.8	3.2	1.7	0.2	0.7	0.5	2.9

29: E Portland Ave & SR 509 On-Ramp Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.2	0.2	0.1
Total Del/Veh (s)	5.7	1.2	0.3	0.3	2.0

30: E Portland Ave & SR 509 Off-Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	18.4	5.1	5.0	3.4	5.4

31: E Portland Ave & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.8	0.2	3.5	0.2	3.6	0.0	0.1	0.1	0.0	0.0	0.4
Total Del/Veh (s)	45.1	34.8	2.1	50.3	24.7	8.7	26.7	15.1	27.8	15.1	1.8	23.7

32: E Portland Ave & E 25th Street Performance by movement

Movement	EBT	EBR	WBT	WBR	NBU	NBL	NBT	NBR	NBR2	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.3	7.1	6.9	31.3	7.3	6.9	1.5	0.5	1.9	2.3	1.9	3.9

33: E Portland Ave & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	29.0	23.7	9.2	3.0	15.3	8.4	1.4	1.0	12.9	0.8	0.8	4.5

34: E Portland Ave & E 27th Street Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.5	0.4	0.2
Total Del/Veh (s)	27.0	26.3	23.7	44.9	14.8	9.2	3.2	16.9

35: E Portland Ave & E 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.4	0.0	0.1	0.1	0.0	0.0
Total Del/Veh (s)	32.8	30.1	2.0	33.4	21.0	39.7	6.3	24.4

36: E Portland Ave & E 32nd Street Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	4.1	2.3	2.8	0.1	0.0	0.0	1.7
Total Del/Veh (s)	28.1	5.7	25.8	0.1	14.1	11.5	14.2	13.9	15.9	2.2	1.7	12.0

37: E R Street & E Bay Street Performance by movement

Movement	WBL	WBT	SBT	All
Denied Del/Veh (s)	0.5	0.0	0.0	0.3
Total Del/Veh (s)	11.7	2.0	9.7	10.4

38: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by movement

Movement	WBL	WBT	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.5	0.0		0.9	0.2	0.6
Total Del/Veh (s)	16.6	18.2	27.0		11.6	2.2	13.8

39: E S Street & E 28th Street Performance by movement

Movement	EBT	SBL2	SBT	NWR	NWR2	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	22.3	22.6	1.2	36.8	35.1	23.8

40: E R Street & E 30th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	5.1	3.5	4.7	5.3	0.2	3.1	4.5

41: E R Street & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBT	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	2.4	0.8	0.5	0.3	6.5	4.1	6.3	3.6	3.1

43: Pioneer Way & E Bay Street/SR 167 (River Road) Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.2	0.1	0.3	0.4	0.4	0.3
Total Del/Veh (s)	17.2	10.8	33.4	37.6	19.7	29.1

45: E 25th Street Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.4	0.1
Total Del/Veh (s)	3.1	2.0	8.1	4.4

46: Puyallup Avenue Performance by movement

Movement	EBT	WBL	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.3	0.0	0.1	0.1
Total Del/Veh (s)	0.5	6.6	1.4	6.9	1.4

47: E 26th Street & E Bay Street Performance by movement

Movement	EBL	EBT	WBT	WBR	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.5	0.0	0.0	0.2	0.0	0.0	0.1
Total Del/Veh (s)	11.3	2.6	0.5	1.2	3.2	8.2	1.0	1.6

69: E Portland Ave Performance by movement

Movement	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Del/Veh (s)	2.4	1.1	1.3	1.8

98: E Bay Street & Portland Ave LT Loop Performance by movement

Movement	NBR	NET	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.8	0.5	0.8

137: S 27th Street Performance by movement

Movement	WBT	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.2	0.2

985: Puyallup Avenue Performance by movement

Movement	EBT	WBT	SWR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	2.8	3.7	6.1	3.6

986: E 27th Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	2.5	0.8	2.1

987: Performance by movement

Movement	EBT	SEL	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	0.3	0.1	0.2

988: E 26th Street/E Bay Street Performance by movement

Movement	EBT	EBR	NWT	All
Denied Del/Veh (s)	0.0	0.0	0.7	0.5
Total Del/Veh (s)	0.4	0.7	13.6	9.7

989: Performance by movement

Movement	EBT	NER	All
Denied Del/Veh (s)	0.0	0.3	0.1
Total Del/Veh (s)	0.6	0.1	0.5

990: Performance by movement

Movement	EBL	EBT	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	4.8	1.9	3.4

991: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	69.2	50.0	60.6

992: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.5	0.6	2.2

993: E Bay Street Performance by movement

Movement	EBR	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.6	1.2	1.0

995: E Bay Street Performance by movement

Movement	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	14.3	4.0	8.4

996: E Portland Ave Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.2	0.4	0.0	0.0	0.1
Total Del/Veh (s)	84.6	67.9	71.9	80.8	57.7	7.2	12.1	14.0	28.1	1.7	1.7	11.3

997: E G Street Performance by movement

Movement	EBL	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.4	2.7	2.3	0.7	0.5	2.5

998: E 25th Street Performance by movement

Movement	EBL	EBT	SBL	All
Denied Del/Veh (s)	0.1	0.0	0.1	0.0
Total Del/Veh (s)	0.8	0.8	10.7	0.9

999: Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	1.9	1.2	3.9	1.0	0.2	16.9	18.2	13.8	4.5

Total Network Performance

Movement	All
Denied Del/Veh (s)	37.3
Total Del/Veh (s)	82.1

1: Pacific Avenue & S 21st Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	16.3	7.8	1.0	1.6	11.5	15.6	1.0	41.9	7.5	11.8
Total Del/Veh (s)	49.0	47.9	36.4	40.1	50.7	53.1	34.4	49.9	46.5	45.4

2: Pacific Avenue & S 24th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	31.4	32.8	33.4	33.6	31.0	36.4	32.4	30.5	32.6	32.7

3: Pacific Avenue & E 25th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.3	0.5	0.3	0.4	0.3	2.0	0.2	0.3	0.7	0.6
Total Del/Veh (s)	32.7	37.0	33.3	34.3	31.7	38.8	33.7	36.4	36.9	35.1

4: Pacific Avenue & E 26th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Total Del/Veh (s)	25.7	27.2	25.7	26.9	27.9	26.7	27.7	27.7	28.8	27.2

5: Pacific Avenue & E 34th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	10.8	10.4	10.8	11.0	9.5	10.1	9.6	9.7	10.9	10.3

6: A Street & S 24th Street/Puyallup Avenue Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	6.6	10.5	7.4	7.8	6.9	7.5	7.5	7.7	6.7	7.7

7: Car Wash Dwy/A Street & E 25th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.6	9.6	10.2	10.0	10.9	9.5	10.3	13.4	9.6	10.5

8: A Street & E 26th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.9	5.0	4.2	5.8	5.4	5.1	5.5	5.1	6.1	5.3

9: I-705 Off-Ramp & E 26th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	78.1	9.8	1.3	139.3	28.0	28.2	36.4	14.1	0.7	37.4
Total Del/Veh (s)	94.8	82.2	63.7	99.7	65.6	75.3	90.9	70.8	60.3	78.1

10: C Street & E 25th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	25.5	28.2	23.3	30.8	25.4	26.8	26.7	28.5	28.3	27.2

11: C Street & ST Driveway Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.2	4.0	4.1	2.3	4.4	4.3	2.8	3.6	5.2	4.1

12: C Street & E 26th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	26.4	5.4	0.1	4.2	2.2	6.0	13.4	5.7	5.2	7.5
Total Del/Veh (s)	31.5	25.6	9.6	27.1	17.4	19.5	28.7	18.1	21.9	22.2

13: E D Street & E Dock Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.6	0.5	0.6	0.5	0.5	0.5	0.5	0.6	0.6	0.5
Total Del/Veh (s)	6.7	7.8	7.5	7.1	7.5	6.7	6.5	6.2	7.6	7.1

14: E D Street & Puyallup Avenue Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.1	0.2	0.3	0.2	0.1	0.2	0.1	0.1	0.2	0.2
Total Del/Veh (s)	20.7	22.7	24.6	21.5	19.2	20.3	20.7	18.1	21.0	21.0

15: E D Street & E 25th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.2	0.1	0.1
Total Del/Veh (s)	29.8	26.0	25.9	22.6	27.8	26.1	24.9	26.5	26.2	26.2

16: E D Street & ST Driveway Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.3	0.1	0.0	0.1	0.1	0.3	0.1	0.0	0.1
Total Del/Veh (s)	9.4	8.5	5.8	8.0	8.0	4.4	6.7	7.2	6.7	7.2

17: E D Street & E 26th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.3	0.2	0.4	0.3	0.7	0.2	0.6	0.2	0.3	0.3
Total Del/Veh (s)	41.8	37.8	30.6	37.6	35.1	31.3	36.9	35.7	38.0	36.1

18: E McKinley Way/E D Street & E Wiley Avenue Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.7	2.4	2.7	3.0	2.5	2.1	2.6	2.7	2.6	2.6

19: E McKinley Way & E 34th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.1	7.0	7.6	7.0	6.9	6.8	7.1	7.0	7.0	7.1

20: E E Street & Puyallup Avenue Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.7	0.7	0.9	0.8	0.6	0.5	1.3	0.9	1.0	0.8
Total Del/Veh (s)	13.4	13.7	17.3	14.8	14.4	13.6	16.4	14.1	12.8	14.5

21: E F Street & Puyallup Avenue Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.2	0.5	0.6	0.5	0.4	0.3	0.8	0.5	0.4	0.5
Total Del/Veh (s)	6.0	7.3	6.9	9.5	6.6	6.4	7.6	6.9	6.5	7.1

22: E G Street & Puyallup Avenue Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.1	0.2	0.1	0.2	0.2	0.2	0.1	0.2	0.2	0.2
Total Del/Veh (s)	10.5	11.8	12.0	15.0	13.6	12.0	12.7	11.5	11.7	12.3

23: E G Street & E 25th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1
Total Del/Veh (s)	31.5	36.5	26.3	34.2	34.2	25.2	26.4	24.9	47.2	31.9

24: E L Street & Puyallup Avenue Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1
Total Del/Veh (s)	4.2	4.8	11.4	5.9	9.4	7.5	6.8	5.4	9.5	7.3

25: E L Street & E 26th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	1.9	1.8	2.0	1.9	1.9	1.7	1.9	1.9	1.9

26: E Wiley Avenue & E L Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.0	5.6	5.8	5.7	6.1	5.7	6.0	5.9	5.8	5.9

27: E L Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.4	1.2	1.4	1.2	1.4	1.3	1.3	1.2	1.3	1.3

28: E L Street & E 34th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	2.9	3.1	3.2	2.7	3.1	3.0	3.0	3.0	2.6	2.9

29: E Portland Ave & SR 509 On-Ramp Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	10.3	348.4	142.8	0.2	82.4	43.3	0.6	330.0	0.2	108.4
Total Del/Veh (s)	37.1	78.4	64.9	3.6	36.9	22.9	5.5	68.2	5.1	33.8

30: E Portland Ave & SR 509 Off-Ramp Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	85.1	234.9	133.1	0.1	28.0	0.8	0.1	127.5	0.1	64.9
Total Del/Veh (s)	127.5	212.6	168.7	11.4	86.7	59.1	18.0	189.2	19.7	91.1

31: E Portland Ave & Puyallup Avenue Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.8	2.7	3.8	0.5	2.7	11.1	0.8	27.4	0.6	5.2
Total Del/Veh (s)	55.6	70.9	68.4	28.3	52.0	53.8	32.7	89.8	33.5	52.8

32: E Portland Ave & E 25th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	12.7	17.3	9.8	0.8	1.4	5.7	0.5	16.5	0.0	6.8
Total Del/Veh (s)	46.1	66.2	54.0	12.0	35.9	47.2	24.0	71.8	15.4	39.9

33: E Portland Ave & E 26th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.1	0.5	0.3	0.0	1.0	0.3	0.1	0.1	0.2	0.3
Total Del/Veh (s)	47.1	55.4	53.2	13.5	36.6	49.3	27.1	67.1	17.3	39.5

34: E Portland Ave & E 27th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.4	17.3	11.2	0.2	3.8	31.8	2.2	9.9	0.9	8.1
Total Del/Veh (s)	32.8	34.2	36.1	26.1	33.8	39.8	29.3	42.0	26.8	33.1

35: E Portland Ave & E 28th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	1.1	0.7	0.4	0.3	1.0	3.7	0.3	2.3	0.2	1.1
Total Del/Veh (s)	57.7	53.4	49.8	34.7	54.5	78.2	41.0	64.5	34.9	51.5

36: E Portland Ave & E 32nd Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	1.8	7.7	2.1	7.3	0.9	6.8	9.6	1.1	0.3	4.2
Total Del/Veh (s)	24.6	27.9	22.4	26.9	23.8	30.4	25.7	23.4	22.4	25.3

37: E R Street & E Bay Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	55.9	45.4	56.9	60.1	44.0	64.3	51.4	41.8	41.0	50.9
Total Del/Veh (s)	112.4	122.5	131.5	122.0	123.3	174.5	99.1	118.4	116.4	122.7

38: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	552.5	521.2	662.9	626.9	465.5	739.4	618.2	619.0	617.2	602.6
Total Del/Veh (s)	63.4	63.9	66.2	63.2	64.2	77.5	63.6	63.9	64.1	65.3

39: E S Street & E 28th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.7	0.7	0.5	0.8	0.6	1.0	0.6	0.6	1.1	0.7
Total Del/Veh (s)	102.0	105.7	105.3	89.5	100.4	129.6	100.0	101.6	93.3	102.6

40: E R Street & E 30th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	4.9	5.1	5.0	4.8	5.5	5.0	5.0	5.5	5.2	5.1

41: E R Street & E 32nd Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	3.9	4.2	3.9	3.7	4.3	4.5	4.2	4.0	4.2	4.1

43: Pioneer Way & River Road Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	389.7	489.7	153.4	285.2	159.7	340.3	526.4	355.0	298.2	332.9
Total Del/Veh (s)	142.9	158.2	121.8	133.1	98.7	179.8	145.9	131.9	124.2	136.2

45: E 25th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.1	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.1
Total Del/Veh (s)	3.4	3.6	3.2	3.6	3.4	3.4	3.4	3.2	3.5	3.4

46: Puyallup Avenue Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.6	1.7	1.8	1.9	1.7	2.0	1.8	1.6	1.6	1.7

50: E Portland Ave Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.9	5.1	3.6	3.9	4.3	15.5	3.4	6.1	4.2	5.6

59: Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.3	0.4	0.4	0.4	0.3	18.7	0.6	0.4	0.4	2.4
Total Del/Veh (s)	0.4	0.5	0.5	0.4	0.5	9.7	2.0	0.8	0.5	1.6

80: Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.1	0.3	0.1	0.2	0.7	0.4	0.1	0.2
Total Del/Veh (s)	54.1	53.2	52.4	46.0	57.6	73.6	57.0	56.1	49.7	55.2

98: E Bay Street & Portland Ave LT Loop Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.5	0.5	0.5	0.6	0.5	0.6	0.6	0.8	0.5	0.6

110: E 27th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.2	2.5	2.3	2.2	2.1	2.1	2.2	2.3	2.5	2.3

120: E R Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.2	2.2	2.1	2.2	2.4	2.4	2.2	2.2	2.2	2.2

136: E Portland Ave Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.5	1.7	0.7	0.2	1.0	1.9	0.6	2.2	0.2	0.9
Total Del/Veh (s)	31.8	35.0	32.9	12.6	27.0	37.6	21.7	41.1	16.6	27.8

137: Puyallup Avenue Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.3	2.9	4.3	3.4	3.4	6.5	3.6	4.3	3.3	3.9

141: Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.3	2.0	1.7	1.8	1.8	1.9	1.9	2.1	1.9	1.9

144: E 25th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	20.5	3.0	0.0	0.6	0.0	0.0	19.7	0.0	4.8
Total Del/Veh (s)	251.7	331.7	216.0	0.8	100.0	48.2	4.5	486.0	0.8	152.4

985: Puyallup Avenue Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	8.4	7.6	12.4	8.6	10.0	16.7	8.6	13.1	7.8	10.3

988: E 26th Street/E Bay Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	1.8	5.3	3.0	5.8	5.4	3.5	5.2	0.5	1.6	3.5
Total Del/Veh (s)	79.6	85.2	80.2	79.4	72.1	105.4	77.2	75.0	77.3	80.6

989: Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	348.0	138.1	250.7	143.0	260.8	236.2	252.2	188.9	210.9	226.3
Total Del/Veh (s)	13.7	12.3	14.0	12.1	16.4	22.4	18.6	12.7	12.8	14.8

990: Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.1	1.6	0.0	0.0	0.0	0.2
Total Del/Veh (s)	4.1	3.9	4.0	4.0	4.6	7.9	4.3	3.9	4.2	4.5

991: E Bay Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	291.3	345.9	325.1	335.2	297.3	444.1	272.7	262.0	308.8	314.7

992: E Bay Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	4.1	3.1	8.0	38.4	33.4	37.1	4.0	5.6	0.0	13.9
Total Del/Veh (s)	150.0	171.9	169.1	186.5	178.7	271.7	128.5	124.3	154.7	165.8

993: E Bay Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	4.1	3.0	2.9	2.7	9.7	2.7	5.5	2.6	3.7

994: E 26th Street & E Bay Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.3	0.1	0.0	0.1	0.3	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.1	2.5	2.2	2.2	2.1	7.5	2.4	3.2	2.1	2.8

995: E Bay Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.2	0.1
Total Del/Veh (s)	0.8	1.0	1.0	0.8	0.9	0.9	0.8	0.8	0.6	0.8

997: E G Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.0	2.9	2.7	3.8	3.6	3.5	5.2	3.3	2.1	3.4

998: E 25th Street Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.1	0.6	0.1	3.7	0.1	0.1	0.1	0.2	0.1	0.6
Total Del/Veh (s)	3.5	7.6	3.7	7.8	4.1	4.6	4.5	5.0	4.7	5.1

999: Puyallup Avenue Performance by run number

Run Number	10	11	13	2	3	4	5	6	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	1.6	2.2	1.7	1.6	1.6	1.8	1.8	1.6	1.9	1.8

Total Network Performance By Run

Run Number	10	11	13	2	3	4	5
Denied Del/Veh (s)	229.6	239.4	177.8	187.3	157.7	209.2	237.7
Total Del/Veh (s)	218.5	233.8	210.7	173.2	191.9	222.2	182.0

Total Network Performance By Run

Run Number	6	9	Avg
Denied Del/Veh (s)	227.1	173.6	204.4
Total Del/Veh (s)	226.3	171.7	203.4

1: Pacific Avenue & S 21st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	57.5	44.6	43.9	1.0	0.2	0.9	0.0	0.1	0.0	0.0	7.1	5.5
Total Del/Veh (s)	73.2	85.2	72.7	48.8	25.7	13.2	42.5	45.8	31.5	32.5	66.3	40.2

1: Pacific Avenue & S 21st Street Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	6.6	11.8
Total Del/Veh (s)	34.5	45.4

2: Pacific Avenue & S 24th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	4.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.1
Total Del/Veh (s)	42.6	29.7	6.5	40.8	24.4	9.8	40.7	42.5	37.1	36.9	26.9	32.7

3: Pacific Avenue & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.3	0.5	0.3	0.0	0.3	0.4	0.0	0.0	0.2	1.1	0.8	0.2
Total Del/Veh (s)	41.8	29.4	10.5	60.6	64.3	60.6	27.8	34.4	38.3	32.3	36.5	35.0

3: Pacific Avenue & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	35.1

4: Pacific Avenue & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.0	0.5	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	42.2	44.7	6.7	34.8	34.7	31.9	44.3	23.4	16.7	25.2	16.6	7.2

4: Pacific Avenue & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	27.2

5: Pacific Avenue & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.4	0.3	0.1	0.1	0.1	3.4	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	17.7	15.9	11.9	21.4	20.4	14.3	12.8	12.7	4.9	13.0	6.5	9.0

5: Pacific Avenue & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	10.3

6: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.2	0.0	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.2
Total Del/Veh (s)	14.1	12.4	2.1	1.5	8.7	6.4	6.6	31.0	30.9	3.8	41.3	41.3

6: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.2	0.1
Total Del/Veh (s)	23.1	7.7

7: Car Wash Dwy/A Street & E 25th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.1	7.0	17.9	10.5	35.8	43.6	0.6	6.6	10.5

8: A Street & E 26th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	4.1	3.7	10.3	4.2	34.9	12.6	5.3

9: I-705 Off-Ramp & E 26th Street Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.0	121.8	121.9	37.4
Total Del/Veh (s)	14.9	0.7	330.8	192.1	78.1

10: C Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Del/Veh (s)	22.2	23.0	15.2	19.6	16.7	41.8	32.3	13.3	33.7	36.6	27.2	27.2

11: C Street & ST Driveway Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.4	30.3	4.4	3.7	1.4	4.1

12: C Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	424.7	302.9	0.0	0.0	7.5
Total Del/Veh (s)	19.8	29.0	9.0	2.2	1.9	621.4	793.8	1.4	10.5	22.2

13: E D Street & E Dock Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	3.7	0.3	0.0	0.0	1.2	3.0	0.5
Total Del/Veh (s)	28.4	5.8	10.5	3.9	3.9	2.2	7.1

14: E D Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.8	0.9	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	40.7	17.6	8.5	26.7	20.2	7.5	23.8	20.4	15.3	40.8	38.0	11.0

14: E D Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	21.0

15: E D Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	44.1	42.4	29.5	25.7	22.0	11.9	39.4	28.1	21.4	26.2

16: E D Street & ST Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.1
Total Del/Veh (s)	11.8	10.0	1.4	0.6	7.2

17: E D Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.7	0.8	1.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	127.3	31.8	28.1	16.5	11.4	8.8	42.9	32.1	14.8	29.2	26.7	20.6

17: E D Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	36.1

18: E McKinley Way/E D Street & E Wiley Avenue Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	6.1	5.0	10.3	8.0	5.7	0.2	0.0	3.0	1.5	2.6

19: E McKinley Way & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	11.8	9.2	9.8	6.3	6.8	3.3	5.8	7.0	4.1	6.6	4.5	5.1

19: E McKinley Way & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	7.1

20: E E Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.7	0.1	0.0	3.7	3.6	4.0	0.1	0.1	0.1
Total Del/Veh (s)	21.0	7.9	4.9	15.5	11.2	4.7	33.5	32.2	25.3	32.2	31.4	9.3

20: E E Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	14.5

21: E F Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	5.4	6.0	0.5
Total Del/Veh (s)	14.3	5.9	3.3	21.2	16.5	5.8	25.6	12.5	7.1

22: E G Street & Puyallup Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.2	0.7	0.0	0.1	0.3	0.0	0.0	0.1	0.2
Total Del/Veh (s)	10.3	6.9	17.9	7.4	31.6	16.3	10.1	33.1	12.3

23: E G Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1		0.1	0.0	0.0	0.0	0.2	0.1
Total Del/Veh (s)	35.4	26.6	18.6	157.2		135.0	19.7	13.9	31.8	20.9	31.9

24: E L Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	6.4	2.5	1.9	11.7	1.3	0.6	75.4	1.8	49.3	33.7	43.9	12.0

24: E L Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	7.3

25: E L Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.9	6.7	3.9	7.3	4.8	3.6	4.2	1.8	1.6	3.1	0.8	0.9

25: E L Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.9

26: E Wiley Avenue & E L Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	0.2	2.3	5.7	6.7	2.9	5.6	6.0	4.2	5.9

27: E L Street Performance by movement

Movement	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	0.7	0.3	3.9	1.7	1.3

28: E L Street & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.1	0.0	0.0	0.1
Total Del/Veh (s)	8.7	3.4	6.4	7.8	3.1	2.2	0.2	0.0	1.7	2.4	2.9

29: E Portland Ave & SR 509 On-Ramp Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	151.8	159.5	108.4
Total Del/Veh (s)	22.0	1.1	44.4	41.7	33.8

30: E Portland Ave & SR 509 Off-Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Del/Veh (s)	236.6	261.5	0.0	0.0	64.9
Total Del/Veh (s)	64.6	288.8	8.1	61.3	91.1

31: E Portland Ave & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	5.4	4.3	5.5	12.1	9.2	11.1	0.0	0.0	3.1	1.9	1.1	5.2
Total Del/Veh (s)	57.1	44.8	28.0	77.1	25.7	5.4	28.9	2.2	57.6	106.1	5.1	52.8

32: E Portland Ave & E 25th Street Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	NBR2	SBT	SBR	All
Denied Del/Veh (s)	171.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8
Total Del/Veh (s)	455.8	16.7	520.7	0.6	1.0	2.0	30.9	30.0	39.9

33: E Portland Ave & E 26th Street Performance by movement

Movement	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	1.4	0.3	0.4	0.0	0.3
Total Del/Veh (s)	66.9	2.4	11.6	240.7	1.2	0.8	41.2	53.1	41.1	39.5

34: E Portland Ave & E 27th Street Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.2	14.9	15.2	8.1
Total Del/Veh (s)	58.8	30.7	10.9	37.8	20.1	37.3	10.2	33.1

35: E Portland Ave & E 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.2	1.7	2.1	1.2	0.7	1.1
Total Del/Veh (s)	52.4	54.9	8.4	75.0	34.1	91.1	22.2	51.5

36: E Portland Ave & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.2	0.1	0.1	0.1	0.0	13.3	11.0	12.4	0.1	0.0	0.0
Total Del/Veh (s)	19.9	17.9	9.0	27.3	14.8	10.6	26.7	35.3	37.9	32.2	15.1	11.9

36: E Portland Ave & E 32nd Street Performance by movement

Movement	All
Denied Del/Veh (s)	4.2
Total Del/Veh (s)	25.3

37: E R Street & E Bay Street Performance by movement

Movement	WBL	WBT	SBT	All
Denied Del/Veh (s)	150.5	0.0	1.0	50.9
Total Del/Veh (s)	288.3	143.4	38.1	122.7

38: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by movement

Movement	WBL	WBT	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	969.5	967.8	0.0		1.3	0.6	602.6
Total Del/Veh (s)	135.1	40.0	86.1		27.7	5.5	65.3

39: E S Street & E 28th Street Performance by movement

Movement	EBT	EBR	EBR2	SBL2	SBL	SBT	NWR	NWR2	All
Denied Del/Veh (s)	0.9	3.0	3.0	0.3	1.0	0.8	0.0	0.0	0.7
Total Del/Veh (s)	137.1	150.5	132.6	41.8	60.2	60.7	99.6	98.3	102.6

40: E R Street & E 30th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.4	4.2	4.7	5.4	5.0	0.3	3.5	6.1	3.5	5.1

41: E R Street & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	1.9	0.4	0.4	0.1	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	4.7	1.5	1.0	3.9	1.5	0.7	13.4	12.7	7.7	13.4	11.2	6.6

41: E R Street & E 32nd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	4.1

43: Pioneer Way & River Road Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	847.0	395.6	388.9	332.9
Total Del/Veh (s)	17.5	24.0	368.2	285.8	203.1	136.2

45: E 25th Street Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.1
Total Del/Veh (s)	2.9	1.8	5.1	3.4

46: Puyallup Avenue Performance by movement

Movement	EBT	WBL	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.7	7.6	1.8	7.8	1.7

50: E Portland Ave Performance by movement

Movement	EBL	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.0
Total Del/Veh (s)	43.0	57.8	1.8	21.3	6.7	8.3	12.7	3.4	5.6

59: Performance by movement

Movement	EBT	SEL	All
Denied Del/Veh (s)	0.0	3.1	2.4
Total Del/Veh (s)	3.2	1.2	1.6

80: Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.2
Total Del/Veh (s)	53.6	34.7	379.0	55.2

98: E Bay Street & Portland Ave LT Loop Performance by movement

Movement	NBR	NET	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.2	0.3	0.6

110: E 27th Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.4	1.9	2.3

120: E R Street Performance by movement

Movement	EBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	3.2	2.2	1.4	2.2

136: E Portland Ave Performance by movement

Movement	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.1	1.2	0.9
Total Del/Veh (s)	3.0	1.6	36.9	27.8

137: Puyallup Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.2	0.8	10.5	4.4	0.0	9.5	3.9

141: Performance by movement

Movement	WBT	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.9	1.9

144: E 25th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBT	All
Denied Del/Veh (s)	10.2	9.8	0.0	0.0	0.0	4.8
Total Del/Veh (s)	204.2	314.9	0.1	0.1	0.0	152.4

985: Puyallup Avenue Performance by movement

Movement	EBT	WBT	SWT	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.0	8.8	8.3	26.8	10.3

988: E 26th Street/E Bay Street Performance by movement

Movement	EBT	EBR	NWT	All
Denied Del/Veh (s)		0.0	10.2	3.5
Total Del/Veh (s)		54.7	129.5	80.6

989: Performance by movement

Movement	EBT	NER	All
Denied Del/Veh (s)	0.0	395.0	226.3
Total Del/Veh (s)	14.4	15.2	14.8

990: Performance by movement

Movement	EBL	EBT	All
Denied Del/Veh (s)	0.1	0.2	0.2
Total Del/Veh (s)	4.9	4.1	4.5

991: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	351.4	268.6	314.7

992: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	14.6	13.3	13.9
Total Del/Veh (s)	315.3	29.6	165.8

993: E Bay Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	5.4	1.0	3.7

994: E 26th Street & E Bay Street Performance by movement

Movement	EBL	EBT	WBT	WBR	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.4	0.1	0.1	0.1
Total Del/Veh (s)	4.1	1.0	0.6	0.5	6.1	9.3	6.6	2.8

995: E Bay Street Performance by movement

Movement	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	1.2	1.4	0.7	0.8

997: E G Street Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.0	4.8	1.6	0.9	3.4

998: E 25th Street Performance by movement

Movement	EBL	EBT	SBL	All
Denied Del/Veh (s)	0.0	0.0	1.9	0.6
Total Del/Veh (s)	0.9	1.2	14.2	5.1

999: Puyallup Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.0	0.7	3.3	1.0	1.2	5.0	20.4	17.1	1.8

Total Network Performance

Movement	All
Denied Del/Veh (s)	204.4
Total Del/Veh (s)	203.4

1: Pacific Avenue & S 21st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	3.4	0.3	0.3	1.1	0.3	1.0	0.0	0.1	0.0	0.0	3.7	1.1
Total Del/Veh (s)	34.1	40.4	22.8	45.2	28.0	16.9	39.2	45.4	29.3	36.1	52.7	24.5

1: Pacific Avenue & S 21st Street Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	3.7	0.5
Total Del/Veh (s)	9.8	32.8

2: Pacific Avenue & S 24th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	4.2	0.0	0.0	0.0	0.2	0.7	0.0	0.0	0.0	0.2
Total Del/Veh (s)	33.3	30.0	6.0	41.8	18.2	8.2	44.2	43.6	33.5	26.5	17.6	34.2

3: Pacific Avenue & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.3	0.6	0.3	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	27.8	26.4	5.9	18.1	7.3	14.4	23.8	30.4	35.8	18.1	17.3	11.2

3: Pacific Avenue & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	23.8

4: Pacific Avenue & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.8	0.6	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	38.7	31.6	3.7	33.7	25.3	20.0	31.8	27.7	29.2	24.0	9.6	3.5

4: Pacific Avenue & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	24.7

5: Pacific Avenue & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.1	2.9	0.2	0.3	0.0	0.0	0.0
Total Del/Veh (s)	16.5	14.6	7.8	16.0	15.2	9.5	9.3	9.0	4.2	11.7	3.4	4.8

5: Pacific Avenue & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	8.2

6: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	8.5	2.9	1.5	8.2	4.5	3.3	43.1	43.2	5.1	50.8	6.5	5.0

7: Car Wash Dwy/A Street & E 25th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.7	8.5	22.6	7.8	38.9	0.3	4.3	9.8

8: A Street & E 26th Street Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0
Total Del/Veh (s)	5.5	2.4	13.4	16.1	1.9	25.1	6.0	4.6

9: I-705 Off-Ramp & E 26th Street Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	617.6	620.5	287.6
Total Del/Veh (s)	1.3	0.6	340.1	162.3	87.2

10: C Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	24.9	24.5	21.0	24.2	6.4	16.1	17.3	20.0	14.2	38.5	17.7	6.0

10: C Street & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	20.9

11: C Street & ST Driveway Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	2.6	1.3	0.7	0.7	0.0	0.1	0.7	0.5
Total Del/Veh (s)	5.6	70.3	18.2	13.5	14.1	48.5	0.7	0.6	9.3

12: C Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	8.6	10.9	0.0	0.0	0.1
Total Del/Veh (s)	4.9	1.2	0.3	13.0	0.8	0.9	88.6	41.7	1.4	7.5	3.3

13: E D Street & E Dock Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	3.6	0.4	0.0	0.0	0.6	2.8	0.4
Total Del/Veh (s)	27.7	6.3	6.5	4.1	3.0	1.2	6.2

14: E D Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.5	1.4	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.2	0.0
Total Del/Veh (s)	22.1	15.8	7.1	26.0	14.4	3.4	22.0	17.8	15.5	38.4	30.6	3.8

14: E D Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	18.3

15: E D Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.0
Total Del/Veh (s)	20.4	21.2	17.8	17.1	14.0	9.0	25.9	22.8	13.5	16.6

16: E D Street & ST Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.2	7.3	2.9	0.7	6.7

17: E D Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.8	0.5	0.5	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	21.2	9.3	7.8	16.7	8.8	8.1	30.9	29.9	24.0	25.2	7.8	7.0

17: E D Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	15.9

18: E McKinley Way/E D Street & E Wiley Avenue Performance by movement

Movement	EBR	WBL	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.0	8.0	5.3	0.8	0.5	3.0	0.6	0.5	2.3

19: E McKinley Way & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.4	0.4	0.4	0.0	0.0	0.0
Total Del/Veh (s)	8.4	8.4	6.6	5.5	7.2	3.9	7.3	8.8	6.0	4.7	4.3	3.5

19: E McKinley Way & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	7.2

20: E E Street & Puyallup Avenue Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBR	SBR	All
Denied Del/Veh (s)	0.3	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	8.3	9.9	6.9	5.1	7.0	11.1	2.7	1.3	34.4	6.4	4.2	5.3

21: E F Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBR	SBL	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.2	0.4	0.0	0.8	1.1	0.1	0.1
Total Del/Veh (s)	8.0	3.4	2.1	11.0	9.8	2.7	26.5	9.5	32.9	4.1

22: E G Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.1
Total Del/Veh (s)	16.1	10.4	6.1	11.6	7.0	3.6	30.6	7.9	10.1	5.4	10.0

23: E G Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	26.4	20.6	7.5	29.7	0.6	9.5	8.8	5.0	18.1	9.3	11.0

24: E L Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	4.2	1.5	0.9	12.0	5.3	4.9	54.6	0.7	48.2	20.9	8.7	8.8

25: E L Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.2	5.6	3.4	3.3	3.7	1.7	1.7	2.7	0.4	0.3	1.7

26: E Wiley Avenue/S 27th Street & E L Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.0	0.4	2.4	4.5	6.0	3.4	6.2	5.1	3.2	5.1

27: E L Street & S 28th Street Performance by movement

Movement	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	1.0	8.5	1.5	1.8

28: E L Street & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.1	0.0	0.1
Total Del/Veh (s)	8.8	5.7	6.3	7.7	3.9	1.8	0.2	0.7	0.3	3.0

29: E Portland Ave & SR 509 On-Ramp Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.2	0.2	0.1
Total Del/Veh (s)	5.8	1.3	0.3	0.4	2.0

30: E Portland Ave & SR 509 Off-Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Del/Veh (s)	0.2	0.2	0.1	0.0	0.1
Total Del/Veh (s)	18.5	5.3	4.9	3.7	5.5

31: E Portland Ave & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.9	0.2	3.5	0.2	3.5	0.0	0.2	0.1	0.0	0.0	0.4
Total Del/Veh (s)	46.1	35.1	2.2	50.7	25.5	9.7	26.9	16.3	25.8	14.6	1.9	23.9

32: E Portland Ave & E 25th Street Performance by movement

Movement	EBT	EBR	WBT	WBR	NBU	NBL	NBT	NBR	NBR2	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.3	7.5	19.5	44.2	7.5	7.1	1.8	0.5	2.1	2.3	1.8	4.9

33: E Portland Ave & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Del/Veh (s)	65.1	17.4	13.7	4.5	18.7	6.4	1.4	1.2	18.4	0.7	0.4	5.6

34: E Portland Ave & E 27th Street Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.5	0.3	0.2
Total Del/Veh (s)	23.5	15.7	18.6	42.6	13.5	9.5	3.2	14.7

35: E Portland Ave & E 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	33.1	29.2	1.8	28.2	15.7	36.2	6.4	21.2

36: E Portland Ave & E 32nd Street Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	3.2	1.3	1.6	0.2	0.0	0.0	0.9
Total Del/Veh (s)	27.6	4.4	25.1	0.2	14.2	8.6	13.2	13.1	16.3	2.1	1.0	11.3

37: E R Street & E Bay Street Performance by movement

Movement	WBL	WBT	SBT	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.2
Total Del/Veh (s)	9.8	2.2	8.9	9.1

38: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by movement

Movement	WBL	WBT	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.5	0.0		0.7	0.2	0.5
Total Del/Veh (s)	16.1	18.0	27.8		11.8	1.9	14.3

39: E S Street & E 28th Street Performance by movement

Movement	EBT	SBL2	SBT	NWR	NWR2	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	22.2	22.1	1.3	37.2	36.0	23.7

40: E R Street & E 30th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.2		0.0	0.1
Total Del/Veh (s)	5.1	3.3	4.7	5.4		3.1	4.6

41: E R Street & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBT	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	2.4	0.8	0.5	0.3	6.4	4.2	6.0	3.5	3.0

43: Pioneer Way & E Bay Street/SR 167 (River Road) Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.1	5.0	4.3	8.8	3.2
Total Del/Veh (s)	17.0	10.6	44.3	42.8	26.5	34.6

44: E G Street Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.2	2.4	0.8	0.6	2.1

45: E 26th Street Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	21.5	0.1	3.7
Total Del/Veh (s)	2.4	0.8	1.2	0.7	33.2	3.8	7.3

46: E 26th Street Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	0.8	0.2	0.8	0.3	5.0	3.0	1.2

47: E 26th Street & E Bay Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.2	1.4	1.0	1.6	0.8	3.0	10.7	1.0	1.5

48: E 27th Street Performance by movement

Movement	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.2	1.7	4.9	2.5

58: E 26th Street/E G Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.9	0.5	1.1	0.9

97: E Portland Ave Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.8	0.0	0.1
Total Del/Veh (s)	4.6	2.1	1.0	14.5	1.2	1.8

98: E Bay Street & Portland Ave LT Loop Performance by movement

Movement	NBR	NET	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.8	0.5	0.8

137: S 27th Street Performance by movement

Movement	WBT	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.2	0.2

985: Puyallup Avenue Performance by movement

Movement	EBT	WBT	SWR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	2.6	4.0	5.9	3.5

986: E 27th Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	2.5	0.9	2.1

987: Performance by movement

Movement	EBT	SEL	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	0.3	0.1	0.2

988: E 26th Street/E Bay Street Performance by movement

Movement	EBT	EBR	NWT	All
Denied Del/Veh (s)	0.0	0.0	0.9	0.6
Total Del/Veh (s)	0.6	0.8	13.6	9.6

989: Performance by movement

Movement	EBT	NER	All
Denied Del/Veh (s)	0.0	0.3	0.1
Total Del/Veh (s)	0.6	0.1	0.5

990: Performance by movement

Movement	EBL	EBT	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	4.7	1.9	3.4

991: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	64.8	45.6	56.4

992: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.5	0.6	2.1

993: E Bay Street Performance by movement

Movement	EBR	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.5	1.4	1.3

995: E Bay Street Performance by movement

Movement	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.8	11.4	3.6	6.9

996: E Portland Ave Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.4	0.0	0.0	0.0
Total Del/Veh (s)	115.7	90.5	94.8	89.8	69.9	6.4	7.5	7.5	26.0	1.6	1.6	8.5

998: E 25th Street Performance by movement

Movement	EBL	EBT	SBL	All
Denied Del/Veh (s)	0.1	0.0	0.1	0.1
Total Del/Veh (s)	0.6	0.5	6.5	0.7

999: Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	1.8	1.1	3.5	0.7	0.1	20.7	16.6	14.2	5.0

Total Network Performance

Movement	All
Denied Del/Veh (s)	39.1
Total Del/Veh (s)	78.5

1: Pacific Avenue & S 21st Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.8	8.9	0.6	10.0	0.6	11.5	0.6	9.1	6.1	1.0	5.0
Total Del/Veh (s)	37.2	48.8	34.6	44.6	32.4	48.3	33.5	43.7	47.5	36.9	40.8

2: Pacific Avenue & S 24th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	34.0	33.8	34.0	35.3	33.7	33.6	31.2	32.8	33.1	32.6	33.5

3: Pacific Avenue & E 25th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.4	0.3	0.3	0.4	0.5	0.4	0.3	0.4	0.6	0.4
Total Del/Veh (s)	30.9	33.8	33.3	35.8	34.1	34.8	34.9	33.8	33.9	34.1	34.0

4: Pacific Avenue & E 26th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Total Del/Veh (s)	27.5	27.2	27.0	27.7	26.3	28.3	29.3	27.8	29.9	28.3	27.9

5: Pacific Avenue & E 34th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.2	0.1	0.1	0.2	0.1	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	11.7	10.2	9.5	10.1	10.0	10.1	11.4	10.5	10.0	9.1	10.3

6: A Street & S 24th Street/Puyallup Avenue Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.5	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2
Total Del/Veh (s)	8.0	7.6	12.1	7.5	7.7	6.3	6.5	6.5	6.0	7.2	7.6

7: Car Wash Dwy/A Street & E 25th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.1	9.1	10.3	10.2	10.2	8.6	10.9	11.0	10.0	9.8	10.2

8: A Street & E 26th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.9	5.9	5.0	5.6	5.1	5.5	8.4	5.0	6.2	6.2	5.9

9: I-705 Off-Ramp & E 26th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	3.3	4.3	48.7	42.6	13.0	7.7	12.2
Total Del/Veh (s)	37.2	34.9	34.2	39.8	43.0	33.0	63.9	69.6	50.5	53.7	46.0

10: C Street & E 25th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.0	0.1	0.1	0.1
Total Del/Veh (s)	23.3	28.6	24.3	25.1	22.3	25.9	23.0	22.5	22.4	23.3	24.1

11: C Street & ST Driveway Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.1
Total Del/Veh (s)	3.3	3.8	3.4	3.0	3.5	3.4	3.6	3.3	3.7	2.9	3.4

12: C Street & E 26th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.8	4.8	3.8	4.6	3.4	4.2	4.3	4.2	4.0	6.0	4.3

13: E D Street & E Dock Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.6	0.5	0.7	0.6	0.5	0.5	0.5	0.5	0.5	0.6
Total Del/Veh (s)	7.7	31.6	7.1	7.1	7.0	7.2	7.3	7.0	7.3	7.5	9.7

14: E D Street & Puyallup Avenue Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.2	2.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.3
Total Del/Veh (s)	21.8	34.3	21.7	18.0	16.9	20.1	19.0	16.3	19.7	20.0	20.8

15: E D Street & E 25th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.2	0.0	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	13.8	14.5	14.4	15.9	14.3	15.6	14.5	14.6	15.0	14.6	14.7

16: E D Street & ST Driveway Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0
Total Del/Veh (s)	1.7	1.8	1.8	3.0	1.7	1.6	1.5	1.8	1.9	1.6	1.8

17: E D Street & E 26th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	1.2	2.6	1.1	1.7	0.7	0.5	2.8	4.1	0.4	1.3	1.6
Total Del/Veh (s)	19.9	20.5	21.9	22.8	19.9	21.4	24.5	22.4	21.4	24.1	21.9

18: E McKinley Way/E D Street & E Wiley Avenue Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	3.3	3.0	3.9	3.8	3.7	3.9	3.5	3.3	3.1	3.9	3.5

19: E McKinley Way & E 34th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.4	7.1	7.0	7.5	7.5	6.5	7.6	7.0	7.0	6.6	7.1

20: E E Street & Puyallup Avenue Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.6	1.7	1.0	0.9	1.5	0.8	1.1	0.7	1.1	1.2	1.1
Total Del/Veh (s)	14.4	25.2	13.9	13.6	14.4	12.9	15.5	13.7	14.4	15.0	15.2

21: E F Street & Puyallup Avenue Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.3	4.8	0.3	0.3	0.3	0.4	0.5	0.3	0.5	0.1	0.7
Total Del/Veh (s)	6.7	20.6	6.2	6.9	7.7	7.2	6.0	6.1	6.0	5.8	7.8

22: E G Street & Puyallup Avenue Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.2	3.8	0.1	0.2	0.2	0.2	0.1	0.2	0.1	0.1	0.5
Total Del/Veh (s)	12.6	22.2	12.0	11.0	12.5	14.4	13.1	12.0	11.9	12.5	13.3

23: E G Street & E 25th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.2	0.1
Total Del/Veh (s)	22.1	21.0	21.0	21.3	20.4	22.9	22.2	20.7	23.6	22.2	21.8

24: E L Street & Puyallup Avenue Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	2.2	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.3
Total Del/Veh (s)	4.7	25.0	7.7	5.3	12.6	7.3	6.7	7.8	5.1	12.2	9.2

25: E L Street & E 26th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.6	1.6	1.9	1.5	1.6	1.5	1.6	1.6	1.7	1.7	1.6

26: E Wiley Avenue & E L Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.0	5.7	5.9	6.0	6.0	5.6	5.9	5.6	5.7	5.9	5.8

27: E L Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.2	1.3	1.3	1.3	1.2	1.2	1.4	1.3	1.3	1.3	1.3

28: E L Street & E 34th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	3.0	3.5	3.2	3.1	3.0	2.8	3.3	3.3	3.0	3.5	3.2

29: E Portland Ave & SR 509 On-Ramp Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	123.5	232.3	166.8	268.8	123.3	152.3	141.0	101.7	32.0	15.2	136.2
Total Del/Veh (s)	57.4	67.8	47.8	67.5	87.6	47.9	67.1	44.2	43.2	33.4	55.5

30: E Portland Ave & SR 509 Off-Ramp Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	138.4	83.7	107.2	191.7	226.3	48.1	221.1	48.9	90.9	16.5	115.8
Total Del/Veh (s)	160.3	153.9	127.7	207.8	227.9	111.1	206.6	127.7	150.9	85.3	152.6

31: E Portland Ave & Puyallup Avenue Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	3.0	54.8	10.3	7.0	26.5	10.0	4.3	6.8	1.8	0.9	11.9
Total Del/Veh (s)	60.9	96.3	59.6	77.7	92.7	60.0	72.6	66.9	56.4	49.4	68.2

32: E Portland Ave & E 25th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	4.9	11.7	8.7	10.2	20.9	1.9	13.5	10.2	7.5	2.2	8.8
Total Del/Veh (s)	52.2	63.6	36.5	60.2	78.3	35.9	61.5	49.3	45.3	36.3	50.8

33: E Portland Ave & E 26th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	1.3	0.1	0.3	0.7	0.0	1.6	0.3	0.1	0.1	0.4
Total Del/Veh (s)	40.7	52.1	28.9	48.0	61.8	31.7	47.4	40.0	40.0	29.9	41.2

34: E Portland Ave & E 27th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	4.9	5.5	0.4	0.9	27.0	0.6	4.8	9.5	0.7	5.3	5.4
Total Del/Veh (s)	35.9	43.7	30.9	36.4	43.0	37.0	36.6	45.2	33.7	32.0	37.1

35: E Portland Ave & E 28th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.7	0.5	3.0	8.8	1.2	0.3	0.7	0.6	1.1	1.6
Total Del/Veh (s)	52.1	59.7	49.4	75.5	107.4	60.9	49.0	55.3	48.3	52.3	59.6

36: E Portland Ave & E 32nd Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	1.6	1.3	4.7	0.6	32.4	2.0	1.0	5.4	3.9	22.4	7.3
Total Del/Veh (s)	23.5	21.9	29.5	22.4	42.2	26.6	26.0	27.4	28.9	31.6	27.8

37: E R Street & E Bay Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	68.6	57.7	56.9	91.4	69.7	67.7	50.7	58.3	71.9	54.6	64.2
Total Del/Veh (s)	105.1	109.7	94.4	145.2	241.1	131.6	133.8	116.5	121.7	155.5	129.9

38: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	560.2	537.7	577.2	450.1	796.8	570.4	523.1	612.2	489.2	587.8	569.4
Total Del/Veh (s)	62.0	62.2	61.2	71.6	108.3	62.6	65.8	64.7	66.0	68.1	67.7

39: E S Street & E 28th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.4	0.7	0.8	5.6	0.4	0.5	0.8	0.3	0.7	0.9
Total Del/Veh (s)	96.7	104.3	94.9	111.0	161.0	98.6	103.1	106.8	101.3	98.9	105.8

40: E R Street & E 30th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	5.0	5.3	5.4	5.4	5.0	5.4	5.0	5.2	5.4	5.0	5.2

41: E R Street & E 32nd Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.7	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	3.5	3.7	4.2	3.7	22.5	4.0	5.0	4.5	4.4	4.3	5.8

43: Pioneer Way & River Road Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	177.0	272.4	53.8	231.8	176.0	248.9	260.7	202.0	361.3	296.1	229.0
Total Del/Veh (s)	100.0	104.6	82.1	122.3	119.9	117.4	118.4	109.9	138.8	140.5	113.9

49: E 27th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.1	2.6	1.9	1.7	2.1	2.4	2.0	2.2	1.9	2.1	2.1

50: E Portland Ave Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	5.8	4.6	5.1	12.3	40.0	8.1	4.1	4.2	4.2	20.4	10.3

56: E 26th Street/E G Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.3	2.1	2.9	2.8	2.0	10.0	2.7	2.4	2.5	3.3	3.5

59: Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.5	0.3	0.3	90.8	0.4	0.3	0.6	0.3	0.4	9.4
Total Del/Veh (s)	0.4	1.6	0.4	0.5	46.4	0.5	0.7	1.7	0.4	0.5	4.5

80: Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	26.1	9.3	15.3	38.6	83.0	32.7	18.1	8.3	19.2	24.8	25.3

82: E 26th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	3.3	17.1	1.0	39.5	0.1	2.7	37.1	105.7	0.7	88.5	30.0
Total Del/Veh (s)	7.8	14.8	9.5	15.5	4.7	8.8	20.4	20.2	8.7	20.2	13.1

98: E Bay Street & Portland Ave LT Loop Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.7	0.6	0.7	0.5	0.5	0.7	0.6	0.6	0.6	0.5	0.6

102: E 26th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.1	0.2	0.0	2.1	0.1	0.1	0.0	0.0	0.3
Total Del/Veh (s)	18.4	16.0	19.9	19.1	12.9	28.0	20.6	20.2	18.6	25.4	20.0

110: E 27th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.2	2.4	2.1	2.1	2.3	2.2	2.1	2.5	2.1	2.4	2.2

120: E R Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.2	2.1	2.2	2.2	2.6	2.2	2.3	2.2	2.2	2.2	2.2

136: E Portland Ave Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.9	7.5	1.7	1.3	6.8	1.5	1.6	4.2	1.5	1.3	2.7
Total Del/Veh (s)	35.0	40.2	26.0	38.4	43.7	30.0	36.4	36.4	33.2	24.8	33.9

137: Puyallup Avenue Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	3.6	0.0	0.0	0.7	0.2	0.0	0.1	0.0	0.0	0.4
Total Del/Veh (s)	3.6	15.7	4.2	3.3	8.1	5.7	3.6	6.5	3.1	3.6	5.6

141: Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	2.1	2.1	2.0	2.1	1.8	1.5	1.7	2.1	2.2	2.0

144: E 25th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.0	6.0	2.6	0.0	16.2	0.0	0.0	0.0	2.6
Total Del/Veh (s)	187.2	133.7	109.7	207.3	371.5	0.8	355.2	42.2	76.5	0.7	144.0

985: Puyallup Avenue Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.8	30.3	15.4	8.4	19.5	17.5	12.0	20.2	9.5	10.2	15.1

988: E 26th Street/E Bay Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	6.6	1.8	0.6	3.0	1.7	3.2	9.1	1.3	3.4	3.0	3.4
Total Del/Veh (s)	40.0	37.4	32.3	78.9	85.3	70.4	55.7	40.6	59.4	72.1	54.9

989: Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	2.0	5.7	3.3	80.5	212.7	14.1	1.8	2.1	4.0	61.8	36.2
Total Del/Veh (s)	2.8	3.1	3.5	12.0	31.3	6.2	3.5	2.5	3.7	6.4	6.5

990: Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	9.0	0.0	0.0	0.0	0.0	0.0	0.7
Total Del/Veh (s)	3.8	3.8	3.9	5.0	15.2	3.9	4.0	3.9	4.0	4.0	4.8

991: E Bay Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	211.1	186.9	147.4	293.2	319.6	282.6	337.1	228.1	311.0	408.0	255.7

992: E Bay Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.4	2.9	0.0	0.1	5.6	4.4	2.9	3.0	23.7	62.2	8.3
Total Del/Veh (s)	105.2	95.5	64.7	151.8	211.1	157.1	178.4	121.2	164.0	205.6	134.0

993: E Bay Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.9	1.0	1.0	1.8	35.2	0.9	2.6	3.0	1.4	4.8	4.2

994: E 26th Street & E Bay Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	33.2	0.0	0.0	0.0	0.0	0.0	2.6
Total Del/Veh (s)	1.4	1.5	1.5	1.3	58.1	1.4	1.6	2.3	1.5	1.6	5.7

995: E Bay Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.2	0.2	0.0	0.0	0.1	0.1	0.0	0.2	0.1
Total Del/Veh (s)	0.8	0.9	0.8	0.8	0.8	0.9	0.7	0.8	0.7	0.8	0.8

997: E G Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.4	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.3	8.3	4.1	3.6	2.8	4.8	4.3	2.9	3.4	3.0	4.0

998: E 25th Street Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	3.5	3.0	2.9	3.2	3.2	3.1	3.1	3.3	3.1	2.8	3.1

999: Puyallup Avenue Performance by run number

Run Number	1	10	11	2	3	4	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1
Total Del/Veh (s)	2.0	9.6	1.8	2.1	1.6	1.8	1.9	1.9	1.8	1.9	2.6

Total Network Performance By Run

Run Number	1	10	11	2	3	4	5
Denied Del/Veh (s)	151.0	188.1	130.3	171.6	196.8	168.4	190.1
Total Del/Veh (s)	187.2	206.0	172.3	219.6	245.2	190.9	213.0

Total Network Performance By Run

Run Number	7	8	9	Avg
Denied Del/Veh (s)	166.7	172.9	174.6	171.2
Total Del/Veh (s)	189.0	199.1	193.1	201.1

1: Pacific Avenue & S 21st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	24.3	18.0	16.2	1.0	0.2	1.0	0.0	0.0	0.0	0.0	3.5	1.4
Total Del/Veh (s)	58.4	72.9	61.7	42.4	24.9	14.3	54.9	48.0	31.8	33.1	54.8	27.4

1: Pacific Avenue & S 21st Street Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	3.5	5.0
Total Del/Veh (s)	15.6	40.8

2: Pacific Avenue & S 24th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	48.1	28.1	6.8	43.8	25.4	9.0	40.6	42.6	37.3	37.5	29.2	33.5

3: Pacific Avenue & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.3	0.5	0.3	0.1	0.1	0.0	0.1	0.0	0.3	0.0	0.4	0.3
Total Del/Veh (s)	34.7	29.9	12.4	49.9	47.9	51.9	31.9	35.9	38.0	37.1	37.8	36.3

3: Pacific Avenue & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	34.0

4: Pacific Avenue & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.0	0.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	43.0	45.2	7.0	35.1	35.7	35.1	45.1	24.3	17.0	23.0	17.4	7.0

4: Pacific Avenue & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	27.9

5: Pacific Avenue & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.3	0.3	0.1	0.1	0.1	3.3	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	15.8	16.1	10.4	24.9	20.8	13.5	13.0	12.7	4.9	13.1	6.3	8.8

5: Pacific Avenue & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	10.3

6: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.2	0.0	0.3	0.3	0.2	0.0	0.0	0.0	0.0	0.2	0.2
Total Del/Veh (s)	19.5	12.2	2.0	2.0	9.5	6.3	5.9	33.7	34.0	4.1	37.8	37.6

6: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.1	0.2
Total Del/Veh (s)	17.2	7.6

7: Car Wash Dwy/A Street & E 25th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.5	6.9	20.4	7.7	40.5	47.1	0.5	5.2	10.2

8: A Street & E 26th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	4.6	3.4	12.1	5.2	37.3	11.0	5.9

9: I-705 Off-Ramp & E 26th Street Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	40.7	42.8	12.2
Total Del/Veh (s)	1.0	1.0	309.8	53.2	46.0

10: C Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.2	0.1	0.2	0.0	0.1	0.0	0.1
Total Del/Veh (s)	13.2	17.6	9.0	23.1	13.3	31.2	30.1	16.7	34.6	33.6	16.4	24.1

11: C Street & ST Driveway Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	1.2	0.1	0.0	0.0	0.1
Total Del/Veh (s)	3.4	33.5	6.0	5.1	1.0	3.4

12: C Street & E 26th Street Performance by movement

Movement	EBU	EBL	EBT	EBR	WBT	WBR	NBL	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.8	8.0	1.9	0.3	1.1	0.4	53.9	26.4	2.2	9.8	4.3

13: E D Street & E Dock Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	3.9	0.3	0.0	0.0	1.2	3.1	0.6
Total Del/Veh (s)	23.0	12.3	11.0	3.9	7.0	2.2	9.7

14: E D Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.1	1.4	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	36.5	16.6	9.0	25.0	18.9	5.8	24.5	21.7	13.3	42.6	40.5	9.6

14: E D Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	20.8

15: E D Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	28.6	24.4	14.1	12.0	6.4	2.9	23.1	19.7	12.9	14.7

16: E D Street & ST Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.0	2.3	1.0	0.4	1.8

17: E D Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	5.4	2.8	2.6	0.0	0.0	0.0	1.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	48.2	11.5	9.9	16.9	12.1	11.0	47.3	30.0	10.7	26.2	24.1	16.6

17: E D Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	1.6
Total Del/Veh (s)	21.9

18: E McKinley Way/E D Street & E Wiley Avenue Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.3	0.0	0.0
Total Del/Veh (s)	5.3	4.1	9.5	8.8	6.4	0.2	0.4	2.9	1.7	3.5

19: E McKinley Way & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	12.0	9.3	10.0	5.7	7.4	3.8	6.1	6.9	4.2	6.6	4.7	5.4

19: E McKinley Way & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	7.1

20: E E Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.2	0.2	0.7	0.1	0.1	4.4	2.5	4.9	0.1	0.1	0.1
Total Del/Veh (s)	19.8	10.9	8.2	14.2	10.1	3.5	32.8	36.4	24.7	25.8	26.1	7.5

20: E E Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	1.1
Total Del/Veh (s)	15.2

21: E F Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.2	0.0	6.8	9.1	0.7
Total Del/Veh (s)	10.9	7.9	3.1	10.5	13.7	5.1	24.7	16.2	7.8

22: E G Street & Puyallup Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	All
Denied Del/Veh (s)	1.1	1.6	0.0	0.0	0.2	0.0	0.3	0.1	0.5
Total Del/Veh (s)	12.2	9.3	19.1	7.0	37.5	18.8	13.9	39.6	13.3

23: E G Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1		0.1	0.0	0.0	0.0	0.4	0.1
Total Del/Veh (s)	31.0	26.0	12.9	43.0		24.9	16.4	9.9	28.3	21.1	21.8

24: E L Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.5	1.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	6.4	5.7	3.4	12.9	1.6	0.7	94.8	0.3	58.7	59.8	53.7	16.3

24: E L Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	9.2

25: E L Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.1	6.5	3.8	5.9	4.9	4.3	3.4	1.7	1.6	2.4	0.8	0.8

25: E L Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.6

26: E Wiley Avenue & E L Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.8	0.1	2.6	5.2	6.5	2.9	5.8	5.9	4.4	5.8

27: E L Street Performance by movement

Movement	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.7	0.3	4.0	1.7	1.3

28: E L Street & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	9.3	4.0	6.7	8.2	3.6	2.3	0.2	0.0	1.6	1.6	3.2

29: E Portland Ave & SR 509 On-Ramp Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	194.0	178.4	136.2
Total Del/Veh (s)	29.7	1.1	75.7	79.3	55.5

30: E Portland Ave & SR 509 Off-Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Del/Veh (s)	472.9	439.4	0.2	0.0	115.8
Total Del/Veh (s)	147.1	581.6	9.7	100.9	152.6

31: E Portland Ave & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	4.4	11.9	11.5	22.8	20.0	24.3	0.0	0.0	5.8	7.0	8.8	11.9
Total Del/Veh (s)	55.1	46.8	46.2	86.8	26.9	7.0	31.2	2.3	88.9	158.3	9.9	68.2

32: E Portland Ave & E 25th Street Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	NBR2	SBT	SBR	All
Denied Del/Veh (s)	201.0	0.0	0.0	0.0	0.0	0.0	0.1	0.4	8.8
Total Del/Veh (s)	528.3	13.6	17.0	0.7	1.2	2.2	43.2	44.0	50.8

33: E Portland Ave & E 26th Street Performance by movement

Movement	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	8.8	0.4	7.2	0.4	0.5	0.0	0.4
Total Del/Veh (s)	109.0	1.3	10.9	205.8	1.1	1.1	39.7	56.8	45.7	41.2

34: E Portland Ave & E 27th Street Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.1	0.2	10.8	5.5	5.4
Total Del/Veh (s)	59.6	27.6	8.5	41.9	24.2	42.6	12.8	37.1

35: E Portland Ave & E 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	1.8	0.4	0.5	2.3	3.2	1.9	0.8	1.6
Total Del/Veh (s)	60.4	61.5	13.0	92.8	50.2	97.3	23.6	59.6

36: E Portland Ave & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.2	0.1	0.3	0.0	0.0	21.9	19.2	21.5	0.1	0.0	0.0
Total Del/Veh (s)	28.7	20.1	21.4	30.3	13.3	16.8	28.4	38.3	40.7	34.4	15.9	15.4

36: E Portland Ave & E 32nd Street Performance by movement

Movement	All
Denied Del/Veh (s)	7.3
Total Del/Veh (s)	27.8

37: E R Street & E Bay Street Performance by movement

Movement	WBL	WBT	SBT	All
Denied Del/Veh (s)	142.3	0.0	1.5	64.2
Total Del/Veh (s)	235.1	170.3	42.6	129.9

38: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by movement

Movement	WBL	WBT	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	888.1	900.3	0.0		1.7	0.5	569.4
Total Del/Veh (s)	132.8	39.8	84.9		29.9	8.1	67.7

39: E S Street & E 28th Street Performance by movement

Movement	EBT	EBR	EBR2	SBL2	SBL	SBT	NWR	NWR2	All
Denied Del/Veh (s)	1.0	2.2	2.5	0.6	0.9	2.0	0.0	0.0	0.9
Total Del/Veh (s)	142.1	157.0	142.2	41.6	61.9	61.8	103.7	101.6	105.8

40: E R Street & E 30th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.7	4.2	5.1	5.8	4.9	0.3	3.6	6.0	3.4	5.2

41: E R Street & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.5	0.4	0.4	0.9	0.5	0.6	0.0	0.0	0.0
Total Del/Veh (s)	4.6	1.4	1.0	5.3	4.7	5.6	19.4	13.4	9.3	11.8	12.0	9.0

41: E R Street & E 32nd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	5.8

43: Pioneer Way & River Road Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	663.0	178.2	169.9	229.0
Total Del/Veh (s)	19.8	14.2	308.0	213.7	178.9	113.9

49: E 27th Street Performance by movement

Movement	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.7	1.3	4.7	2.1

50: E Portland Ave Performance by movement

Movement	EBL	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.2	1.1	0.2	0.0	0.1
Total Del/Veh (s)	69.9	84.2	5.9	61.7	14.1	13.8	13.4	3.6	10.3

56: E 26th Street/E G Street Performance by movement

Movement	EBT	EBR	WBT	NBL	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.2	1.7	2.7	21.0	3.5

59: Performance by movement

Movement	EBT	SEL	All
Denied Del/Veh (s)	0.0	11.8	9.4
Total Del/Veh (s)	11.4	2.7	4.5

80: Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.0	0.0	3.3	0.0
Total Del/Veh (s)	19.1	14.8	1040.0	25.3

82: E 26th Street Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	204.5	0.1	30.0
Total Del/Veh (s)	4.5	1.6	1.5	0.8	76.5	8.6	13.1

98: E Bay Street & Portland Ave LT Loop Performance by movement

Movement	NBR	NET	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.3	0.3	0.6

102: E 26th Street Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.4	0.2	0.1	0.1	0.3
Total Del/Veh (s)	9.4	5.3	28.2	23.1	3.0	6.2	20.0

110: E 27th Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.3	1.9	2.2

120: E R Street Performance by movement

Movement	EBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	3.2	2.1	1.4	2.2

136: E Portland Ave Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	7.3	3.6	2.7
Total Del/Veh (s)	4.2	2.8	1.3	31.7	45.3	33.9

137: Puyallup Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBT	NBR	All
Denied Del/Veh (s)	1.1	1.5	0.0	0.0	0.0	0.0	0.4
Total Del/Veh (s)	6.3	3.2	11.2	4.3	0.0	12.1	5.6

141: Performance by movement

Movement	WBT	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.0	2.0

144: E 25th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBT	All
Denied Del/Veh (s)	8.5	5.1	0.0	0.0	0.0	2.6
Total Del/Veh (s)	159.4	290.6	0.2	0.1	0.0	144.0

985: Puyallup Avenue Performance by movement

Movement	EBT	WBT	SWT	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0
Total Del/Veh (s)	17.1	9.2	11.1	25.6	15.1

988: E 26th Street/E Bay Street Performance by movement

Movement	EBT	EBR	NWT	All
Denied Del/Veh (s)		0.0	9.4	3.4
Total Del/Veh (s)		27.0	104.2	54.9

989: Performance by movement

Movement	EBT	NER	All
Denied Del/Veh (s)	0.0	62.5	36.2
Total Del/Veh (s)	7.7	5.6	6.5

990: Performance by movement

Movement	EBL	EBT	All
Denied Del/Veh (s)	0.3	1.0	0.7
Total Del/Veh (s)	4.9	4.7	4.8

991: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	283.0	220.0	255.7

992: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	12.5	4.4	8.3
Total Del/Veh (s)	244.4	22.9	134.0

993: E Bay Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.4	6.9	0.9	4.2

994: E 26th Street & E Bay Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.6	0.0	0.0	0.0	14.9	4.6	7.5	2.6
Total Del/Veh (s)	3.1	6.6	0.5	0.3	0.5	13.4	15.4	16.1	5.7

995: E Bay Street Performance by movement

Movement	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	1.6	1.3	0.6	0.8

997: E G Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.4	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	15.9	9.0	6.0	3.7	2.1	1.2	4.0

998: E 25th Street Performance by movement

Movement	EBL	EBT	SBL	All
Denied Del/Veh (s)	0.1	0.0	0.2	0.1
Total Del/Veh (s)	0.3	0.4	5.8	3.1

999: Puyallup Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.3	0.0	0.0	0.0	0.4	0.1	0.1	0.1
Total Del/Veh (s)	2.8	1.5	3.3	1.0	1.5	7.6	19.5	16.8	2.6

Total Network Performance

Movement	All
Denied Del/Veh (s)	171.2
Total Del/Veh (s)	201.1

1: Pacific Avenue & S 21st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	2.9	0.2	0.3	1.0	0.3	0.9	0.0	0.1	0.0	0.0	3.7	1.0
Total Del/Veh (s)	37.2	39.4	21.4	48.8	27.7	17.0	40.8	46.7	26.5	32.0	50.2	25.1

1: Pacific Avenue & S 21st Street Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	3.7	0.5
Total Del/Veh (s)	10.9	31.9

2: Pacific Avenue & S 24th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	4.0	0.0	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.1
Total Del/Veh (s)	31.3	31.3	5.0	33.7	18.1	10.7	43.6	42.8	34.2	26.4	20.0	33.2

3: Pacific Avenue & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	1.0	0.6	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	29.3	27.6	5.6	21.2	12.9	13.3	19.6	25.8	29.9	23.1	17.3	12.0

3: Pacific Avenue & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	22.3

4: Pacific Avenue & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.8	0.6	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	37.3	31.2	3.6	31.8	23.7	17.6	29.5	23.3	25.1	20.0	8.2	3.4

4: Pacific Avenue & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	22.8

5: Pacific Avenue & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.1	2.9	0.2	0.3	0.0	0.0	0.0
Total Del/Veh (s)	16.3	15.1	7.9	16.0	15.0	10.4	8.9	8.2	3.2	10.9	3.1	4.0

5: Pacific Avenue & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	7.7

6: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	8.8	3.1	2.5	8.4	5.7	5.0	44.3	40.6	5.2	40.9	6.9	5.5

7: Car Wash Dwy/A Street & E 25th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.1	9.3	16.8	10.3	40.5	0.4	3.9	11.1

8: A Street & E 26th Street Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	5.3	2.7	14.3	15.0	2.3	18.7	5.6	4.6

9: I-705 Off-Ramp & E 26th Street Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	635.6	628.6	310.9
Total Del/Veh (s)	6.2	0.4	312.9	209.3	105.2

10: C Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	34.8	31.1	30.3	20.1	9.1	7.1	19.2	20.9	15.3	45.0	29.9	11.1

10: C Street & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	23.7

11: C Street & ST Driveway Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	35.4	0.1	0.0	0.2	0.3	0.0	0.0	0.0	0.7
Total Del/Veh (s)	24.1	45.8	13.8	11.5	9.4	26.4	4.0	0.8	11.5

12: C Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	73.7	104.5	0.0	0.0	0.6
Total Del/Veh (s)	6.3	8.1	0.5	13.0	1.8	1.0	278.5	325.2	290.7	138.6	11.6

13: E D Street & E Dock Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	3.6	0.4	0.1	0.0	0.6	3.3	0.4
Total Del/Veh (s)	30.0	8.5	7.6	4.4	5.9	1.4	7.6

14: E D Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.8	0.4	0.0	0.0	0.0	0.0	0.1	0.1	4.7	3.2	2.8
Total Del/Veh (s)	26.7	18.4	9.0	34.8	17.8	6.3	17.6	17.0	17.6	65.3	53.6	5.3

14: E D Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	1.0
Total Del/Veh (s)	23.8

15: E D Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.1	2.3	0.1
Total Del/Veh (s)	23.4	23.9	21.4	15.8	15.5	11.1	96.4	24.9	19.4	23.7

16: E D Street & ST Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.1	0.2
Total Del/Veh (s)	6.5	19.8	2.4	0.5	17.9

17: E D Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.6	0.1	1.1	0.1	0.4	0.3	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	47.4	19.7	16.3	16.8	9.8	10.2	37.2	55.0	44.5	29.8	6.9	6.9

17: E D Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	28.7

18: E McKinley Way/E D Street & E Wiley Avenue Performance by movement

Movement	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.3	8.9	2.2	5.7	0.7	0.5	3.6	0.9	0.7	1.5

19: E McKinley Way & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.5	0.4	0.4	0.0	0.0	0.0
Total Del/Veh (s)	7.7	8.2	6.3	5.9	6.9	3.7	7.4	8.7	5.9	5.0	4.2	3.7

19: E McKinley Way & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	7.2

20: E E Street & Puyallup Avenue Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	11.7	12.6	8.0	5.8	7.5	10.3	3.5	2.6	38.9	5.6	4.3	6.1

21: E F Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBR	SBL	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.5	0.3	0.0	0.3	0.3	0.1	0.1
Total Del/Veh (s)	10.6	3.8	2.6	6.8	9.0	3.1	24.2	8.7	30.6	4.3

22: E G Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.0
Total Del/Veh (s)	16.7	9.1	5.0	11.0	6.6	4.7	29.6	11.8	8.6	4.2	9.9

23: E G Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	33.8	25.1	14.6	43.2	0.6	12.3	8.6	5.9	19.6	9.7	13.9

24: E L Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	4.7	1.5	0.9	10.8	4.7	4.9	59.5	1.0	45.0	21.4	8.2	8.8

25: E L Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.9	5.8	4.4	3.5	3.6	1.8	1.7	2.2	0.4	0.4	1.7

26: E Wiley Avenue/S 27th Street & E L Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	0.4	3.0	5.1	6.4	3.2	6.3	5.2	3.5	5.3

27: E L Street & S 28th Street Performance by movement

Movement	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	0.8	9.0	1.5	1.6

28: E L Street & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.0	0.1	0.1
Total Del/Veh (s)	8.6	3.6	5.8	5.7	3.5	2.0	0.2	0.7	0.1	2.9

29: E Portland Ave & SR 509 On-Ramp Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.0
Total Del/Veh (s)	5.9	1.3	0.3	0.2	2.0

30: E Portland Ave & SR 509 Off-Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	18.8	5.1	5.2	3.5	5.6

31: E Portland Ave & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.8	0.3	3.6	0.2	3.6	0.0	0.3	0.2	0.0	0.0	0.4
Total Del/Veh (s)	45.8	33.9	3.3	49.5	24.6	9.2	27.0	18.6	27.1	15.4	1.8	24.2

32: E Portland Ave & E 25th Street Performance by movement

Movement	EBT	EBR	WBT	WBR	NBU	NBL	NBT	NBR	NBR2	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.6	11.9	15.2	42.9	4.9	6.8	1.9	0.7	1.9	4.0	1.9	5.5

33: E Portland Ave & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	6.6	0.0	0.0	0.0	0.0	0.0	0.0	1.2
Total Del/Veh (s)	66.5	33.0	15.9	6.1	23.2	4.6	1.4	11.4	30.1	0.9	0.8	7.3

34: E Portland Ave & E 27th Street Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.5	0.3	0.2
Total Del/Veh (s)	23.7	15.4	18.1	42.6	14.5	9.7	3.1	15.1

35: E Portland Ave & E 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	34.4	30.3	1.9	34.3	23.5	36.6	6.2	25.2

36: E Portland Ave & E 32nd Street Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	11.3	7.7	8.7	0.2	0.0	0.0	5.5
Total Del/Veh (s)	28.5	5.2	26.1	0.2	15.1	10.6	16.6	17.8	15.4	2.1	1.3	13.8

37: E R Street & E Bay Street Performance by movement

Movement	WBL	WBT	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	10.4	2.6	9.2	9.5

38: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by movement

Movement	WBL	WBT	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.5	0.0	0.0	0.7	0.1	0.5
Total Del/Veh (s)	16.2	18.2	24.2	0.3	12.2	1.9	14.5

39: E S Street & E 28th Street Performance by movement

Movement	EBT	SBL2	SBT	NWR	NWR2	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	23.4	21.9	1.5	37.7	37.8	24.6

40: E R Street & E 30th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	5.0	3.5	4.7	5.5	0.1	3.2	4.6

41: E R Street & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBT	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	2.4	0.8	0.4	0.4	6.6	4.2	6.2	3.4	3.0

43: Pioneer Way & E Bay Street/SR 167 (River Road) Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.1	5.0	2.9	2.1	2.8
Total Del/Veh (s)	17.2	11.6	50.6	48.5	28.8	38.8

45: E 25th Street Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.4	0.1
Total Del/Veh (s)	2.6	1.4	9.0	4.4

46: Puyallup Avenue Performance by movement

Movement	EBT	WBL	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.4	0.0	0.1	0.1
Total Del/Veh (s)	0.5	6.5	1.4	6.8	1.4

47: E 26th Street & E Bay Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBT	All
Denied Del/Veh (s)	3.8	2.6	0.9	0.0	0.0	0.1	0.0	0.0	0.4
Total Del/Veh (s)	37.2	15.2	17.0	3.1	10.4	2.9	8.7	1.0	7.8

48: E 27th Street Performance by movement

Movement	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.3	1.7	4.9	2.5

69: E Portland Ave Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.9	0.0	0.1
Total Del/Veh (s)	5.2	2.1	0.9	13.5	1.4	1.9

82: E 25th Street Performance by movement

Movement	EBT	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.7	2.7

98: E Bay Street & Portland Ave LT Loop Performance by movement

Movement	NBR	NET	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.0	0.5	0.9

110: E 25th Street Performance by movement

Movement	EBT	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.2	2.2

137: S 27th Street Performance by movement

Movement	WBT	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.1	0.1

985: Puyallup Avenue Performance by movement

Movement	EBT	WBT	SWR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	2.8	4.0	8.1	4.0

986: E 27th Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	2.5	0.8	2.1

987: Performance by movement

Movement	EBT	SEL	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	0.3	0.1	0.2

988: E 26th Street/E Bay Street Performance by movement

Movement	EBT	EBR	NWT	All
Denied Del/Veh (s)	0.0	0.0	1.3	0.9
Total Del/Veh (s)	0.4	0.8	19.3	13.6

989: Performance by movement

Movement	EBT	NER	All
Denied Del/Veh (s)	0.0	0.3	0.1
Total Del/Veh (s)	0.6	0.1	0.5

990: Performance by movement

Movement	EBL	EBT	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	4.8	1.9	3.4

991: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	74.7	55.6	66.1

992: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.5	1.7	2.9

993: E Bay Street Performance by movement

Movement	EBR	WBT	All
Denied Del/Veh (s)	0.0	0.2	0.2
Total Del/Veh (s)	0.6	6.0	5.1

995: E Bay Street Performance by movement

Movement	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	45.1	20.8	30.5

996: E Portland Ave Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.2	0.1	0.4	0.0	0.0	0.2
Total Del/Veh (s)	88.9	60.6	81.5	64.5	71.2	8.7	14.9	15.8	25.0	1.7	1.5	13.4

997: E G Street Performance by movement

Movement	EBL	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.4	3.1	2.0	0.7	0.5	2.4

998: E 25th Street Performance by movement

Movement	EBL	EBT	SBL	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.5	0.5	9.3	0.6

999: Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.3	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.0	2.0	1.3	4.0	0.9	0.2	24.4	15.0	15.9	4.9

Total Network Performance

Denied Del/Veh (s)	41.2
Total Del/Veh (s)	90.1

1: Pacific Avenue & S 21st Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	15.5	3.8	2.9	9.1	16.2	3.5	11.0	13.4	12.5	23.4	11.2
Total Del/Veh (s)	51.6	41.3	41.6	48.3	48.3	45.8	51.8	45.6	47.6	52.4	47.4

2: Pacific Avenue & S 24th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.1
Total Del/Veh (s)	30.8	33.2	33.6	32.6	34.2	31.7	31.0	32.0	30.3	33.3	32.2

3: Pacific Avenue & E 25th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.3	0.5	0.3	0.3	0.5	0.5	0.3	0.2	0.5	0.4
Total Del/Veh (s)	39.3	34.0	33.8	33.6	35.4	34.2	36.2	33.0	31.4	38.3	35.0

4: Pacific Avenue & E 26th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Total Del/Veh (s)	26.8	26.9	30.0	25.1	25.8	26.0	26.4	26.4	26.7	26.7	26.7

5: Pacific Avenue & E 34th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.2	0.1	0.1
Total Del/Veh (s)	10.0	10.7	10.5	9.6	10.5	9.9	10.0	10.6	10.8	10.1	10.3

6: A Street & S 24th Street/Puyallup Avenue Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.2	0.1	0.1
Total Del/Veh (s)	8.1	7.3	6.9	6.6	7.6	7.3	6.8	8.1	10.2	7.0	7.6

7: Car Wash Dwy/A Street & E 25th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	35.6	10.7	11.3	16.5	11.0	8.5	9.1	11.4	10.3	9.8	13.6

8: A Street & E 26th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.8	5.6	11.5	4.5	5.6	5.1	5.8	5.1	5.9	4.6	5.8

9: I-705 Off-Ramp & E 26th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	117.4	68.2	354.0	4.2	44.3	74.5	64.1	0.8	0.2	33.3	77.8
Total Del/Veh (s)	95.5	90.7	132.3	56.7	92.0	68.2	105.6	26.5	24.3	74.6	76.4

10: C Street & E 25th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	29.2	30.5	29.2	26.4	27.5	29.0	26.4	21.7	23.5	28.0	27.3

11: C Street & ST Driveway Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.1
Total Del/Veh (s)	5.6	3.8	6.7	3.3	3.0	5.8	4.7	3.9	5.2	2.9	4.5

12: C Street & E 26th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	16.4	7.1	36.5	1.6	10.7	0.0	15.8	0.5	0.1	5.7	9.4
Total Del/Veh (s)	33.4	26.9	35.7	18.5	25.9	7.6	30.5	8.9	9.4	22.8	21.9

13: E D Street & E Dock Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.5	0.5	0.6	0.5	0.5	0.6	0.6	0.6	0.5	0.6
Total Del/Veh (s)	7.0	6.9	7.0	6.7	6.8	7.2	6.7	8.1	7.3	6.4	7.0

14: E D Street & Puyallup Avenue Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.3	0.2	0.2	0.2	0.1	0.3	0.2	0.2	0.2
Total Del/Veh (s)	18.1	16.9	21.0	18.0	20.7	19.7	19.8	20.9	20.0	23.3	19.8

15: E D Street & E 25th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.1
Total Del/Veh (s)	26.7	27.9	28.2	24.5	28.3	28.8	27.0	26.8	26.3	29.0	27.4

16: E D Street & ST Driveway Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.2	0.2	0.1	0.1	0.0	0.1	0.0	0.1	0.2	0.1
Total Del/Veh (s)	8.1	8.1	6.5	5.5	6.0	8.7	8.4	6.8	8.3	6.3	7.3

17: E D Street & E 26th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.4	0.5	0.6	0.4	0.3	0.3	0.5	0.2	0.2	0.3	0.4
Total Del/Veh (s)	41.1	40.5	41.8	35.6	38.8	28.7	43.1	26.5	33.0	37.7	36.7

18: E McKinley Way/E D Street & E Wiley Avenue Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	2.6	2.4	2.7	2.8	2.5	2.9	2.4	2.4	3.1	2.6

19: E McKinley Way & E 34th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	7.6	7.4	6.6	7.1	7.2	6.9	6.7	7.5	6.3	7.2	7.1

20: E E Street & Puyallup Avenue Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.6	0.7	1.1	0.6	1.0	0.7	0.8	0.8	1.2	1.2	0.9
Total Del/Veh (s)	14.8	13.2	15.0	12.6	14.7	12.9	14.1	12.6	13.9	16.9	14.1

21: E F Street & Puyallup Avenue Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.3	0.7	0.4	0.5	0.2	0.5	0.6	0.4	0.2	0.3	0.4
Total Del/Veh (s)	7.1	6.9	6.3	6.9	6.4	7.1	8.3	6.8	5.7	6.4	6.8

22: E G Street & Puyallup Avenue Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.2	0.1	0.2	0.2	0.2	0.1	0.2
Total Del/Veh (s)	10.7	10.9	12.0	12.1	13.7	12.1	10.9	12.8	11.7	11.3	11.8

23: E G Street & E 25th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.2	0.1	0.8	0.2
Total Del/Veh (s)	30.2	39.8	43.2	30.9	37.3	38.3	81.9	47.2	27.0	111.0	48.9

24: E L Street & Puyallup Avenue Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.6	0.1	0.0	0.1	0.1	7.7	0.1	0.1	0.1	0.1	0.9
Total Del/Veh (s)	10.5	4.2	5.4	6.0	9.2	29.5	11.7	8.2	4.8	6.7	9.5

25: E L Street & E 26th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	1.6	1.9	1.5	1.7	1.7	1.8	1.9	1.7	1.8	1.7

26: E Wiley Avenue & E L Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.7	5.5	5.7	5.8	5.8	5.9	5.8	5.6	5.5	5.8	5.8

27: E L Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.2	1.2	1.2	1.3	1.3	1.3	1.3	1.3	1.2	1.4	1.3

28: E L Street & E 34th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	2.8	2.9	2.9	3.1	3.0	2.9	2.7	3.0	2.9	3.0	2.9

29: E Portland Ave & SR 509 On-Ramp Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	244.0	166.1	3.7	41.1	39.0	249.1	0.3	391.2	119.5	0.2	126.9
Total Del/Veh (s)	65.5	58.5	14.7	44.3	29.1	56.5	7.8	84.0	39.6	5.1	38.6

30: E Portland Ave & SR 509 Off-Ramp Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	117.2	114.3	1.4	39.7	9.0	91.8	2.4	203.9	36.8	10.0	58.9
Total Del/Veh (s)	150.5	140.8	42.0	111.9	71.1	139.8	69.4	221.9	108.8	68.6	107.2

31: E Portland Ave & Puyallup Avenue Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	13.0	2.0	2.8	1.1	7.7	106.0	0.7	9.1	35.8	0.8	17.1
Total Del/Veh (s)	83.7	58.2	41.8	48.9	54.5	86.3	38.2	82.8	67.9	37.8	58.9

32: E Portland Ave & E 25th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	11.9	4.6	0.5	2.8	1.1	13.5	6.9	7.1	13.5	5.8	6.7
Total Del/Veh (s)	64.8	51.8	19.7	42.6	34.0	53.0	29.3	67.6	50.9	29.6	43.4

33: E Portland Ave & E 26th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.6	0.2	0.3	0.4	0.2	0.3	0.0	1.3	1.3	0.2	0.5
Total Del/Veh (s)	53.8	50.5	20.0	44.0	36.5	48.9	29.5	64.1	53.0	32.3	42.6

34: E Portland Ave & E 27th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.5	4.6	0.3	0.4	7.8	15.0	1.4	0.6	1.0	11.3	4.3
Total Del/Veh (s)	39.6	38.3	30.4	32.6	38.0	39.5	30.5	41.3	39.8	30.4	35.8

35: E Portland Ave & E 28th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.6	7.2	0.8	0.3	1.6	0.8	0.5	1.1	7.5	0.2	2.0
Total Del/Veh (s)	54.6	74.1	37.6	42.9	66.8	55.6	49.0	70.3	72.3	41.6	56.1

36: E Portland Ave & E 32nd Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.5	3.3	0.2	3.5	6.8	1.5	1.1	4.2	10.8	0.3	3.2
Total Del/Veh (s)	23.1	28.3	20.7	30.3	32.4	23.7	24.0	27.9	29.8	23.3	26.3

37: E R Street & E Bay Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	46.7	77.7	45.4	91.8	89.1	73.1	66.1	109.0	73.0	57.3	72.4
Total Del/Veh (s)	149.5	135.2	134.7	129.8	193.6	130.8	118.1	142.5	121.2	108.4	134.3

38: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	566.4	523.3	542.9	520.6	767.6	561.9	643.4	548.8	427.9	635.3	574.5
Total Del/Veh (s)	68.4	73.8	67.8	66.7	87.3	68.8	68.0	69.0	69.0	65.6	69.9

39: E S Street & E 28th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.8	1.0	0.3	0.7	3.0	0.7	0.7	0.7	1.0	0.6	0.9
Total Del/Veh (s)	104.0	105.2	82.4	105.0	136.0	109.6	102.3	105.3	100.8	99.7	104.3

40: E R Street & E 30th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	3.7	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.5
Total Del/Veh (s)	5.0	78.1	5.1	5.3	5.2	5.0	5.2	5.2	14.2	5.4	13.7

41: E R Street & E 32nd Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	3.5	5.0	4.0	4.1	5.1	3.9	3.9	3.7	4.4	4.5	4.2

43: Pioneer Way & River Road Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	148.5	318.5	278.3	222.6	329.3	138.1	201.1	185.0	284.7	46.8	212.8
Total Del/Veh (s)	108.7	135.7	117.6	133.4	197.2	114.9	135.1	136.5	136.1	72.4	125.8

45: E 25th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	0.1	0.2	0.2	0.1	0.1	0.2
Total Del/Veh (s)	3.4	3.2	3.8	2.9	3.0	3.1	3.7	3.5	3.3	3.5	3.4

46: Puyallup Avenue Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.5	1.8	1.5	1.7	3.5	5.3	1.6	1.9	1.8	1.6	2.2

50: E Portland Ave Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.1	39.6	3.7	3.9	21.0	5.3	4.7	7.7	25.0	4.0	11.9

59: Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.5	0.4	0.4	0.4	17.0	0.6	0.3	0.3	0.3	0.4	2.1
Total Del/Veh (s)	1.8	0.5	0.4	0.5	7.5	1.3	0.4	0.8	0.6	0.5	1.4

80: Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	1.5	0.0	0.0	0.3	0.1	0.4	0.8	0.0	0.0	0.1	0.3
Total Del/Veh (s)	42.6	51.0	52.6	48.6	86.8	63.4	49.3	37.0	56.4	42.1	51.8

82: E 25th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.4	2.5	2.4	2.5	2.8	2.2	2.8	2.8	2.9	2.5	2.6

98: E Bay Street & Portland Ave LT Loop Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.5	0.5	0.5	0.5	0.5	0.7	0.7	0.5	0.6	0.6	0.6

102: E 27th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	3.0	2.5	2.5	2.2	2.4	2.2	2.1	2.7	2.1	2.4

110: E 27th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.2	2.3	2.5	2.2	2.2	2.3	2.2	2.3	2.3	2.3	2.3

120: E R Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	23.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	2.5
Total Del/Veh (s)	2.1	26.5	2.2	2.2	2.2	2.1	2.2	2.2	2.3	2.3	4.7

124: E 25th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	2.1	2.8	1.9	1.9	2.0	2.4	2.3	2.1	2.6	2.2

136: E Portland Ave Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.9	0.5	0.8	0.9	4.5	1.2	0.4	1.6	1.0	0.9	1.2
Total Del/Veh (s)	34.2	32.5	16.5	29.5	25.0	31.9	23.8	39.5	36.1	23.3	28.9

137: Puyallup Avenue Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.1	3.4	0.0	0.2	0.0	0.0	0.4
Total Del/Veh (s)	8.1	3.2	3.1	3.7	7.0	16.0	3.4	4.5	3.6	3.6	5.5

141: Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.1	1.8	2.3	2.0	1.9	2.1	1.9	2.2	2.0	1.9	2.0

144: E 25th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	15.1	4.1	0.0	0.0	0.0	3.5	0.0	10.2	18.5	0.0	5.1
Total Del/Veh (s)	305.8	209.1	10.8	63.0	37.2	183.1	19.6	370.9	340.3	98.3	160.3

985: Puyallup Avenue Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	20.2	8.4	8.5	10.3	16.1	26.0	8.7	12.2	14.6	9.7	13.3

988: E 26th Street/E Bay Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	1.1	5.5	4.6	0.6	8.7	1.4	6.2	3.0	2.8	0.7	3.2
Total Del/Veh (s)	63.4	78.0	77.3	83.2	126.2	81.1	76.4	81.0	74.9	55.2	77.9

989: Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	81.9	174.2	166.7	194.2	286.3	215.7	181.9	32.6	267.8	55.8	164.7
Total Del/Veh (s)	8.8	11.9	12.1	10.7	29.9	15.1	12.3	6.5	14.9	9.7	12.6

990: Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.7	0.1	0.0	0.1	0.1	0.0	0.3
Total Del/Veh (s)	3.9	4.1	4.0	4.1	9.9	4.8	4.0	3.9	4.1	3.8	4.5

991: E Bay Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	294.4	270.9	314.2	335.7	436.7	288.0	297.6	359.0	261.5	186.3	296.0

992: E Bay Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.2	59.0	0.4	34.7	19.3	2.3	36.2	14.0	7.1	0.0	16.8
Total Del/Veh (s)	159.6	152.8	153.8	172.1	245.4	150.3	152.0	175.8	137.4	116.2	157.7

993: E Bay Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	3.7	1.5	1.2	15.9	1.2	1.1	1.5	2.9	1.3	2.9

994: E 26th Street & E Bay Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.4
Total Del/Veh (s)	1.4	2.1	1.4	1.6	15.2	1.5	1.5	1.7	1.8	1.4	2.8

995: E Bay Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.1	0.1	0.0	0.1	0.1	0.0	0.2	0.1	0.0	0.1	0.1
Total Del/Veh (s)	0.8	0.8	0.7	0.7	0.9	0.7	0.7	0.8	0.7	0.9	0.8

997: E G Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.9	3.4	3.5	4.0	4.2	2.9	2.6	4.3	3.7	2.9	3.5

998: E 25th Street Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	1.0	1.2	2.7	0.1	1.8	0.8
Total Del/Veh (s)	6.5	6.0	11.4	5.2	3.2	8.6	11.2	14.6	3.6	11.2	8.3

999: Puyallup Avenue Performance by run number

Run Number	1	10	11	13	14	3	5	7	8	9	Avg
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	1.7	1.8	1.8	1.9	1.9	1.7	1.7	1.9	1.9	1.8

Total Network Performance By Run

Run Number	1	10	11	13	14	3	5
Denied Del/Veh (s)	174.3	193.6	206.7	159.8	196.3	191.7	170.5
Total Del/Veh (s)	220.5	225.5	183.7	199.5	225.1	219.7	197.7

Total Network Performance By Run

Run Number	7	8	9	Avg
Denied Del/Veh (s)	179.1	181.9	122.3	177.7
Total Del/Veh (s)	225.4	213.7	179.1	209.1

1: Pacific Avenue & S 21st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	25.9	41.8	45.5	1.1	0.2	0.9	0.0	0.1	0.0	0.0	6.2	4.9
Total Del/Veh (s)	71.4	90.3	85.8	50.3	25.8	13.5	47.0	47.4	32.3	32.1	67.2	41.1

1: Pacific Avenue & S 21st Street Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	6.5	11.2
Total Del/Veh (s)	37.0	47.4

2: Pacific Avenue & S 24th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	44.3	30.7	7.9	38.0	23.1	11.0	39.7	38.5	37.8	37.0	27.5	32.2

3: Pacific Avenue & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.4	0.5	0.3	0.1	0.1	0.0	0.0	0.0	0.1	0.3	0.3	0.9
Total Del/Veh (s)	36.5	30.0	11.5	61.4	65.2	73.4	27.8	34.0	35.4	34.9	35.9	35.9

3: Pacific Avenue & E 25th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	35.0

4: Pacific Avenue & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.0	0.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	42.3	44.1	6.1	33.7	34.3	32.8	45.1	23.2	16.2	22.1	16.3	7.7

4: Pacific Avenue & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	26.7

5: Pacific Avenue & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.3	0.3	0.1	0.1	0.1	3.4	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	16.6	16.5	11.2	21.9	20.1	12.9	13.0	12.6	4.9	12.5	6.5	8.6

5: Pacific Avenue & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	10.3

6: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.2	0.0	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	16.8	16.1	2.5	1.8	9.7	6.4	4.0	22.1	30.0	4.5	35.7	36.4

6: A Street & S 24th Street/Puyallup Avenue Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.2	0.1
Total Del/Veh (s)	17.6	7.6

7: Car Wash Dwy/A Street & E 25th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.0	7.3	21.4	11.6	40.9	45.9	0.6	15.3	13.6

8: A Street & E 26th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	5.9	4.5	12.5	4.3	37.9	9.3	5.8

9: I-705 Off-Ramp & E 26th Street Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	0.0	248.6	251.8	77.8
Total Del/Veh (s)	18.3	0.7	344.0	185.9	76.4

10: C Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	22.0	24.2	16.1	20.2	18.4	40.5	32.9	16.2	32.5	35.0	16.4	27.3

11: C Street & ST Driveway Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.8	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.6	27.9	5.2	2.6	1.4	4.5

12: C Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	527.8	474.1	0.0	0.0	9.4
Total Del/Veh (s)	18.6	29.6	9.2	2.5	1.8	729.2	578.7	1.6	9.6	21.9

13: E D Street & E Dock Street Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	3.4	0.3	0.0	0.0	1.2	3.1	0.6
Total Del/Veh (s)	22.7	5.9	10.3	4.2	4.0	1.9	7.0

14: E D Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.6	1.5	0.2	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	38.2	16.8	7.8	25.6	19.4	6.8	22.7	19.4	13.6	38.1	36.8	9.6

14: E D Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	19.8

15: E D Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.1	0.1	0.3	0.0	0.0	0.0	0.1
Total Del/Veh (s)	39.1	43.0	28.2	30.1	23.5	12.3	41.3	30.1	19.2	27.4

16: E D Street & ST Driveway Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.1
Total Del/Veh (s)	6.4	10.4	1.6	0.6	7.3

17: E D Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.8	0.8	0.9	0.1	0.0	0.1	0.0	0.0
Total Del/Veh (s)	132.4	32.0	28.0	17.9	13.0	10.8	44.8	30.0	24.0	24.5	26.5	20.2

17: E D Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	36.7

18: E McKinley Way/E D Street & E Wiley Avenue Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Total Del/Veh (s)	6.5	4.2	9.7	9.0	6.2	0.3	0.1	3.2	1.7	2.6

19: E McKinley Way & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	11.1	9.1	10.0	6.5	6.9	3.5	6.1	7.4	4.1	6.8	4.6	5.1

19: E McKinley Way & E 34th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	7.1

20: E E Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.1	0.4	0.1	0.1	4.1	4.6	3.7	0.1	0.1	0.1
Total Del/Veh (s)	18.6	7.6	4.5	15.1	10.1	5.1	33.8	29.9	26.0	27.1	24.5	8.6

20: E E Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.9
Total Del/Veh (s)	14.1

21: E F Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.1	0.0	4.8	5.2	0.4
Total Del/Veh (s)	7.4	6.1	3.7	19.8	10.1	5.4	24.1	11.7	6.8

22: E G Street & Puyallup Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.2	0.7	0.0	0.1	0.3	0.0	0.1	0.1	0.2
Total Del/Veh (s)	9.4	6.8	16.9	6.9	34.3	15.9	10.0	40.0	11.8

23: E G Street & E 25th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.6		2.0	0.0	0.0	0.0	0.2	0.2
Total Del/Veh (s)	39.7	35.6	27.6	295.8		238.2	20.8	14.3	21.2	21.3	48.9

24: E L Street & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	1.8	3.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	10.6	4.8	4.3	12.3	1.5	0.3	106.3	0.3	72.3	43.6	48.5	18.7

24: E L Street & Puyallup Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.9
Total Del/Veh (s)	9.5

25: E L Street & E 26th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.1	6.4	3.8	6.0	7.4	3.0	4.0	1.7	1.7	2.5	0.8	0.6

25: E L Street & E 26th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.7

26: E Wiley Avenue & E L Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.0	0.1	2.5	5.6	6.6	2.9	5.6	5.9	4.4	5.8

27: E L Street Performance by movement

Movement	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.7	0.3	4.1	1.7	1.3

28: E L Street & E 34th Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	8.8	3.3	6.2	6.9	3.6	2.3	0.2	0.2	1.6	2.1	2.9

29: E Portland Ave & SR 509 On-Ramp Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	179.0	199.6	126.9
Total Del/Veh (s)	22.5	1.1	51.5	57.1	38.6

30: E Portland Ave & SR 509 Off-Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Del/Veh (s)	255.2	229.0	0.0	0.0	58.9
Total Del/Veh (s)	80.7	347.6	7.5	73.2	107.2

31: E Portland Ave & Puyallup Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	6.0	11.1	14.5	41.4	36.9	36.2	0.0	0.0	10.4	4.9	3.0	17.1
Total Del/Veh (s)	60.7	45.2	35.3	86.7	26.1	5.6	29.8	2.3	69.3	123.8	6.1	58.9

32: E Portland Ave & E 25th Street Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	NBR2	SBT	SBR	All
Denied Del/Veh (s)	194.6	0.0	0.0	0.0	0.0	0.0	0.4	0.0	6.7
Total Del/Veh (s)	578.8	14.8	739.4	0.6	1.0	2.1	35.7	35.7	43.4

33: E Portland Ave & E 26th Street Performance by movement

Movement	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	1.3	0.3	0.7	0.0	0.5
Total Del/Veh (s)	64.2	2.1	9.4	119.6	1.1	1.0	47.9	60.0	42.9	42.6

34: E Portland Ave & E 27th Street Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1	0.3	7.4	10.1	4.3
Total Del/Veh (s)	60.1	25.8	8.4	43.3	23.9	39.8	11.2	35.8

35: E Portland Ave & E 28th Street Performance by movement

Movement	EBL	EBT	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.1	0.4	3.4	7.9	1.3	0.5	2.0
Total Del/Veh (s)	49.8	54.7	9.6	86.0	47.5	92.2	24.1	56.1

36: E Portland Ave & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.0	9.7	8.4	9.0	0.1	0.0	0.0
Total Del/Veh (s)	21.1	23.8	10.4	28.9	14.4	13.5	30.3	36.7	39.0	33.8	14.5	13.1

36: E Portland Ave & E 32nd Street Performance by movement

Movement	All
Denied Del/Veh (s)	3.2
Total Del/Veh (s)	26.3

37: E R Street & E Bay Street Performance by movement

Movement	WBL	WBT	SBT	All
Denied Del/Veh (s)	176.1	0.0	0.4	72.4
Total Del/Veh (s)	267.6	142.6	40.9	134.3

38: E 27th Street/I-5 SB Off-Ramp & E R Street Performance by movement

Movement	WBL	WBT	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	889.7	899.2	0.0		0.7	0.1	574.5
Total Del/Veh (s)	135.6	41.9	90.5		31.3	6.4	69.9

39: E S Street & E 28th Street Performance by movement

Movement	EBT	EBR	EBR2	SBL2	SBL	SBT	NWR	NWR2	All
Denied Del/Veh (s)	1.0	0.9	4.0	0.8	1.2	1.2	0.0	0.0	0.9
Total Del/Veh (s)	137.9	161.3	135.5	43.5	62.3	63.4	101.0	99.1	104.3

40: E R Street & E 30th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	1.2	7.7	0.0	0.0	0.0	0.0	0.0	0.5
Total Del/Veh (s)	6.9	4.5	35.4	26.5	21.6	0.6	6.2	9.2	32.8	13.7

41: E R Street & E 32nd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	2.2	0.4	0.4	0.2	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	4.7	1.5	1.0	3.1	1.6	1.7	15.7	12.7	7.0	12.4	13.1	7.3

41: E R Street & E 32nd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	4.2

43: Pioneer Way & River Road Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	573.7	200.4	197.5	212.8
Total Del/Veh (s)	18.4	23.6	314.7	265.5	225.3	125.8

45: E 25th Street Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.4	0.2
Total Del/Veh (s)	2.7	1.4	5.4	3.4

46: Puyallup Avenue Performance by movement

Movement	EBT	WBL	WBT	NBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1	0.0
Total Del/Veh (s)	1.5	7.2	1.8	12.1	2.2

50: E Portland Ave Performance by movement

Movement	EBL	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.2	0.4	0.2	0.0	0.1
Total Del/Veh (s)	75.3	105.6	24.3	84.6	14.2	15.1	11.9	3.6	11.9

59: Performance by movement

Movement	EBT	SEL	All
Denied Del/Veh (s)	0.0	2.6	2.1
Total Del/Veh (s)	1.6	1.3	1.4

80: Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.3	0.7	0.1	0.3
Total Del/Veh (s)	48.1	30.4	665.6	51.8

82: E 25th Street Performance by movement

Movement	EBT	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.6	2.6

98: E Bay Street & Portland Ave LT Loop Performance by movement

Movement	NBR	NET	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.3	0.3	0.6

102: E 27th Street Performance by movement

Movement	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.1	1.6	4.6	2.4

110: E 27th Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.4	1.9	2.3

120: E R Street Performance by movement

Movement	EBR	SBT	SBR	All
Denied Del/Veh (s)	6.6	0.0	0.1	2.5
Total Del/Veh (s)	8.5	4.8	1.8	4.7

124: E 25th Street Performance by movement

Movement	EBT	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.2	2.2

136: E Portland Ave Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.1	2.5	1.6	1.2
Total Del/Veh (s)	4.1	2.9	1.4	29.9	38.4	28.9

137: Puyallup Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBT	NBR	All
Denied Del/Veh (s)	0.9	0.0	0.0	0.0		0.0	0.4
Total Del/Veh (s)	5.5	1.1	11.1	4.8		12.3	5.5

141: Performance by movement

Movement	WBT	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	2.0	2.0

144: E 25th Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBT	All
Denied Del/Veh (s)	1.2	10.5	0.0	0.0	0.0	5.1
Total Del/Veh (s)	283.3	325.2	0.2	0.2	0.0	160.3

985: Puyallup Avenue Performance by movement

Movement	EBT	WBT	SWT	SWR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1	0.1
Total Del/Veh (s)	13.0	8.7	6.7	26.3	13.3

988: E 26th Street/E Bay Street Performance by movement

Movement	EBT	EBR	NWT	All
Denied Del/Veh (s)		0.0	9.1	3.2
Total Del/Veh (s)		55.2	118.8	77.9

989: Performance by movement

Movement	EBT	NER	All
Denied Del/Veh (s)	0.0	284.7	164.7
Total Del/Veh (s)	11.9	13.2	12.6

990: Performance by movement

Movement	EBL	EBT	All
Denied Del/Veh (s)	0.1	0.4	0.3
Total Del/Veh (s)	4.9	4.2	4.5

991: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	335.6	246.2	296.0

992: E Bay Street Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	18.6	15.2	16.8
Total Del/Veh (s)	291.1	29.2	157.7

993: E Bay Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.5	4.4	1.0	2.9

994: E 26th Street & E Bay Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	1.9	1.5	1.3	0.4
Total Del/Veh (s)	2.8	1.5	1.2	0.2	0.4	8.0	10.2	9.0	2.8

995: E Bay Street Performance by movement

Movement	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	1.3	1.2	0.6	0.8

997: E G Street Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	4.9	1.8	0.9	3.5

998: E 25th Street Performance by movement

Movement	EBL	EBT	SBL	All
Denied Del/Veh (s)	0.0	0.0	2.6	0.8
Total Del/Veh (s)	1.7	2.3	22.4	8.3

999: Puyallup Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.1	0.8	3.4	1.0	1.5	5.1	20.9	18.2	1.8

Total Network Performance

Denied Del/Veh (s)	177.7
Total Del/Veh (s)	209.1

40: E R Street & E 30th Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.6	4.4	5.8	6.3	8.0	0.6	3.6	6.0	8.7	6.2



ATTACHMENT C

I-5 Clear Zone Analysis

Attachment C: I-5 Clear Zone Analysis

Location of Tacoma Dome Link Extension Alternatives within I-5 Right-of-Way

C.1 Introduction

The Tacoma Dome Link Extension (TDLE) Alternative would extend the regional light rail system south from the interim terminus of the Federal Way Link Extension (FWLE) at the Federal Way Transit Center (opening in 2024) to the Tacoma Dome area near the existing Tacoma Dome Station. It would extend through the cities of Federal Way, Milton, Fife, and Tacoma, and the Puyallup Tribe of Indians Reservation, and would connect Pierce and South King County residents to the regional light rail network, including direct access to Seattle-Tacoma International Airport (Sea-Tac Airport) and downtown Seattle. The TDLE corridor is approximately 10 miles in length and would involve the construction of elevated and at-grade segments south of the Federal Way Transit Center. The TDLE alternatives have a proposed segment along southbound I-5 in Federal Way, Milton, and Fife, and a proposed rail-only bridge that would cross the Puyallup River into Tacoma.

The Regional Transportation Plan (PSRC 2018), which is the 2018 update to the Transportation 2040 Regional Transportation Plan first adopted in May 2010, describes PSRC's engagement with WSDOT "to identify near-term actions to improve system performance and close additional funding gaps" and the development of a "State Facilities Action Plan to address several strategic issues facing state facilities in the central Puget Sound region." Among the I-5 operational improvement strategies are shoulder running, HOV policy, and managed lanes.

With this WSDOT system performance plan, coordination efforts between TDLE staff and WSDOT's Sound Transit Liaison staff in the Regional Transit Coordination Office settled on reserving an additional 38 feet (28-foot expansion with a 10-foot buffer) beyond the I-5 existing edge of traveled way for I-5 system improvements. The future WSDOT 28-foot expansion area is configured this way: 12 feet for an additional travel lane (Express Toll Lane), 14 feet for shoulder running (known as Bus on Shoulder), and 2 feet for roadside barrier. It may be necessary to seek concurrence with WSDOT leadership and/or emergent project leadership in the future. See Figure C-1, Future WSDOT Expansion, below for more details on the future WSDOT expansion area.

Within the TDLE study area adjacent to I-5, light rail guideway will be constructed alongside the western edge of the interstate right-of-way. Given the project's current level of conceptual design, it is premature to define the precise location of the light rail guideway that will be located along the interstate right-of-way. If for the Final Environmental Impact Statement, Sound Transit identifies a Preferred Alternative within the I-5 right-of-way, additional analysis and more detailed design will help inform the specific siting of the guideway within the right-of-way.

To help decision-makers and the public understand potential impacts of an alignment occurring along I-5 right-of-way, Sound Transit has assumed in this Draft Environmental Impact Statement that the guideway will generally follow the western edge of the interstate right-of-way. This is to ensure that potential impacts to neighboring properties and land uses are disclosed as fully as possible given the current level of design. It also reflects the general practice of agencies with jurisdiction over interstate highways (in Washington state, FHWA and WSDOT) to locate non-highway uses as far as possible from an existing highway. There are several reasons for this approach, including the following:

- **Safety.** As the distance diminishes between the proposed non-highway structure and the highway pavement, the risk to highway users increases. The amount of increased hazard at any location depends on factors like the specific highway configuration, location-specific highway volumes,

average speeds, topography, and the distance from the edge of pavement to the structure/barrier. The effect could range from a very slight increase in the accident rate to a substantial increase, depending on the factors involved. Safety mitigation measures may help, but WSDOT and FHWA believe they may not mitigate all safety concerns. For example, a guardrail in front of the structure may mitigate the increased hazard of a non-highway user's large concrete pier, but guardrails themselves are potential hazards.

- **Future highway-related needs for the right-of-way.** The highway agencies must also determine that any use of the right-of-way leaves enough room to accommodate reasonably foreseeable highway expansion needs, considering the width of the right-of-way and the anticipated regional growth. Even if highway expansion is not precluded after the introduction of the non-highway use, such projects become more difficult and expensive if there is inadequate right-of-way in which to work. In addition to potentially needing right-of-way for new lanes, highway agencies may also need it for requirements such as new or improved drainage/stormwater facilities, signage, new or existing technologies to improve traffic management, environmental mitigation, upgrading stormwater facilities, and innovative interchange designs. For example, grassy swales within a right-of-way provide an effective stormwater treatment. They can be replaced with concrete vaults, but vaults are more costly and require more maintenance.
- **Operations and maintenance.** The highway agencies must also maintain their roadways. As the amount of right-of-way decreases, the likelihood that maintenance will disrupt traffic increases. If maintenance vehicles have to use the highway shoulders, that also increases risk to motorists. And just as insufficient right-of-way can make new construction more costly, it can increase maintenance costs.

FHWA and WSDOT also recognize that site-specific constraints along the undeveloped right-of-way exist and may require flexibility to adjust the location of the transit guideway to avoid impacts or problems. For example, moving a guideway closer to the pavement from the edge of the right-of-way in some locations could reduce visual and noise impacts; it may avoid or reduce impacts to streams or wetlands or other natural features at a specific location; it may resolve constructability conflicts or serious cost problems due to working in or around existing infrastructure in the area; or, it may mitigate or avoid other problems that would exist if the guideway were on the edge of the right-of-way.

To inform the definition of TDLE Alternatives and to provide an initial evaluation of the trade-offs described above, Sound Transit conducted an analysis to compare potential alignment configurations under the existing edge of traveled way and the future edge of traveled way geometry.

If the Sound Transit board identifies a preferred alternative that would use portions of the I-5 right-of-way, Sound Transit must secure from WSDOT and FHWA agreements and approvals for such use, or to modify other parts of the freeway, such as shoulders or existing noise walls. Sound Transit has coordinated with FHWA and WSDOT during conceptual design to identify where the alternatives evaluated in the Draft Environmental Impact Statement could potentially use the I-5 right-of-way. If an alternative using the I-5 right-of-way is identified as preferred, additional design coordination and analysis will occur during the development of the Final Environmental Impact Statement. Ultimate approvals would not occur until final design of the TDLE. During final design, FHWA and WSDOT could require modifications or place other conditions on the project that might require other environmental reviews.

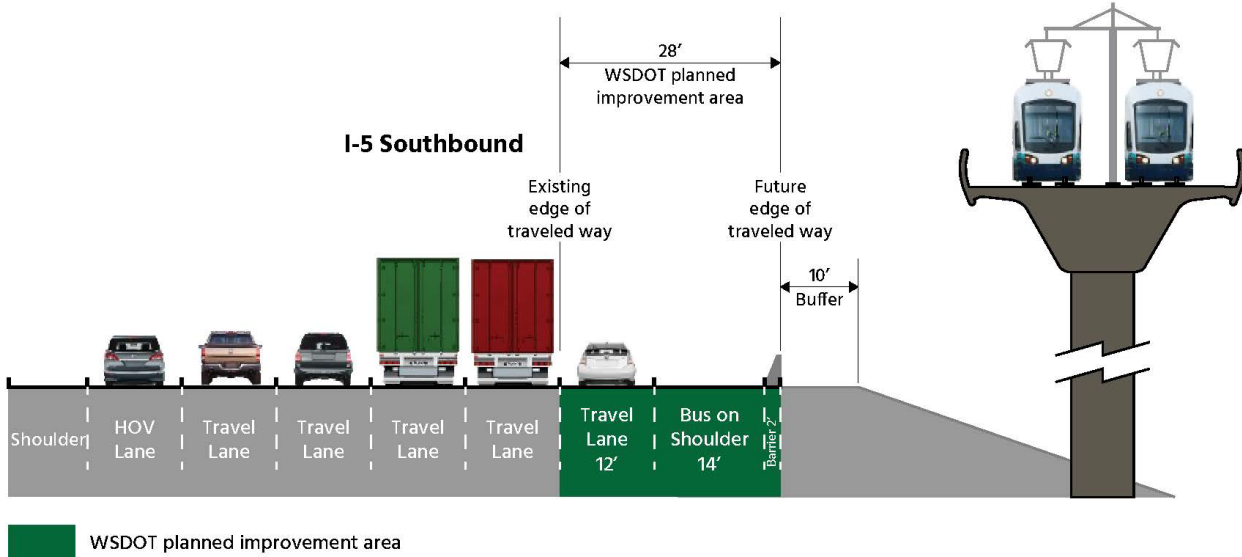


Figure C-1 Future WSDOT I-5 Southbound Expansion and TDLE Proposed Alignment (looking south)

C.2 Comparison of Impacts

The comparison of TDLE alignments under existing and future edge of traveled way scenarios involved the inventory of existing roadside hazards located within I-5 right-of-way, and the assessment of additional barrier needed to maintain design clear zone widths as a result of TDLE construction.

C.2.1 Clear Zone Impacts

The American Association of State Highway and Transportation Officials (AASHTO) Roadside Design Guide (AASHTO 2011) defines a clear zone or clear roadside border area as an unobstructed, relatively flat area beyond the edge of the traveled way that allows a driver to stop safely or regain control of a vehicle that leaves the traveled way.

A minimum clear-zone area is defined by geometric considerations, including where a recoverable slope is present and where the area is free of fixed objects. The clear-zone definition is based on posted speed limits, daily traffic volumes, and roadside geometrics. In areas where minimum clear-zone conditions cannot be met, longitudinal barriers (guardrail, barrier, or walls) or impact attenuators can be provided to “shield” vehicles from roadside hazards. These hazards generally include:

- Non-recoverable slopes (slopes steeper than 1 foot vertical to 4 feet horizontal)
- Tree stands
- Signs and signal supports
- Communications cabinets
- Power poles
- Other landscaping elements
- Street grade separation

Existing Conditions

Within the portion of the TDLE alignment that is adjacent to I-5, from S 324th Street to 70th Avenue E and from 46th Avenue E to 20th Street E, approximately 13,900 feet of clear zone (almost 43 percent of the total length) exists along the I-5 southbound mainline roadside. The remaining 57 percent (approximately 18,360 feet) is currently shielded by guardrail, walls, or barriers.

The shielded segments of the southbound I-5 roadside include 13,630 feet where WSDOT could potentially create a clear zone by alteration, removal, or relocation of the roadside hazards described above. The remaining 4,730 feet of barrier would shield grade-separated streets or streams and a clear zone cannot be created. The length of barrier and clear zone for the segment of TDLE adjacent to I-5 are documented in Table C-1.

Table C-1 TDLE Alignment Adjacent to Southbound I-5

Condition	Existing Conditions ¹
Length of Barrier (in feet)	18,360
Length of Clear Zone (in feet)	13,900
Segment Length (in feet) ¹	32,260

Notes:

(1) Measured along I-5 from S 324th Street to 70th Ave E and from 46th Avenue E to 20th Street E

Proposed Conditions

Table C-2 documents the additional barrier that would be required as a result of TDLE construction adjacent to I-5 in the event of future I-5 expansion as described previously. The table includes the length where TDLE would potentially be adjacent to I-5 and a range of additional barrier required as a result of TDLE construction, the lower end of the range represents the preferred alternative while the higher end of the range represents using SF I-5 and Fife I-5 alignments in those areas. In areas where a clear zone is not currently provided it was assumed that this condition would persist if I-5 was widened. Graphic representation of existing barrier locations and proposed alignments can be found in Appendix J1 Transportation Technical Report, Figures 4-29, 4-30, and 4-31.

Table C-2 TDLE Potential Impacts to SB I-5 Clear Zone

Condition	Current Conditions	Future WSDOT Expansion Area
Additional Barrier Required (in feet) ¹	1,580 – 1,880	6,930 – 7,230
Total Length (in feet) ²	32,260	32,260

Notes:

(1) Represents barrier added to segment as a result of TDLE construction.

(2) Represents total length of areas where TDLE is adjacent to I-5.

C.2.1.1 Operation

The impacts on the clear zone identified in Table C-2 and a qualitative assessment of potential changes in crash rates associated with the changes in the clear zone are described in this section. Crash data records were collected from WSDOT for the most recent full 3-year period from January 2016 to December 2018 for the TDLE project area.

Without I-5 Widening

When compared to the current conditions plus construction of the planned 324th Street interchange, the Preferred Alignment would affect approximately 1,600 feet of the I-5 southbound clear zone adjacent to Oakland Hills Boulevard. Between January 2016 and December 2018, this section of I-5 southbound (from S 320th Avenue to SR 18) experienced approximately 210 crashes. There would likely be minimal changes in crash rates under the “without-widening” condition and, therefore, minimal impacts to safety conditions along I-5.

The Fife I-5 alignment alternative would also affect a short portion of the I-5 southbound clear zone. Approximately 300 feet of the existing clear zone would be eliminated at the southern end of the Port of Tacoma Road interchange. Between January 2016 and December 2018, this section of I-5 southbound (between 54th Avenue East and Port of Tacoma Road) experienced approximately 250 crashes. Under the “without-widening” condition, there would likely be minimal increases in crash frequencies on southbound I-5 within the Fife I-5 segment and, therefore, minimal impacts to safety conditions along I-5.

With I-5 Widening

The following section assumes the I-5 mainline southbound traveled way would extend 28 feet beyond its current location, as shown in Figure C-1. It is assumed ramps would not be widened. In this condition, the preferred alternative would have a significant impact on the I-5 southbound clear zone. Approximately 6,900 feet of clear zone would be eliminated by TDLE project elements adjacent to Oakland Hills Boulevard and between 12th Avenue S and 70th Avenue E. Between January 2016 and December 2018, this section of I-5 southbound (from S 320th Avenue to SR 18) experienced approximately 210 crashes. Implementing the I-5 widening condition within this segment of I-5 could result in increased crash frequencies along southbound I-5 and could impact safety conditions along I-5.

The SF I-5 alignment alternative would also affect a portion of the I-5 southbound clear zone. Approximately 800 feet of the existing clear zone would be eliminated from Enchanted Parkway S to Milton Road S. Between January 2016 and December 2018, the section of I-5 southbound between SR 18 and 54th Avenue East experienced approximately 870 crashes. Under the SF I-5 alignment alternative, there would likely be increases in crash frequencies on southbound I-5 within this segment and, therefore, impacts to safety conditions along I-5.

As with the “not-widened” condition, the Fife I-5 Alternative would affect a short portion of the I-5 southbound clear zone. Approximately 300 feet of the existing clear zone would be eliminated at the southern end of the Port of Tacoma Road interchange. Between January 2016 and December 2018, this section of I-5 southbound (between 54th Avenue East and Port of Tacoma Road) experienced approximately 250 crashes. Under the widening condition, there would likely be increases in crash frequencies on southbound I-5 within the Fife I-5 segment and, therefore, impacts to safety conditions along I-5.

Highway Maintenance Activities

WSDOT routinely performs maintenance activities along I-5. Maintenance activities generally include mowing, stormwater facility maintenance, spraying noxious weeds, accessing Intelligent Transportation System equipment and signs, and removing invasive plant species. Typical maintenance activities, such as mowing, are generally performed within a 10-foot-wide area adjacent to the edge of pavement. To perform these maintenance activities, WSDOT will typically park vehicles on the shoulder and provide advance warning signage to drivers. For maintenance access west of the guideway, such as servicing stormwater facilities and removing invasive weeds, access from I-5 would be provided beneath the guideway where there would be vertical clearances of 10 feet or more, or in some areas the right-of-way could be accessed from local streets.

As currently designed, maintenance activities could be accommodated in all areas of the corridor with each alignment and condition. A minimum 10-foot buffer between the edge of pavement and the light rail guideway would exist to facilitate maintenance activities.

C.2.1.2 Construction

Potential construction impacts and mitigation measures that would be caused by the construction of the TDLE build alternatives may include the following major activities:

- Civil construction. This includes utility relocation, foundation and column placement, guideway construction, construction worker parking, and track work, followed by construction of other facilities such as stations, park-and-ride lots and structures, and ancillary facilities.
- Traffic control and facility closures. This includes traffic control plans, road closures and detours, sidewalk closures and other nonmotorized impacts, and higher volumes on detour streets.
- Systems installation. This includes the installation of the electrical system that would power the trains.
- Testing and startup activities. Before beginning revenue operations, Sound Transit would complete a safety certification process by testing vehicles, communications, safety, and emergency systems.
- Impacts to existing transit operations.
- Impacts to Puyallup River navigation and boating activities.

The duration of construction could range from approximately 1 to 4 years in any given portion of the corridor. Activities would be most intense in the initial part of construction, with later periods involving station finishing, systems installation, and testing. For all build alternatives, construction would likely be staged and occur in approximately 0.5-mile-long work zones. Construction activities expected to have roadway impacts include utility relocation, street reconstruction, foundation and column construction, guideway placement, truck hauling, demolition, and construction staging. The impacts from truck hauling were evaluated based on the number of truck trips and potential haul routes, as discussed in the following subsection.

The SR 167 Completion Project was included in the 2042 No-Build Alternative for the TDLE analysis. The SR 167 Completion Project was originally funded over a 16-year timeline, with targeted completion in 2031. The state legislature advanced program funding in the 2019 session, accelerating project completion to 2028. It is likely that the SR 167 Completion Project construction period will overlap a portion of the TDLE construction period. Potential combined impacts of both projects being constructed at the same time are discussed in Chapter 6 (Cumulative Impacts) of the Transportation Technical Report.

C.2.1.3 Clear Zone Mitigation

In locations where the available clear zone is reduced and relocation of the guideway is not feasible, Sound Transit would work with WSDOT and FHWA to identify where mitigation would be required, such as regrading to reestablish a clear zone or installing guardrail, barriers, and/or walls. For impacted stormwater facilities, ponds may be relocated or modified and access for maintenance activities would be provided.

C.3 Conclusion

FHWA and WSDOT recognize that site-specific constraints along the undeveloped right-of-way exist and may require flexibility to adjust the location of the transit guideway to avoid impacts or problems. Sound Transit and the highway agencies acknowledge that if an alternative that uses I-5 right-of-way is identified as the Preferred Alternative, they will work collectively to perform this balancing of cost, complexity, and benefits with impacts to safety, future highway needs, and interstate maintenance and operations. A safety analysis of current alternatives shows that construction of TDLE guideway along and within I-5 southbound clear zones would likely result in a minimal increase in crash frequencies.

After the Sound Transit board identifies a Preferred Alternative, Sound Transit will prepare a Final Environmental Impact Statement with more precise and detailed information and more refined designs for that alternative. This will occur as the project team performs more detailed analysis and refines the design to reduce the project's impacts and maximize its benefits. Still more design refinements will continue after the Record of Decision during final design and permitting. Consultation with the highway agencies, other interested agencies, and the public will also continue in tandem with the design advancement. All design refinements made after the record of decision is issued will be subject to additional environmental review, consistent with the National Environmental Policy Act and the State Environmental Policy Act.

C.4 References

AASHTO (American Association of State Highway and Transportation Officials). 2011. Roadside Design Guide.

WSDOT. (Washington State Department of Transportation). 2019. WSDOT Design Manual. M 22.01.18. Available at: <https://www.wsdot.wa.gov/publications/manuals/fulltext/M22-01/1600.pdf>. Accessed June 12, 2020.



ATTACHMENT D

Parking Inventory and Impact Evaluation

Tacoma Dome Link Extension

Parking Impact Study
Alternative Impacts

Segment	Business Name / Location	Parking Type	FW Enchanted Parkway		
			Impacted	New	Net Loss/Gain
Federal Way	The Commons at Federal Way	Private: Business	20	17	-3
	Federal Way Park and Ride	Park and Ride / Transit Station	85	6	-79
	Academic and Athletic Center	Private: Business	245	0	-245

Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		85	6	-79
	Private: Business		265	17	-248
	Private: Residential		-	-	0
	Public: On-Street		-	-	0
	Public: Off-Street		-	-	0
	Total		350	23	-327

Segment	Business Name / Location	Parking Type	Design Option		
			FW 55 MPH Design Option		
			Impacted	New	Net Loss/Gain
Federal Way	The Commons at Federal Way	Private: Business	29	15	-14
	Federal Way Park and Ride	Park and Ride / Transit Station	42	0	-42
	Academic and Athletic Center	Private: Business	245	0	-245

Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		42	0	-42
	Private: Business		274	15	-259
	Private: Residential		-	-	0
	Public: On-Street		-	-	0
	Public: Off-Street		-	-	0
	Total		316	15	-301

Segment	Business Name / Location	Parking Type	South Federal Way Enchanted Parkway Alignment		
			Impacted	New	Net Loss/Gain
South Federal Way	Walmart*	Private: Business	270	251	-19
	34626 16th Avenue -Denny's	Private: Business	0	0	0
	U-Haul	Private: Business	13	5	-8
	Lowe's	Private: Business	134	65	-69
	37006 12th Avenue - West Side Sceptic Design	Private: Business	3	3	0
	Crossing Retail Center	Private: Business	0	0	0
	DBM Construction* - 1200 S 356th St	Private: Business	0	0	0
	Fuller Electric*	Private: Business	0	0	0
	CT Supplies LLC - 37405 Pacific Haghway	Private: Business	0	0	0
	8507 Pacific Highway	Private: Business	0	0	0
	Cedars RV Park	Private: Residential	0	0	0
	8025 Pacific Highway - Glacier West	Private: Business	0	0	0
	8011 Pacific Highway - Red Wolf Smoke Shop	Private: Business	0	0	0
	8118 Pacific Highway - Byoko Motors	Private: Business	0	0	0
	Secoma Fence - 7720 Pacific Highway	Private: Business	0	0	0
	Union Marine - 7708 Pacific Highway*	Private: Business	0	0	0
	Northwest Camping Center	Private: Business	0	0	0

* includes longer term temporary impacts

Segment	Business Name / Location	Parking Type	South Federal Way Enchanted Parkway Alignment		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		420	324	-96
	Private: Residential		0	0	0
	Public: On-Street		0	0	0
	Public: Off-Street		0	0	0
	Total		420	324	-96

Segment	Business Name / Location	Parking Type	South Federal Way I-5 Alignment		
			Impacted	New	Net Loss/Gain
South Federal Way	Walmart*	Private: Business	0	0	0
	34626 16th Avenue -Denny's	Private: Business	0	0	0
	U-Haul	Private: Business	0	0	0
	Lowe's	Private: Business	N/A	N/A	N/A
	37006 12th Avenue - West Side Sceptic Design	Private: Business	3	3	0
	Crossing Retail Center	Private: Business	0	0	0
	DBM Construction* - 1200 S 356th St	Private: Business	0	0	0
	Fuller Electric*	Private: Business	0	0	0
	CT Supplies LLC - 37405 Pacific Haghway	Private: Business	0	0	0
	8507 Pacific Highway	Private: Business	0	0	0
	Cedars RV Park	Private: Residential	0	0	0
	8025 Pacific Highway - Glacier West	Private: Business	0	0	0
	8011 Pacific Highway - Red Wolf Smoke Shop	Private: Business	0	0	0
	8118 Pacific Highway - Byoko Motors	Private: Business	0	0	0
	Secoma Fence - 7720 Pacific Highway	Private: Business	0	0	0
	Union Marine - 7708 Pacific Highway*	Private: Business	0	0	0
	Northwest Camping Center	Private: Business	0	0	0

* includes longer term temporary impacts

Segment	Business Name / Location	Parking Type	South Federal Way I-5 Alignment		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		3	3	0
	Private: Residential		0	0	0
	Public: On-Street		0	0	0
	Public: Off-Street		0	0	0
	Total		3	3	0

Segment	Business Name / Location	Parking Type	South Federal Way SR 99-East Alignment (S352nd Station)		
			Impacted	New	Net Loss/Gain
South Federal Way	Walmart*	Private: Business	426	406	-20
	34626 16th Avenue -Denny's	Private: Business	5	5	0
	U-Haul	Private: Business	3	3	0
	Lowe's	Private: Business	0	0	0
	37006 12th Avenue - West Side Sceptic Design	Private: Business	0	0	0
	Crossing Retail Center	Private: Business	0	0	0
	DBM Construction* - 1200 S 356th St	Private: Business	0	0	0
	Fuller Electric*	Private: Business	0	0	0
	CT Supplies LLC - 37405 Pacific Haghway	Private: Business	0	0	0
	8507 Pacific Highway	Private: Business	0	0	0
	Cedars RV Park	Private: Residential	0	0	0
	8025 Pacific Highway - Glacier West	Private: Business	0	0	0
	8011 Pacific Highway - Red Wolf Smoke Shop	Private: Business	0	0	0
	8118 Pacific Highway - Byoko Motors	Private: Business	0	0	0
	Secoma Fence - 7720 Pacific Highway	Private: Business	2	0	-2
	Union Marine - 7708 Pacific Highway*	Private: Business	0	0	0
	Northwest Camping Center	Private: Business	0	0	0

* includes longer term temporary impacts

Segment	Business Name / Location	Parking Type	South Federal Way SR 99-East Alignment (S352nd Station)		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		436	414	-22
	Private: Residential		0	0	0
	Public: On-Street		0	0	0
	Public: Off-Street		0	0	0
	Total		436	414	-22

Segment	Business Name / Location	Parking Type	South Federal Way SR 99-West Alignment (Enchanted Parkway Station)		
			Impacted	New	Net Loss/Gain
South Federal Way	Walmart*	Private: Business	426	406	-20
	34626 16th Avenue -Denny's	Private: Business	5	5	0
	U-Haul	Private: Business	3	3	0
	Lowe's	Private: Business	0	0	0
	37006 12th Avenue - West Side Sceptic Design	Private: Business	0	0	0
	Crossing Retail Center	Private: Business	45	15	-30
	DBM Construction* - 1200 S 356th St	Private: Business	3	0	-3
	Fuller Electric*	Private: Business	9	7	-2
	CT Supplies LLC - 37405 Pacific Haghway	Private: Business	6	6	0
	8507 Pacific Highway	Private: Business	1	0	-1
	Cedars RV Park	Private: Residential	9	6	-3
	8025 Pacific Highway - Glacier West	Private: Business	1	0	-1
	8011 Pacific Highway - Red Wolf Smoke Shop	Private: Business	4	0	-4
	8118 Pacific Highway - Byoko Motors	Private: Business	0	0	0
	Secoma Fence - 7720 Pacific Highway	Private: Business	0	0	0
	Union Marine - 7708 Pacific Highway*	Private: Business	0	0	0
	Northwest Camping Center	Private: Business	0	0	0

* includes longer term temporary impacts

Segment	Business Name / Location	Parking Type	South Federal Way SR 99-West Alignment (Enchanted Parkway Station)		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		503	442	-61
	Private: Residential		9	6	-3
	Public: On-Street		0	0	0
	Public: Off-Street		0	0	0
	Total		512	448	-64

Segment	Business Name / Location	Parking Type	Design Option		
			South Federal Way SR 99-West Alignment with Porter Way (Enchanted Parkway Station)		
			Impacted	New	Net Loss/Gain
South Federal Way	Walmart*	Private: Business	426	406	-20
	34626 16th Avenue -Denny's	Private: Business	5	5	0
	U-Haul	Private: Business	3	3	0
	Lowe's	Private: Business	0	0	0
	37006 12th Avenue - West Side Sceptic Design	Private: Business	0	0	0
	Crossing Retail Center	Private: Business	45	15	-30
	DBM Construction* - 1200 S 356th St	Private: Business	3	0	-3
	Fuller Electric*	Private: Business	9	7	-2
	CT Supplies LLC - 37405 Pacific Haghway	Private: Business	6	6	0
	8507 Pacific Highway	Private: Business	1	0	-1
	Cedars RV Park	Private: Residential	9	6	-3
	8025 Pacific Highway - Glacier West	Private: Business	1	0	-1
	8011 Pacific Highway - Red Wolf Smoke Shop	Private: Business	4	0	-4
	8118 Pacific Highway - Byoko Motors	Private: Business	0	0	0
	Secoma Fence - 7720 Pacific Highway	Private: Business	0	0	0
	Union Marine - 7708 Pacific Highway*	Private: Business	0	0	0
	Northwest Camping Center	Private: Business	0	0	0

* includes longer term temporary impacts

			Design Option		
Segment	Business Name / Location	Parking Type	South Federal Way SR 99-West Alignment with Porter Way (Enchanted Parkway Station)		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		503	442	-61
	Private: Residential		9	6	3
	Public: On-Street		0	0	0
	Public: Off-Street		0	0	0
	Total		512	448	-64

Segment	Business Name / Location	Parking Type	Design Option		
			South Federal Way SR 99-East Alignment with Porter Way		
			Impacted	New	Net Loss/Gain
South Federal Way	Walmart*	Private: Business	426	406	-20
	34626 16th Avenue -Denny's	Private: Business	5	5	0
	U-Haul	Private: Business	3	3	0
	Lowe's	Private: Business	0	0	0
	37006 12th Avenue - West Side Sceptic Design	Private: Business	0	0	0
	Crossing Retail Center	Private: Business	0	0	0
	DBM Construction* - 1200 S 356th St	Private: Business	0	0	0
	Fuller Electric*	Private: Business	0	0	0
	CT Supplies LLC - 37405 Pacific Haghway	Private: Business	0	0	0
	8507 Pacific Highway	Private: Business	0	0	0
	Cedars RV Park	Private: Residential	0	0	0
	8025 Pacific Highway - Glacier West	Private: Business	0	0	0
	8011 Pacific Highway - Red Wolf Smoke Shop	Private: Business	0	0	0
	8118 Pacific Highway - Byoko Motors	Private: Business	13	9	-4
	Secoma Fence - 7720 Pacific Highway	Private: Business	2	0	-2
	Union Marine - 7708 Pacific Highway*	Private: Business	0	0	0
	Northwest Camping Center	Private: Business	0	0	0

* includes longer term temporary impacts

			Design Option		
Segment	Business Name / Location	Parking Type	South Federal Way SR 99-East Alignment with Porter Way		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		449	423	-26
	Private: Residential		0	0	0
	Public: On-Street		0	0	0
	Public: Off-Street		0	0	0
	Total		449	423	-26

Segment	Business Name / Location	Parking Type	Fife Pacific Highway		
			Impacted	New	Net Loss/Gain
Fife Station	Premier Trailer Leasing	Private: Business	101	96	-5
	Restaurant Depot	Private: Business	2	0	-2
	Les Schwab	Private: Business	2	0	-2
	Fife Business Park	Private: Business	136	0	-136
	4711 Pacific Highway E - McFarland Upholstery	Private: Business	N/A	N/A	N/A
	1307 54th Ave E - Pape Material Handling	Private: Business	8	0	-8
	5150 Pacific Avenue - Taco Time	Private: Business	3	1	-2
	4420/4500 Pacific Highway*	Private: Business	45	39	-6
	4505/4507 Pacific Highway	Private: Business	N/A	N/A	N/A
	4600 Pacific Highway - Bucky's	Private: Business	13	10	-3
	4695 Pacific Highway	Private: Business	N/A	N/A	N/A
	4703/4711 Pacific Highway	Private: Business	N/A	N/A	N/A
	4716/4756 Pacific Highway	Private: Business	26	20	-6
	4802 Pacific Highway - Herfy's	Private: Business	6	6	0
	Gull & Pacific Xpress	Private: Business	30	0	-30
	1601 40th Ct - Land Rover Tacoma	Private: Business	35	35	0
	1602 40th Ave - Volvo/Lexus of Tacoma	Private: Business	49	49	0
	3700 Pacific Highway	Private: Business	1	1	0
	3518 Pacific Highway E - Travelodge Tacoma	Private: Business	31	31	0
	3402 Paxific Highway E - Jack in the Box	Private: Business	10	10	0
	3408 Pacific Highway E - Tacoma Express #4	Private: Business	10	10	0
	3100 Pacific Highway E	Private: Business	17	17	0
	2602 Pacific Highway E	Private: Business	21	21	0
	Arbys	Private: Business	N/A	N/A	N/A
	8912 Pacific Highway - WSDOT Vehicle Emissions Testing	Private: Business	N/A	N/A	N/A
	Camping World of Fife	Private: Business	N/A	N/A	N/A
	Fife Business Center	Private: Business	N/A	N/A	N/A
	Chateau Rainer Apartments	Private: Residential	N/A	N/A	N/A
	Mercedes-Benz/Porsche/Audi of Tacoma*	Private: Business	N/A	N/A	N/A

Tacoma Dome Link Extension

Parking Impact Study
Alternative Impacts

Segment	Business Name / Location	Parking Type			
			Fife Pacific Highway		
			Impacted	New	Net Loss/Gain
	Nissan of Fife	Private: Business	N/A	N/A	N/A
	Fife RV	Private: Business	N/A	N/A	N/A
	Lexus of Tacoma at Fife	Private: Business	N/A	N/A	N/A

* includes longer term temporary impacts

Segment	Business Name / Location	Parking Type	Fife Pacific Highway		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		546	346	-200
	Private: Residential		0	0	0
	Public: On-Street		0	0	0
	Public: Off-Street		0	0	0
	Private: Partial Business (Construction Staging Area)		0	0	0
	Total		546	346	-200

Segment	Business Name / Location	Parking Type	Design Option		
			Fife Pacific Highway - 54th Span		
			Impacted	New	Net Loss/Gain
Fife Station	Premier Trailer Leasing	Private: Business	101	96	-5
	Restaurant Depot	Private: Business	2	0	-2
	Les Schwab	Private: Business	0	0	0
	Fife Business Park	Private: Business	136	0	-136
	4711 Pacific Highway E - McFarland Upholstery	Private: Business	N/A	N/A	N/A
	1307 54th Ave E - Pape Material Handling	Private: Business	0	0	0
	5150 Pacific Avenue - Taco Time	Private: Business	3	1	-2
	4420/4500 Pacific Highway*	Private: Business	45	39	-6
	4505/4507 Pacific Highway	Private: Business	N/A	N/A	N/A
	4600 Pacific Highway - Bucky's	Private: Business	13	10	-3
	4695 Pacific Highway	Private: Business	N/A	N/A	N/A
	4703/4711 Pacific Highway	Private: Business	N/A	N/A	N/A
	4716/4756 Pacific Highway	Private: Business	26	20	-6
	4802 Pacific Highway - Herfy's	Private: Business	6	6	0
	Gull & Pacific Xpress	Private: Business	30	0	-30
	1601 40th Ct - Land Rover Tacoma	Private: Business	35	35	0
	1602 40th Ave - Volvo/Lexus of Tacoma	Private: Business	49	49	0
	3700 Pacific Highway	Private: Business	1	1	0
	3518 Pacific Highway E - Travelodge Tacoma	Private: Business	31	31	0
	3402 Paxific Highway E - Jack in the Box	Private: Business	10	10	0
	3408 Pacific Highway E - Tacoma Express #4	Private: Business	10	10	0
	3100 Pacific Highway E	Private: Business	17	17	0
	2602 Pacific Highway E	Private: Business	21	21	0
	Arbys	Private: Business	N/A	N/A	N/A
	8912 Pacific Highway - WSDOT Vehicle Emissions Testing	Private: Business	N/A	N/A	N/A
	Camping World of Fife	Private: Business	N/A	N/A	N/A
	Fife Business Center	Private: Business	N/A	N/A	N/A
	Chateau Rainer Apartments	Private: Residential	N/A	N/A	N/A
	Mercedes-Benz/Porsche/Audi of Tacoma*	Private: Business	N/A	N/A	N/A

Tacoma Dome Link Extension

Parking Impact Study
Alternative Impacts

Segment	Business Name / Location	Parking Type	Design Option		
			Fife Pacific Highway - 54th Span		
			Impacted	New	Net Loss/Gain
	Nissan of Fife	Private: Business	N/A	N/A	N/A
	Fife RV	Private: Business	N/A	N/A	N/A
	Lexus of Tacoma at Fife	Private: Business	N/A	N/A	N/A

* includes longer term temporary impacts

Segment	Business Name / Location	Parking Type	Design Option		
			Fife Pacific Highway - 54th Span		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		536	346	-190
	Private: Residential		0	0	0
	Public: On-Street		0	0	0
	Public: Off-Street		0	0	0
	Private: Partial Business (Construction Staging Area)		0	0	0
	Total		536	346	-190

Segment	Business Name / Location	Parking Type	Design Option		
			Fife Pacific Highway - 54th Ave		
			Impacted	New	Net Loss/Gain
Fife Station	Premier Trailer Leasing	Private: Business	101	96	-5
	Restaurant Depot	Private: Business	2	0	-2
	Les Schwab	Private: Business	0	0	0
	Fife Business Park	Private: Business	136	0	-136
	4711 Pacific Highway E - McFarland Upholstery	Private: Business	N/A	N/A	N/A
	1307 54th Ave E - Pape Material Handling	Private: Business	8	0	-8
	5150 Pacific Avenue - Taco Time	Private: Business	3	1	-2
	4420/4500 Pacific Highway*	Private: Business	45	39	-6
	4505/4507 Pacific Highway	Private: Business	N/A	N/A	N/A
	4600 Pacific Highway - Bucky's	Private: Business	13	10	-3
	4695 Pacific Highway	Private: Business	N/A	N/A	N/A
	4703/4711 Pacific Highway	Private: Business	N/A	N/A	N/A
	4716/4756 Pacific Highway	Private: Business	26	20	-6
	4802 Pacific Highway - Herfy's	Private: Business	6	6	0
	Gull & Pacific Xpress	Private: Business	30	0	-30
	1601 40th Ct - Land Rover Tacoma	Private: Business	35	35	0
	1602 40th Ave - Volvo/Lexus of Tacoma	Private: Business	49	49	0
	3700 Pacific Highway	Private: Business	1	1	0
	3518 Pacific Highway E - Travelodge Tacoma	Private: Business	31	31	0
	3402 Paxific Highway E - Jack in the Box	Private: Business	10	10	0
	3408 Pacific Highway E - Tacoma Express #4	Private: Business	10	10	0
	3100 Pacific Highway E	Private: Business	17	17	0
	2602 Pacific Highway E	Private: Business	21	21	0
	Arbys	Private: Business	N/A	N/A	N/A
	8912 Pacific Highway - WSDOT Vehicle Emissions Testing	Private: Business	N/A	N/A	N/A
	Camping World of Fife	Private: Business	N/A	N/A	N/A
	Fife Business Center	Private: Business	N/A	N/A	N/A
	Chateau Rainer Apartments	Private: Residential	N/A	N/A	N/A
	Mercedes-Benz/Porsche/Audi of Tacoma*	Private: Business	N/A	N/A	N/A

Tacoma Dome Link Extension

Parking Impact Study
Alternative Impacts

Segment	Business Name / Location	Parking Type	Design Option		
			Fife Pacific Highway - 54th Ave		
			Impacted	New	Net Loss/Gain
	Nissan of Fife	Private: Business	N/A	N/A	N/A
	Fife RV	Private: Business	N/A	N/A	N/A
	Lexus of Tacoma at Fife	Private: Business	N/A	N/A	N/A

* includes longer term temporary impacts

Tacoma Dome Link Extension

Parking Impact Study
Alternative Impacts

			Design Option		
Segment	Business Name / Location	Parking Type	Fife Pacific Highway - 54th Ave		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		544	346	-198
	Private: Residential		0	0	0
	Public: On-Street		0	0	0
	Public: Off-Street		0	0	0
	Private: Partial Business (Construction Staging Area)		0	0	0
	Total		544	346	-198

Segment	Business Name / Location	Parking Type	Fife Pacific Highway Median Alternative		
			Impacted	New	Net Loss/Gain
Fife Station	Premier Trailer Leasing	Private: Business	101	96	-5
	Restaurant Depot	Private: Business	2	0	-2
	Les Schwab	Private: Business	2	0	-2
	Fife Business Park	Private: Business	154	0	-154
	4711 Pacific Highway E - McFarland Upholstery	Private: Business	12	0	-12
	1307 54th Ave E - Pape Material Handling	Private: Business	8	0	-8
	5150 Pacific Avenue - Taco Time	Private: Business	3	1	-2
	4420/4500 Pacific Highway*	Private: Business	12	12	0
	4505/4507 Pacific Highway	Private: Business	2	0	-2
	4600 Pacific Highway - Bucky's	Private: Business	N/A	N/A	N/A
	4695 Pacific Highway	Private: Business	10	0	-10
	4703/4711 Pacific Highway	Private: Business	23	0	-23
	4716/4756 Pacific Highway	Private: Business	3	0	-3
	4802 Pacific Highway - Herfy's	Private: Business	6	6	0
	Gull & Pacific Xpress	Private: Business	30	0	-30
	1601 40th Ct - Land Rover Tacoma	Private: Business	35	35	0
	1602 40th Ave - Volvo/Lexus of Tacoma	Private: Business	49	49	0
	3700 Pacific Highway	Private: Business	1	1	0
	3518 Pacific Highway E - Travelodge Tacoma	Private: Business	31	31	0
	3402 Paxific Highway E - Jack in the Box	Private: Business	10	9	-1
	3408 Pacific Highway E - Tacoma Express #4	Private: Business	10	10	0
	3100 Pacific Highway E	Private: Business	17	17	0
	2602 Pacific Highway E	Private: Business	21	21	0
	Arbys	Private: Business	N/A	N/A	N/A
	8912 Pacific Highway - WSDOT Vehicle Emissions Testing	Private: Business	N/A	N/A	N/A
	Camping World of Fife	Private: Business	N/A	N/A	N/A
	Fife Business Center	Private: Business	N/A	N/A	N/A
	Chateau Rainer Apartments	Private: Residential	N/A	N/A	N/A
	Mercedes-Benz/Porsche/Audi of Tacoma*	Private: Business	N/A	N/A	N/A

Tacoma Dome Link Extension

Parking Impact Study
Alternative Impacts

Segment	Business Name / Location	Parking Type	Fife Pacific Highway Median Alternative		
			Impacted	New	Net Loss/Gain
	Nissan of Fife	Private: Business	N/A	N/A	N/A
	Fife RV	Private: Business	N/A	N/A	N/A
	Lexus of Tacoma at Fife	Private: Business	N/A	N/A	N/A

* includes longer term temporary impacts

Segment	Business Name / Location	Parking Type	Fife Pacific Highway Median Alternative		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		542	288	-254
	Private: Residential		0	0	0
	Public: On-Street		0	0	0
	Public: Off-Street		0	0	0
	Private: Partial Business (Construction Staging Area)		0	0	0
	Total		542	288	-254

Segment	Business Name / Location	Parking Type	Design Option		
			Fife Pacific Highway Median Alternative - 54th Span		
			Impacted	New	Net Loss/Gain
Fife Station	Premier Trailer Leasing	Private: Business	101	96	-5
	Restaurant Depot	Private: Business	2	0	-2
	Les Schwab	Private: Business	0	0	0
	Fife Business Park	Private: Business	154	0	-154
	4711 Pacific Highway E - McFarland Upholstery	Private: Business	12	0	-12
	1307 54th Ave E - Pape Material Handling	Private: Business	0	0	0
	5150 Pacific Avenue - Taco Time	Private: Business	3	1	-2
	4420/4500 Pacific Highway*	Private: Business	12	12	0
	4505/4507 Pacific Highway	Private: Business	2	0	-2
	4600 Pacific Highway - Bucky's	Private: Business	N/A	N/A	N/A
	4695 Pacific Highway	Private: Business	10	0	-10
	4703/4711 Pacific Highway	Private: Business	23	0	-23
	4716/4756 Pacific Highway	Private: Business	3	0	-3
	4802 Pacific Highway - Herfy's	Private: Business	6	6	0
	Gull & Pacific Xpress	Private: Business	30	0	-30
	1601 40th Ct - Land Rover Tacoma	Private: Business	35	35	0
	1602 40th Ave - Volvo/Lexus of Tacoma	Private: Business	49	49	0
	3700 Pacific Highway	Private: Business	1	1	0
	3518 Pacific Highway E - Travelodge Tacoma	Private: Business	31	31	0
	3402 Paxific Highway E - Jack in the Box	Private: Business	10	9	-1
	3408 Pacific Highway E - Tacoma Express #4	Private: Business	10	10	0
	3100 Pacific Highway E	Private: Business	17	17	0
	2602 Pacific Highway E	Private: Business	21	21	0
	Arbys	Private: Business	N/A	N/A	N/A
	8912 Pacific Highway - WSDOT Vehicle Emissions Testing	Private: Business	N/A	N/A	N/A
	Camping World of Fife	Private: Business	N/A	N/A	N/A
	Fife Business Center	Private: Business	N/A	N/A	N/A
	Chateau Rainer Apartments	Private: Residential	N/A	N/A	N/A
	Mercedes-Benz/Porsche/Audi of Tacoma*	Private: Business	N/A	N/A	N/A

Tacoma Dome Link Extension

Parking Impact Study
Alternative Impacts

Segment	Business Name / Location	Parking Type	Design Option		
			Fife Pacific Highway Median Alternative - 54th Span		
			Impacted	New	Net Loss/Gain
	Nissan of Fife	Private: Business	N/A	N/A	N/A
	Fife RV	Private: Business	N/A	N/A	N/A
	Lexus of Tacoma at Fife	Private: Business	N/A	N/A	N/A

* includes longer term temporary impacts

Segment	Business Name / Location	Parking Type	Design Option		
			Fife Pacific Highway Median Alternative - 54th Span		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		532	288	-244
	Private: Residential		0	0	0
	Public: On-Street		0	0	0
	Public: Off-Street		0	0	0
	Private: Partial Business (Construction Staging Area)		0	0	0
	Total		532	288	-244

Segment	Business Name / Location	Parking Type	Design Option		
			Fife Pacific Highway Median Alternative - 54th Ave		
			Impacted	New	Net Loss/Gain
Fife Station	Premier Trailer Leasing	Private: Business	101	96	-5
	Restaurant Depot	Private: Business	2	0	-2
	Les Schwab	Private: Business	0	0	0
	Fife Business Park	Private: Business	154	0	-154
	4711 Pacific Highway E - McFarland Upholstery	Private: Business	12	0	-12
	1307 54th Ave E - Pape Material Handling	Private: Business	8	0	-8
	5150 Pacific Avenue - Taco Time	Private: Business	3	1	-2
	4420/4500 Pacific Highway*	Private: Business	12	12	0
	4505/4507 Pacific Highway	Private: Business	2	0	-2
	4600 Pacific Highway - Bucky's	Private: Business	N/A	N/A	N/A
	4695 Pacific Highway	Private: Business	10	0	-10
	4703/4711 Pacific Highway	Private: Business	23	0	-23
	4716/4756 Pacific Highway	Private: Business	3	0	-3
	4802 Pacific Highway - Herfy's	Private: Business	6	6	0
	Gull & Pacific Xpress	Private: Business	30	0	-30
	1601 40th Ct - Land Rover Tacoma	Private: Business	35	35	0
	1602 40th Ave - Volvo/Lexus of Tacoma	Private: Business	49	49	0
	3700 Pacific Highway	Private: Business	1	1	0
	3518 Pacific Highway E - Travelodge Tacoma	Private: Business	31	31	0
	3402 Paxific Highway E - Jack in the Box	Private: Business	10	9	-1
	3408 Pacific Highway E - Tacoma Express #4	Private: Business	10	10	0
	3100 Pacific Highway E	Private: Business	17	17	0
	2602 Pacific Highway E	Private: Business	21	21	0
	Arbys	Private: Business	N/A	N/A	N/A
	8912 Pacific Highway - WSDOT Vehicle Emissions Testing	Private: Business	N/A	N/A	N/A
	Camping World of Fife	Private: Business	N/A	N/A	N/A
	Fife Business Center	Private: Business	N/A	N/A	N/A
	Chateau Rainer Apartments	Private: Residential	N/A	N/A	N/A
	Mercedes-Benz/Porsche/Audi of Tacoma*	Private: Business	N/A	N/A	N/A

Tacoma Dome Link Extension

Parking Impact Study
Alternative Impacts

Segment	Business Name / Location	Parking Type	Design Option		
			Fife Pacific Highway Median Alternative - 54th Ave		
			Impacted	New	Net Loss/Gain
	Nissan of Fife	Private: Business	N/A	N/A	N/A
	Fife RV	Private: Business	N/A	N/A	N/A
	Lexus of Tacoma at Fife	Private: Business	N/A	N/A	N/A

* includes longer term temporary impacts

Tacoma Dome Link Extension

Parking Impact Study
Alternative Impacts

Segment	Business Name / Location	Parking Type	Design Option		
			Fife Pacific Highway Median Alternative - 54th Ave		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		540	288	-252
	Private: Residential		0	0	0
	Public: On-Street		0	0	0
	Public: Off-Street		0	0	0
	Private: Partial Business (Construction Staging Area)		0	0	0
	Total		540	288	-252

Segment	Business Name / Location	Parking Type	Fife I-5 Alignment		
			Impacted	New	Net Loss/Gain
Fife Station	Premier Trailer Leasing	Private: Business	101	96	-5
	Restaurant Depot	Private: Business	2	0	-2
	Les Schwab	Private: Business	2	0	-2
	Fife Business Park	Private: Business	3	0	-3
	4711 Pacific Highway E - McFarland Upholstery	Private: Business	N/A	N/A	N/A
	1307 54th Ave E - Pape Material Handling	Private: Business	8	0	-8
	5150 Pacific Avenue - Taco Time	Private: Business	3	1	-2
	4420/4500 Pacific Highway*	Private: Business	5	2	-3
	4505/4507 Pacific Highway	Private: Business	N/A	N/A	N/A
	4600 Pacific Highway - Bucky's	Private: Business	N/A	N/A	N/A
	4695 Pacific Highway	Private: Business	N/A	N/A	N/A
	4703/4711 Pacific Highway	Private: Business	N/A	N/A	N/A
	4716/4756 Pacific Highway	Private: Business	N/A	N/A	N/A
	4802 Pacific Highway - Herfy's	Private: Business	N/A	N/A	N/A
	Gull & Pacific Xpress	Private: Business	N/A	N/A	N/A
	1601 40th Ct - Land Rover Tacoma	Private: Business	N/A	N/A	N/A
	1602 40th Ave - Volvo/Lexus of Tacoma	Private: Business	N/A	N/A	N/A
	3700 Pacific Highway	Private: Business	N/A	N/A	N/A
	3518 Pacific Highway E - Travelodge Tacoma	Private: Business	N/A	N/A	N/A
	3402 Paxific Highway E - Jack in the Box	Private: Business	N/A	N/A	N/A
	3408 Pacific Highway E - Tacoma Express #4	Private: Business	N/A	N/A	N/A
	3100 Pacific Highway E	Private: Business	N/A	N/A	N/A
	2602 Pacific Highway E	Private: Business	21	21	0
	Arbys	Private: Business	4	3	-1
	8912 Pacific Highway - WSDOT Vehicle Emissions Testing	Private: Business	2	2	0
	Camping World of Fife	Private: Business	39	0	-39
	Fife Business Center	Private: Business	89	0	-89
	Chateau Rainer Apartments	Private: Residential	58	50	-8
	Mercedes-Benz/Porsche/Audi of Tacoma*	Private: Business	106	96	-10

Tacoma Dome Link Extension

Parking Impact Study
Alternative Impacts

Segment	Business Name / Location	Parking Type			
			Fife I-5 Alignment		
			Impacted	New	Net Loss/Gain
	Nissan of Fife	Private: Business	38	33	-5
	Fife RV	Private: Business	29	24	-5
	Lexus of Tacoma at Fife	Private: Business	90	79	-11

* includes longer term temporary impacts

Segment	Business Name / Location	Parking Type	Fife I-5 Alignment		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		542	357	-185
	Private: Residential		58	50	8
	Public: On-Street		0	0	0
	Public: Off-Street		0	0	0
	Private: Partial Business (Construction Staging Area)		0	0	0
	Total		600	407	-193

Segment	Business Name / Location	Parking Type	Design Option		
			Fife I-5 Alignment - 54th Span		
			Impacted	New	Net Loss/Gain
Fife Station	Premier Trailer Leasing	Private: Business	101	96	-5
	Restaurant Depot	Private: Business	2	0	-2
	Les Schwab	Private: Business	0	0	0
	Fife Business Park	Private: Business	3	0	-3
	4711 Pacific Highway E - McFarland Upholstery	Private: Business	N/A	N/A	N/A
	1307 54th Ave E - Pape Material Handling	Private: Business	0	0	0
	5150 Pacific Avenue - Taco Time	Private: Business	3	`	#VALUE!
	4420/4500 Pacific Highway*	Private: Business	5	2	-3
	4505/4507 Pacific Highway	Private: Business	N/A	N/A	N/A
	4600 Pacific Highway - Bucky's	Private: Business	N/A	N/A	N/A
	4695 Pacific Highway	Private: Business	N/A	N/A	N/A
	4703/4711 Pacific Highway	Private: Business	N/A	N/A	N/A
	4716/4756 Pacific Highway	Private: Business	N/A	N/A	N/A
	4802 Pacific Highway - Herfy's	Private: Business	N/A	N/A	N/A
	Gull & Pacific Xpress	Private: Business	N/A	N/A	N/A
	1601 40th Ct - Land Rover Tacoma	Private: Business	N/A	N/A	N/A
	1602 40th Ave - Volvo/Lexus of Tacoma	Private: Business	N/A	N/A	N/A
	3700 Pacific Highway	Private: Business	N/A	N/A	N/A
	3518 Pacific Highway E - Travelodge Tacoma	Private: Business	N/A	N/A	N/A
	3402 Paxific Highway E - Jack in the Box	Private: Business	N/A	N/A	N/A
	3408 Pacific Highway E - Tacoma Express #4	Private: Business	N/A	N/A	N/A
	3100 Pacific Highway E	Private: Business	N/A	N/A	N/A
	2602 Pacific Highway E	Private: Business	21	21	0
	Arbys	Private: Business	4	3	-1
	8912 Pacific Highway - WSDOT Vehicle Emissions Testing	Private: Business	2	2	0
	Camping World of Fife	Private: Business	39	0	-39
	Fife Business Center	Private: Business	89	0	-89
	Chateau Rainer Apartments	Private: Residential	58	50	-8
	Mercedes-Benz/Porsche/Audi of Tacoma*	Private: Business	106	96	-10

Tacoma Dome Link Extension

Parking Impact Study
Alternative Impacts

Segment	Business Name / Location	Parking Type	Design Option		
			Fife I-5 Alignment - 54th Span		
			Impacted	New	Net Loss/Gain
	Nissan of Fife	Private: Business	5	0	-5
	Fife RV	Private: Business	29	24	-5
	Lexus of Tacoma at Fife	Private: Business	90	79	-11

* includes longer term temporary impacts

Segment	Business Name / Location	Parking Type	Design Option		
			Fife I-5 Alignment - 54th Span		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		499	323	-176
	Private: Residential		58	50	8
	Public: On-Street		0	0	0
	Public: Off-Street		0	0	0
	Private: Partial Business (Construction Staging Area)		0	0	0
	Total		557	373	-184

Segment	Business Name / Location	Parking Type	Design Option		
			Fife I-5 Alignment - 54th Ave		
			Impacted	New	Net Loss/Gain
Fife Station	Premier Trailer Leasing	Private: Business	101	96	-5
	Restaurant Depot	Private: Business	2	0	-2
	Les Schwab	Private: Business	0	0	0
	Fife Business Park	Private: Business	3	0	-3
	4711 Pacific Highway E - McFarland Upholstery	Private: Business	N/A	N/A	N/A
	1307 54th Ave E - Pape Material Handling	Private: Business	8	0	-8
	5150 Pacific Avenue - Taco Time	Private: Business	3	1	-2
	4420/4500 Pacific Highway*	Private: Business	5	2	-3
	4505/4507 Pacific Highway	Private: Business	N/A	N/A	N/A
	4600 Pacific Highway - Bucky's	Private: Business	N/A	N/A	N/A
	4695 Pacific Highway	Private: Business	N/A	N/A	N/A
	4703/4711 Pacific Highway	Private: Business	N/A	N/A	N/A
	4716/4756 Pacific Highway	Private: Business	N/A	N/A	N/A
	4802 Pacific Highway - Herfy's	Private: Business	N/A	N/A	N/A
	Gull & Pacific Xpress	Private: Business	N/A	N/A	N/A
	1601 40th Ct - Land Rover Tacoma	Private: Business	N/A	N/A	N/A
	1602 40th Ave - Volvo/Lexus of Tacoma	Private: Business	N/A	N/A	N/A
	3700 Pacific Highway	Private: Business	N/A	N/A	N/A
	3518 Pacific Highway E - Travelodge Tacoma	Private: Business	N/A	N/A	N/A
	3402 Paxific Highway E - Jack in the Box	Private: Business	N/A	N/A	N/A
	3408 Pacific Highway E - Tacoma Express #4	Private: Business	N/A	N/A	N/A
	3100 Pacific Highway E	Private: Business	N/A	N/A	N/A
	2602 Pacific Highway E	Private: Business	21	21	0
	Arbys	Private: Business	4	3	-1
	8912 Pacific Highway - WSDOT Vehicle Emissions Testing	Private: Business	2	2	0
	Camping World of Fife	Private: Business	39	0	-39
	Fife Business Center	Private: Business	89	0	-89
	Chateau Rainer Apartments	Private: Residential	58	50	-8
	Mercedes-Benz/Porsche/Audi of Tacoma*	Private: Business	106	96	-10

Tacoma Dome Link Extension

Parking Impact Study
Alternative Impacts

Segment	Business Name / Location	Parking Type	Design Option		
			Fife I-5 Alignment - 54th Ave		
			Impacted	New	Net Loss/Gain
	Nissan of Fife	Private: Business	5	0	-5
	Fife RV	Private: Business	29	24	-5
	Lexus of Tacoma at Fife	Private: Business	90	79	-11

* includes longer term temporary impacts

Segment	Business Name / Location	Parking Type	Design Option		
			Fife I-5 Alignment - 54th Ave		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		507	324	-183
	Private: Residential		58	50	8
	Public: On-Street		0	0	0
	Public: Off-Street		0	0	0
	Private: Partial Business (Construction Staging Area)		0	0	0
	Total		565	374	-191

Segment	Business Name / Location	Parking Type	Preferred Tacoma 25th Street-West		
			Impacted	New	Net Loss/Gain
Tacoma Dome Station	Western Builders Supply, Inc	Private: Business	N/A	N/A	N/A
	Aim Aerospace	Private: Business	N/A	N/A	N/A
	AWI	Private: Business	N/A	N/A	N/A
	E 25th Street - South (D Street to E Street)	Public: On-Street	12	13	1
	E 25th Street - South (E Street to F Street)	Public: On-Street	16	2	-14
	E 25th Street - South (F Street to G Street)	Public: On-Street	13	0	-13
	E 25th Street - North (G Street to McKinley Street)	Public: On-Street	25	12	-13
	E 25th Street - South (G Street to McKinley Street)	Public: On-Street	5	0	-5
	E 25th Street - South (McKinley Street to J Street)	Public: On-Street	44	0	-44
	E 25th Street - South (G Street to J Street)	Private: Business	3	0	-3
	E 25th Street - North (K Street to L Street)	Public: On-Street	24	0	-24
	E 25th Street - South (K Street to L Street)	Public: On-Street	16	0	-16
	E 25th Street - North (L Street to M Street)	Public: On-Street	0	0	0
	E 25th Street - South (L Street to M Street)	Public: On-Street	11	0	-11
	E 26th Street - North (C Street to D Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - South (C Street to D Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - North (D Street to E Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - North (E Street to F Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - South (D Street to E Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - South (E Street to F Street)	Public: On-Street	N/A	N/A	N/A

Segment	Business Name / Location	Parking Type	Preferred Tacoma 25th Street-West		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		3	0	-3
	Private: Residential		0	0	0
	Public: On-Street		125	27	-98
	Public: Off-Street		0	0	-
	Total		128	27	-101

Segment	Business Name / Location	Parking Type	Portland Ave Straddle to Tacoma Dome 25th West		
			Impacted	New	Net Loss/Gain
Tacoma Dome Station	Western Builders Supply, Inc	Private: Business	N/A	N/A	N/A
	Aim Aerospace	Private: Business	N/A	N/A	N/A
	AWI	Private: Business	N/A	N/A	N/A
	E 25th Street - South (D Street to E Street)	Public: On-Street	12	13	1
	E 25th Street - South (E Street to F Street)	Public: On-Street	16	2	-14
	E 25th Street - South (F Street to G Street)	Public: On-Street	13	0	-13
	E 25th Street - North (G Street to McKinley Street)	Public: On-Street	25	12	-13
	E 25th Street - South (G Street to McKinley Street)	Public: On-Street	5	0	-5
	E 25th Street - South (McKinley Street to J Street)	Public: On-Street	44	0	-44
	E 25th Street - South (G Street to J Street)	Private: Business	3	0	-3
	E 25th Street - North (K Street to L Street)	Public: On-Street	24	0	-24
	E 25th Street - South (K Street to L Street)	Public: On-Street	16	0	-16
	E 25th Street - North (L Street to M Street)	Public: On-Street	0	0	0
	E 25th Street - South (L Street to M Street)	Public: On-Street	19	0	-19
	E 26th Street - North (C Street to D Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - South (C Street to D Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - North (D Street to E Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - North (E Street to F Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - South (D Street to E Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - South (E Street to F Street)	Public: On-Street	N/A	N/A	N/A

Segment	Business Name / Location	Parking Type	Portland Ave Straddle to Tacoma Dome 25th West		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		3	0	-3
	Private: Residential		0	0	0
	Public: On-Street		133	27	-106
	Public: Off-Street		0	0	-
	Total		136	27	-109

Segment	Business Name / Location	Parking Type	Portland Ave to Close to Sounder		
			Alt		
			Impacted	New	Net Loss/Gain
Tacoma Dome Station	Western Builders Supply, Inc	Private: Business	N/A	N/A	N/A
	Aim Aerospace	Private: Business	N/A	N/A	N/A
	AWI	Private: Business	N/A	N/A	N/A
	E 25th Street - South (D Street to E Street)	Public: On-Street	12	12	0
	E 25th Street - South (E Street to F Street)	Public: On-Street	18	14	-4
	E 25th Street - South (F Street to G Street)	Public: On-Street	9	9	0
	E 25th Street - North (G Street to McKinley Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (G Street to McKinley Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (McKinley Street to J Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (G Street to J Street)	Private: Business	N/A	N/A	N/A
	E 25th Street - North (K Street to L Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (K Street to L Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - North (L Street to M Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (L Street to M Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - North (C Street to D Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - South (C Street to D Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - North (D Street to E Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - North (E Street to F Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - South (D Street to E Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - South (E Street to F Street)	Public: On-Street	N/A	N/A	N/A

Segment	Business Name / Location	Parking Type	Portland Ave to Close to Sounder Alt		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		0	0	0
	Private: Residential		0	0	0
	Public: On-Street		39	35	-4
	Public: Off-Street		0	0	-
	Total		39	35	-4

Segment	Business Name / Location	Parking Type	Design Option		
			Portland Ave Straddle to Close to Sounder Design		
			Impacted	New	Net Loss/Gain
Tacoma Dome Station	Western Builders Supply, Inc	Private: Business	N/A	N/A	N/A
	Aim Aerospace	Private: Business	N/A	N/A	N/A
	AWI	Private: Business	N/A	N/A	N/A
	E 25th Street - South (D Street to E Street)	Public: On-Street	12	12	0
	E 25th Street - South (E Street to F Street)	Public: On-Street	15	4	-11
	E 25th Street - South (F Street to G Street)	Public: On-Street	13	7	-6
	E 25th Street - North (G Street to McKinley Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (G Street to McKinley Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (McKinley Street to J Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (G Street to J Street)	Private: Business	N/A	N/A	N/A
	E 25th Street - North (K Street to L Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (K Street to L Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - North (L Street to M Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (L Street to M Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - North (C Street to D Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - South (C Street to D Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - North (D Street to E Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - North (E Street to F Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - South (D Street to E Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - South (E Street to F Street)	Public: On-Street	N/A	N/A	N/A

			Design Option		
Segment	Business Name / Location	Parking Type	Portland Ave Straddle to Close to Sounder Design		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		0	0	0
	Private: Residential		0	0	0
	Public: On-Street		40	23	-17
	Public: Off-Street		0	0	-
	Total		40	23	-17

Segment	Business Name / Location	Parking Type	Portland Ave to Tacoma Dome 25th East		
			Impacted	New	Net Loss/Gain
Tacoma Dome Station	Western Builders Supply, Inc	Private: Business	N/A	N/A	N/A
	Aim Aerospace	Private: Business	N/A	N/A	N/A
	AWI	Private: Business	N/A	N/A	N/A
	E 25th Street - South (D Street to E Street)	Public: On-Street	12	18	6
	E 25th Street - South (E Street to F Street)	Public: On-Street	16	20	4
	E 25th Street - South (F Street to G Street)	Public: On-Street	13	4	-9
	E 25th Street - North (G Street to McKinley Street)	Public: On-Street	25	0	-25
	E 25th Street - South (G Street to McKinley Street)	Public: On-Street	5	0	-5
	E 25th Street - South (McKinley Street to J Street)	Public: On-Street	44	0	-44
	E 25th Street - South (G Street to J Street)	Private: Business	3	0	-3
	E 25th Street - North (K Street to L Street)	Public: On-Street	24	0	-24
	E 25th Street - South (K Street to L Street)	Public: On-Street	16	0	-16
	E 25th Street - North (L Street to M Street)	Public: On-Street	0	0	0
	E 25th Street - South (L Street to M Street)	Public: On-Street	11	0	-11
	E 26th Street - North (C Street to D Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - South (C Street to D Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - North (D Street to E Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - North (E Street to F Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - South (D Street to E Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - South (E Street to F Street)	Public: On-Street	N/A	N/A	N/A

Segment	Business Name / Location	Parking Type	Portland Ave to Tacoma Dome 25th East		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		3	0	-3
	Private: Residential		0	0	0
	Public: On-Street		125	42	-83
	Public: Off-Street		0	0	-
	Total		128	42	-86

Segment	Business Name / Location	Parking Type	Design Option		
			Portland Ave Straddle to Tacoma Dome 25th East Design		
			Impacted	New	Net Loss/Gain
Tacoma Dome Station	Western Builders Supply, Inc	Private: Business	N/A	N/A	N/A
	Aim Aerospace	Private: Business	N/A	N/A	N/A
	AWI	Private: Business	N/A	N/A	N/A
	E 25th Street - South (D Street to E Street)	Public: On-Street	12	18	6
	E 25th Street - South (E Street to F Street)	Public: On-Street	16	20	4
	E 25th Street - South (F Street to G Street)	Public: On-Street	13	4	-9
	E 25th Street - North (G Street to McKinley Street)	Public: On-Street	25	0	-25
	E 25th Street - South (G Street to McKinley Street)	Public: On-Street	5	0	-5
	E 25th Street - South (McKinley Street to J Street)	Public: On-Street	44	0	-44
	E 25th Street - South (G Street to J Street)	Private: Business	3	0	-3
	E 25th Street - North (K Street to L Street)	Public: On-Street	24	0	-24
	E 25th Street - South (K Street to L Street)	Public: On-Street	16	0	-16
	E 25th Street - North (L Street to M Street)	Public: On-Street	5	0	-5
	E 25th Street - South (L Street to M Street)	Public: On-Street	27	0	-27
	E 26th Street - North (C Street to D Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - South (C Street to D Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - North (D Street to E Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - North (E Street to F Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - South (D Street to E Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - South (E Street to F Street)	Public: On-Street	N/A	N/A	N/A

			Design Option		
Segment	Business Name / Location	Parking Type	Portland Ave Straddle to Tacoma Dome 25th East Design		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		3	0	-3
	Private: Residential		0	0	0
	Public: On-Street		146	42	-104
	Public: Off-Street		0	0	
	Total		149	42	-107

Segment	Business Name / Location	Parking Type	Portland Ave to Tacoma Dome 26th		
			Alt		
			Impacted	New	Net Loss/Gain
Tacoma Dome Station	Western Builders Supply, Inc	Private: Business	1	0	-1
	Aim Aerospace	Private: Business	2	0	-2
	AWI	Private: Business	2	0	-2
	E 25th Street - South (D Street to E Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (E Street to F Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (F Street to G Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - North (G Street to McKinley Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (G Street to McKinley Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (McKinley Street to J Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (G Street to J Street)	Private: Business	N/A	N/A	N/A
	E 25th Street - North (K Street to L Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (K Street to L Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - North (L Street to M Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (L Street to M Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - North (C Street to D Street)	Public: On-Street	16	3	-13
	E 26th Street - South (C Street to D Street)	Public: On-Street	16	0	-16
	E 26th Street - North (D Street to E Street)	Public: On-Street	6	6	0
	E 26th Street - North (E Street to F Street)	Public: On-Street	21	14	-7
	E 26th Street - South (D Street to E Street)	Public: On-Street	10	7	-3
	E 26th Street - South (E Street to F Street)	Public: On-Street	17	12	-5

Segment	Business Name / Location	Parking Type	Portland Ave to Tacoma Dome 26th Alt		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		5	0	-5
	Private: Residential		0	0	0
	Public: On-Street		71	42	-29
	Public: Off-Street		0	0	
	Total		76	42	-34

Segment	Business Name / Location	Parking Type	Design Option		
			Portland Ave to Tacoma Dome 26th Design		
			Impacted	New	Net Loss/Gain
Tacoma Dome Station	Western Builders Supply, Inc	Private: Business	1	0	-1
	Aim Aerospace	Private: Business	2	0	-2
	AWI	Private: Business	2	0	-2
	E 25th Street - South (D Street to E Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (E Street to F Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (F Street to G Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - North (G Street to McKinley Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (G Street to McKinley Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (McKinley Street to J Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (G Street to J Street)	Private: Business	N/A	N/A	N/A
	E 25th Street - North (K Street to L Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (K Street to L Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - North (L Street to M Street)	Public: On-Street	N/A	N/A	N/A
	E 25th Street - South (L Street to M Street)	Public: On-Street	N/A	N/A	N/A
	E 26th Street - North (C Street to D Street)	Public: On-Street	16	3	-13
	E 26th Street - South (C Street to D Street)	Public: On-Street	16	0	-16
	E 26th Street - North (D Street to E Street)	Public: On-Street	6	6	0
	E 26th Street - North (E Street to F Street)	Public: On-Street	21	14	-7
	E 26th Street - South (D Street to E Street)	Public: On-Street	10	7	-3
	E 26th Street - South (E Street to F Street)	Public: On-Street	17	12	-5

			Design Option		
Segment	Business Name / Location	Parking Type	Portland Ave to Tacoma Dome 26th Design		
			Impacted	New	Net Loss/Gain
Summary	Subtotals		Impacted	New	Net Loss/Gain
	Park and Ride / Transit Station		0	0	0
	Private: Business		5	0	-5
	Private: Residential		0	0	0
	Public: On-Street		71	42	-29
	Public: Off-Street		0	0	
	Total		76	42	-34



ATTACHMENT E

Ridership and Traffic Forecasting Memorandum

DRAFT TECHNICAL MEMORANDUM

DATE: April 10, 2020

TO: TDLE Team

FROM: Fehr & Peers

SUBJECT: Ridership & Traffic Forecasts

PROJECT NAME: Tacoma Dome Link Extension

1 Introduction

This memorandum summarizes the ridership forecasts contained in the Sound Transit (ST) Incremental Ridership model, as well as recommends annual growth rates to develop traffic forecasts for roadways in the vicinity of each station.

2 Ridership Forecasts

Fehr & Peers reviewed the ST Incremental Ridership Model, Version 2019.01 that uses the EMME software platform. There are three future year (2042) forecasts, which have the same transit network, but different land use and income growth assumptions to provide low, base, and high forecast scenarios.

The model has peak and off-peak transit networks and assignments: the 3.5-hour PM peak period (the transpose of which reflects the AM peak period) and the 17-hour off-peak period. The model uses employment and household growth rates as estimated in the current regional land use forecast (LUV.2) published by the Puget Sound Regional Council (PSRC).

Several alternatives were developed to study ridership along the TDLE corridor. Link Light Rail assumptions for each alternative were provided by Brant Lyerla on October 11, 2019. Bus network assumptions for the Build Alternative and Turnback Operations Scenario were provided via a Remix transit network from Sound Transit Access and Integration Staff (received by Fehr & Peers December 6, 2019). Based on that input, Fehr & Peers modeling staff revised bus network assumptions for the No Build, South Federal Way Interim Terminus, and Fife Interim Terminus Alternatives. All transit routes not included in the Remix transit network remain the same as the Sound Transit model, which is based

on regional long-range plans such as Metro Connects for King County Metro. The light rail and other bus service assumptions are listed below, and ST Express route assumptions are shown in **Table 1**:

1. **No Build:** The TDLE project is not included, while the remaining ST3 projects are included with 5-minute peak and 10-minute off-peak Link headways from Ballard to Federal Way Transit Center (FWTC). Pierce Transit route changes are based on 2040 assumptions provided by agency staff as interpreted by Fehr & Peers modeling staff to account for changes to routes that terminated at Tacoma Dome, Fife, or South Federal Way Link stations¹. King County Metro planned route 3064 was extended from South Federal Way to the Federal Way Transit Center to provide a light rail connection.
2. **Build:** The TDLE project is completed with 5-minute peak and 10-minute off-peak headways to Tacoma Dome. Changes to the Pierce Transit bus network are incorporated based on 2040 assumptions provided by agency staff and the Remix network.
3. **Turnback Operations:** This option is similar to the Build scenario but replaces Ballard-Tacoma Dome 5-minute peak frequency with one Ballard-Tacoma Dome train every 10 minutes and one Smith Cove (just north of Downtown Seattle)-South Federal Way train every 10 minutes, for a combined peak frequency of 5 minutes between Smith Cove and South Federal Way. Off-peak light rail service is the same as the Build Alternative.
4. **Interim Terminus - South Federal Way:** This alternative includes the TDLE extension from Federal Way Transit Center to South Federal Way only by 2042. Pierce Transit route changes are based on assumptions provided by agency staff as interpreted by Fehr & Peers modeling staff to account for changes to routes that terminated at Tacoma Dome or Fife Link stations. Ballard-South Federal Way Link headways are 6 minutes in the peak and 10 minutes in the off-peak.²

Interim Terminus - Fife: This alternative includes the TDLE extension from Federal Way to Fife only by 2042. Pierce Transit route changes are based on 2040 assumptions provided by agency staff as interpreted by Fehr & Peers modeling staff to account for changes to routes that terminated at the Tacoma Dome Link station. Headways are the same as the South Federal Way Interim Terminus.

¹ No bus routes terminated at Portland Avenue Link Station

² Six minute headways, consistent with the headways on all other light rail lines, were assumed for the two interim termini alternatives based on direction from ST staff. A comparison of peak hour capacity and the forecasted peak segment ridership along the light rail line was completed to ensure adequate capacity with reduced frequency under the Interim Termini Alternatives. The forecasted ridership was not found to exceed the capacity guidelines provided by Sound Transit staff.

Table 1. ST Express Assumptions by Alternative

Route	Alternative			
	No Build	Build/Turnback	South Federal Way Interim Terminus	Fife Interim Terminus
ST 574	Lakewood to Federal Way Transit Center	Route is extended to DuPont to the south and truncated at Federal Way Transit Center to the north	Matches Build	Matches Build
ST 578	Puyallup to Federal Way Transit Center	Deleted	Deleted	Deleted
ST 586	Federal Way Transit Center to Tacoma Dome	Deleted	Deleted	Deleted
ST 590	Tacoma Dome to Federal Way Transit Center	Deleted	Deleted	Deleted
ST 592	Federal Way Transit Center to DuPont	Route is truncated to Downtown Tacoma to the north	Matches Build	Matches Build
ST 594	Deleted	Deleted	Deleted	Deleted
ST 595	Federal Way Transit Center to Gig Harbor	Truncated to Tacoma Dome Station	Truncated to South Federal Way Station	Truncated to Fife Station
ST 596	Route is extended to Tacoma Dome Station	Route is extended to Fife Station	Matches No Build	Matches Build

Source: Build Alternative/Turnback Operations Scenario from Remix Network by Sound Transit, provided to Fehr & Peers December 6, 2019. All other Alternatives based on assumptions by Fehr & Peers modeling staff.

The numbers reported in this memo are slightly higher than those reported in the preliminary forecasts completed in January 2019. These increases are mostly related to new information from Pierce Transit regarding their future service and how it will be modified with the opening of TDLE. The modeling described here includes many more routes feeding into the TDLE stations and reinvests service hours into higher frequencies and additional coverage as compared to the bus network assumptions at the time of the preliminary forecasts.

2.1 Comparison of Forecast Scenarios

All forecast scenarios (low, base, and high) were modeled for each of the four build alternatives to determine the differences between each combination of forecast and alternative. **Table 2** shows the total TDLE trips by time of day for each combination. Daily trips on the TDLE range from a low of 4,250 under the South Federal Way Interim Terminus – Low scenario to a high of 35,990 under the full Build – High scenario. The Build scenario ranges from approximately 24,000 to 36,000 daily trips, which is similar to the 27,000 to 37,000 range forecasted in 2016 during ST3 project development. *All subsequent tables in this memo reflect the Base Forecast Scenario, which is used for the Draft EIS analysis.* The Base Forecast Scenario represents 2042, the year being used by Sound Transit for cumulative analysis of all ST3 projects, and consistent with PSRC’s regional forecasts.

Table 2. TDLE Trips on Project by Alternative and Forecast Scenario (2042)

	PM Peak (3.5 Hours)	Average Weekday
Build – Low	8,100	24,300
Build – Base	10,300	30,200
Build – High	12,500	36,000
Turnback – Low	7,600	23,300
Turnback – Base	9,600	28,800
Turnback – High	11,800	34,400
SFW Interim Terminus – Low	1,600	4,300
SFW Interim Terminus – Base	1,900	4,900
SFW Interim Terminus – High	2,200	5,600
Fife Interim Terminus – Low	2,800	7,400
Fife Interim Terminus – Base	3,200	8,700
Fife Interim Terminus – High	3,800	10,000

Source: Sound Transit Incremental Ridership Model, 2019, modified by Fehr & Peers.

2.2 Comparison of No Build and Build Alternatives

All tables in Sections 2.2 through 2.6 reflect the Base Forecast Scenario, which is used for the Draft EIS analysis. **Table 3** shows a comparison of the alternatives at a regional level. Total daily transit trips regionwide are forecast to increase with most TDLE project build alternatives and comparable for the South Federal Way Minimum Operable Segment (M.O.S). However, with the Fife interim terminus, the overall increase in regional transit trips would be more modest. The number of TDLE riders for the full build alternatives ranges from 29,000 – 3,000. The Fife and Federal Way interim termini both have substantially lower ridership than the full build alternatives, with an estimated 4,900 daily trips for the South Federal Way interim terminus and 8,700 trips for the Fife interim terminus. The

Table 3. Regional Transit Measures by Alternative (2042)

Measure	2016 Base Year	No Build Alternative	Build Alternatives			
			Build	Turnback Operations	Interim Terminus - South Federal Way	Interim Terminus - Fife
Link Light Rail Extents (Ballard to Tacoma Dome Line)	N/A	Ballard to Federal Way Transit Center	Ballard to Tacoma Dome	Smith Cove to South Federal Way (core) and Ballard to Tacoma Dome (full)	Ballard to South Federal Way	Ballard to Fife
Ballard to Tacoma Dome Link Peak Period Headway	N/A	5 minutes	5 minutes	5 minutes (core) 10 minutes (full)	6 minutes	6 minutes
Ballard to Tacoma Dome Link Off Peak Headway	N/A			10 minutes		
Total Regional Daily Transit Trips ¹	467,000	753,000	766,000	762,000	751,000	757,000
Total TDLE Light Rail Trips	N/A	N/A	30,200	28,800	4,900	8,700

¹ Transit trips only count each passenger once between the origin and destination of their trip.

Source: Sound Transit Incremental Ridership Model – Base Forecast Scenario, 2019, modified by Fehr & Peers.

2.3 TDLE Segment Volumes

Table 4 summarizes passenger volumes by segment along the TDLE corridor for each build alternative. The busiest segment along the extension would be between Federal Way Transit Center and South Federal Way under all alternatives. The data shown in the PM directional columns is indicative of travel patterns that exhibit a stronger orientation to the north in the AM and south in the PM (i.e., people traveling toward Federal Way and Seattle in the morning and returning in the evening).

Table 4. TDLE Segment Volumes (2042)

Build Alternative Segment	PM Peak (3.5 Hours)		Average Weekday	
	NB	SB	NB	SB
Federal Way Transit Center – South Federal Way	1,400	8,200	13,900	13,900
South Federal Way – Fife	1,400	7,300	12,900	12,900
Fife – Portland Avenue	1,200	6,800	12,100	12,100
Portland Avenue – Tacoma Dome	1,100	6,800	11,600	11,600
Turnback Operations Segment	PM Peak (3.5 Hours)		Average Weekday	
	NB	SB	NB	SB
Federal Way Transit Center – South Federal Way	1,300	7,200	12,800	12,800
South Federal Way – Fife	1,300	6,300	11,900	11,900
Fife – Portland Avenue	1,100	5,900	11,200	11,200
Portland Avenue – Tacoma Dome	1,000	5,900	10,800	10,800
South Federal Way Interim Terminus Alternative Segment	PM Peak (3.5 Hours)		Average Weekday	
	NB	SB	NB	SB
Federal Way Transit Center – South Federal Way	300	1,600	2,400	2,400
Fife Interim Terminus Alternative Segment	PM Peak (3.5 Hours)		Average Weekday	
	NB	SB	NB	SB
Federal Way Transit Center – South Federal Way	700	2,300	4,200	4,200
South Federal Way – Fife	700	1,500	3,100	3,100

Source: Sound Transit Incremental Ridership Model – Base Forecast Scenario, 2019, modified by Fehr & Peers.

Under Turnback Operations, the trains that travel to Tacoma Dome Station (instead of turning back at South Federal Way) would carry far more passengers in the study segments because most passengers on the TDLE are traveling to Tacoma Dome Station. The two lines are totaled above in **Table 4** and separated out by line in **Table 5** below.

Table 5. Turnback Operations TDLE Segment Volumes (2042)

Turnback Operations (Ballard-Tacoma Dome Trains) Segment	PM Peak (3.5 Hours)		Average Weekday	
	NB	SB	NB	SB
Federal Way Transit Center – South Federal Way	1,300	6,700	12,300	12,300
South Federal Way – Fife	1,300	6,300	11,900	11,900
Fife – Portland Avenue	1,100	5,900	11,200	11,200
Portland Avenue– Tacoma Dome	1,000	5,900	10,800	10,800
Turnback Operations (Smith Cove-South Federal Way Turnback Trains) Segment	PM Peak (3.5 Hours)		Average Weekday	
	NB	SB	NB	SB
Federal Way Transit Center – South Federal Way	30	500	500	500

Source: Sound Transit Incremental Ridership Model – Base Forecast Scenario, 2019, modified by Fehr & Peers.

Service levels during the peak periods vary by alternative between five and six minute headways with four cars per train. **Table 6** shows the average passengers per car in the peak load segment based on the assumptions that 35.5 percent of the peak period ridership occurs during the peak hour (per ST ridership forecasting practices).

Table 6. TDLE Peak Load Segments (2042)

Alternative	Peak Headway	Peak Directional Load (3.5 hours)	Peak Hour Directional Load	Riders per Car
Build	5 minutes	8,200	2,910	61
Turnback (Ballard-Tacoma Dome Train)	10 minutes	6,700	2,390	100
Turnback (Smith Cove-South Federal Way Train)	10 minutes	500	170	7
South Federal Way Interim Terminus	6 minutes	1,600	560	14
Fife Interim Terminus	6 minutes	2,300	820	21

Source: Sound Transit Incremental Ridership Model – Base Forecast Scenario, 2019, modified by Fehr & Peers.

TDLE segment volumes suggest that there would be on average roughly 61 passengers per car along the peak load segment for the Build Alternative. This indicates that all passengers could be seated as current seat capacity for each light rail car is 74 seats. The Turnback Operations Scenario would exceed the seated capacity for the Ballard-Tacoma Dome train due to less frequency and a high passenger load traveling to Fife, Portland Avenue, and Tacoma Dome Stations. However, the number of riders per car on the TDLE segment is still well within the total capacity of a train car. Within the TDLE area, the peak load on the Turnback Operations Scenario trains that travel between Smith Cove and South Federal Way are low at seven riders per car. However, this result reflects the fact that by the time trains reach

South Federal Way, there are relatively few riders remaining (as many will have alighted at Federal Way Transit Center or points north) and peak loads north of the TDLE area are more typical.

2.4 TDLE Station Boardings

Tables 7 and 8 summarize TDLE boardings by station for each alternative. The initial analysis, completed in January 2019, showed that boardings at the Portland Avenue station were higher than expected given the existing and planned industrial land uses in the area that would likely generate relatively low transit use. After examining the Traffic Analysis Zone (TAZ) structure around this station, it was apparent that the projected higher-density land use growth along the Foss waterway on the western edge of the TAZ was driving high ridership at the Portland Avenue station. This condition changed with the current version of the model: Sound Transit included updates to the TAZ and connector structure that eliminated the bias towards the Portland Avenue Station for growth that is occurring closer to the Tacoma Dome Station. However, upon analyzing the new model, very few riders were found to be utilizing Portland Avenue Station. Ridership at the Portland Avenue Station will likely be driven largely by special generators, such as the nearby casino, to which the ridership model is not as sensitive. Given this effect, the results shown in **Tables 7 and 8** have been post-processed to reassign some of that ridership to the Portland Avenue Station.

As the terminus station of the line, Tacoma Dome is forecasted to have the highest daily boardings along the extension at roughly 10,800 under the Build Alternative. Fife would draw almost 2,600 daily boardings, South Federal Way would have roughly 1,800 daily boardings, and Portland Avenue would have about 1,200 daily boardings. For comparison, Tacoma Dome's projected boardings are similar to 2019 weekday boardings at the University of Washington station and Fife's projected boardings are similar to an average weekday at the Mount Baker and SODO stations. Projected boardings at South Federal Way would be slightly less than the average weekday boardings at Rainier Beach Station, while Portland Avenue is lower than any existing Link station's current weekday boardings.³

Table 7. TDLE Boardings by Station - Build Alternative (2042)

Build Alternative Station	PM Peak (3.5 Hours)			Average Weekday		
	NB	SB	Total	NB	SB	Total
South Federal Way	50	120	170	1,400	400	1,800
Fife	360	340	700	1,700	900	2,600
Portland Avenue	120	-	120	1,200	-	1,200
Tacoma Dome	1,090	-	1,090	10,800	-	10,800
Total	1,620	460	2,080	15,100	1,300	16,400

Source: Sound Transit Incremental Ridership Model – Base Forecast Scenario, 2019, modified by Fehr & Peers.

³ Sound Transit 2020 Service Implementation Plan, p. 44.

Table 8. TDLE Boardings by Station by Alternative (2042)

Turnback Operations Station	PM Peak (3.5 Hours)			Daily		
	NB	SB	Total	NB	SB	Total
South Federal Way	70	110	180	1,300	400	1,700
Fife	320	290	610	1,600	800	2,400
Portland Avenue	110	-	110	1,100	-	1,100
Tacoma Dome	990	-	990	9,900	-	9,900
Total	1,490	400	1,890	13,900	1,200	15,100
South Federal Way Interim Terminus Alternative Station	PM Peak (3.5 Hours)			Daily		
	NB	SB	Total	NB	SB	Total
South Federal Way	300	-	300	2,700	-	2,700
Total	300	-	300	2,700	-	2,700
Fife Interim Terminus Alternative Station	PM Peak (3.5 Hours)			Daily		
	NB	SB	Total	NB	SB	Total
South Federal Way	60	50	110	1,300	100	1,400
Fife	720	-	720	3,300	-	3,300
Total	780	50	830	4,600	100	4,700

Source: Sound Transit Incremental Ridership Model – Base Forecast Scenario, 2019, modified by Fehr & Peers.

Events at the Tacoma Dome would occasionally generate surges in ridership⁴. The Tacoma Dome arena hosts events ranging in size from 1,000 to 23,000 attendees, with the largest events typically occurring in the evening. Assuming a transit mode share of 10 to 20 percent (a typical transit mode share range for event venues in the Puget Sound), this could translate to roughly 2,300 to 4,600 riders using transit available in the Tacoma Dome Station area. These riders would be spread among TDLE, Tacoma Link, and local buses. Arrivals (i.e. Tacoma Dome station alightings) would be more dispersed during pre-event conditions with the most concentrated activity occurring post-event. Assuming the surge occurs during off-peak service with 10-minute frequencies, that level of ridership could be served within one hour. In coordination with others, Sound Transit could consider providing more frequent Link service for some special events (using the pocket track and tail tracks to stage trains).

2.5 Mode of Access

Table 9 summarizes the projected mode of access for riders that alight at TDLE stations during the PM peak period based on several sources: the ST model, park-and-ride demand findings summarized in the Parking Demand Technical Memorandum, and observed pick-up/drop-off shares at analogous stations in the BART system in the San Francisco Bay Area. The ST model does not explicitly differentiate pick-up/drop-off access from other modes of access. Pick-up/drop-off access could be made by private vehicle, a Transportation Network Company (TNC), or taxi. **Table 9**, which focuses on alightings and therefore pick-up trips, includes all types of these trips in the pick-up category. Transit and walk/bike shares are estimated based on the ST model output, planned transit service levels, and station characteristics including levels of expected park & ride and pickup/dropoff use. Actual mode of access/egress shares will depend largely on how land use develops around each station area, bus service provision, as well as the degree of penetration and regulation for TNCs and autonomous vehicles (AVs). Note that the units shown in **Table 9** are riders, not vehicles. The number of vehicles accessing each station for park & ride and pick-up/drop-off would be slightly lower as some vehicles would carry more than one TDLE rider.

⁴ In 2019, there were 45 events at Tacoma Dome and/or the LeMay Car Museum where the attendance was 5,000 people or more (Sound Transit).

Table 9. TDLE Rider Mode of Egress – PM Peak 3.5 Hour Period Alightings by Alternative (2042)

Build Alternative Station	Park-and-Ride ¹	Pick-up	Walk/Bike	Transit Transfer	Total Alightings
South Federal Way	520 (48%)	270 (25%)	140 (13%)	160 (15%)	1,090
Fife	500 (51%)	100 (10%)	20 (2%)	360 (37%)	980
Portland Avenue	0	440 (65%)	220 (32%)	20 (3%)	680
Tacoma Dome ²	1,350 (22%)	980 (16%)	780 (13%)	3,000 (49%)	6,110
Total	2,370 (27%)	1,790 (20%)	1,160 (13%)	3,540 (40%)	8,860
Turnback Operations Station	Park-and-Ride ¹	Pick-up	Walk/Bike	Transit Transfer	Total Alightings
South Federal Way	520 (49%)	270 (25%)	120 (11%)	160 (15%)	1,070
Fife	500 (60%)	20 (2%)	20 (2%)	290 (35%)	830
Portland Avenue	0	380 (64%)	190 (32%)	20 (3%)	590
Tacoma Dome ²	1,350 (25%)	870 (16%)	320 (6%)	2,770 (52%)	5,310
Total	2,370 (30%)	1,540 (20%)	650 (8%)	3,240 (42%)	7,800
South Federal Way Interim Terminus Alternative Station	Park-and-Ride ¹	Pick-up	Walk/Bike	Transit Transfer	Total Alightings
South Federal Way	520 (33%)	180 (11%)	140 (9%)	730 (47%)	1,570
Total	520 (33%)	180 (11%)	140 (9%)	730 (47%)	1,570
Fife Interim Terminus Alternative Station	Park-and-Ride ¹	Pick-up	Walk/Bike	Transit Transfer	Total Alightings
South Federal Way	520 (51%)	260 (25%)	100 (10%)	150 (15%)	1,030
Fife	500 (34%)	100 (7%)	20 (1%)	860 (58%)	1,480
Total	1,020 (41%)	360 (14%)	120 (5%)	1,010 (40%)	2,510

Source: Fehr & Peers, 2019.

Note: 1. Consistent with the ST2 and ST3 Plans, the mode of access shares shown above assume 500-stall parking facilities in South Federal Way and Fife.

2. There is more demand for parking spaces at Tacoma Dome Station than could be accommodated by the existing and planned stalls. Sounder, Tacoma Link, and bus riders would also use parking facilities at Tacoma Dome Station so some TDLE riders would have to shift to other modes or use nearby private parking facilities if they are unable to park at ST's parking facility. It was assumed that 55% of the 2,450 stalls would be used by TDLE riders.

Transit access at Tacoma Dome and Fife Stations has greatly increased as compared to preliminary forecasting completed in January 2019 due to the updated transit network with more up-to-date assumptions on bus service changes to accommodate TDLE. The pick-up share at Tacoma Dome Station is expected to be relatively low (about 15 percent) given its more urban character and higher parking facility capacity which make walking, biking, transit, and parking more convenient. Fife Station has several feeder lines under the new service change assumptions and thus has a lower pick-up percentage of 2-10 percent depending on alternative. South Federal Way Station is expected to have a 25 percent pick-up percentage for all alternatives except the South Federal Way Interim Terminus Alternative. Under that alternative, more riders are expected to use local Pierce Transit service to reach the South Federal Way Station, reducing the pickup percentage to 11.5 percent. Because Portland Avenue Station would not have a dedicated parking facility, the pick-up percentage would likely be the mode of access for the majority of riders, with the remainder mostly accessing via walk/bike. At Tacoma Dome Station, almost 50 percent of TDLE riders are expected to transfer to another transit service.

Mode of access estimates for riders that board at TDLE stations during the PM peak period are shown in **Table 10**. Most of these riders would also alight at the TDLE station during the AM peak, for example commuters traveling to work in South Federal Way, Fife, or Tacoma. These riders would have much lower rates of park-and-ride use than riders who board at a TDLE station in the AM peak period and alight in the PM peak period (i.e. riders who live near TDLE stations rather than work near them). Therefore, the park-and-ride share was held at 15 percent for those stations with parking facilities. Transit and drop-off mode shares were assumed to be similar to those for PM alightings and walk/bike mode share is assumed to be substantially higher. This reflects the forecasted increase in employment along the TDLE that would allow commuters to take light rail and then reach their place of work by foot.

Table 10. TDLE Rider Mode of Access – PM Peak 3.5 Hour Period Boardings (2042)

Build Alternative Station	Park-and-Ride	Pick-up	Walk/Bike	Transit Transfer	Total Boardings
South Federal Way	30 (18%)	40 (23%)	80 (47%)	20 (12%)	170
Fife	110 (16%)	70 (10%)	260 (37%)	260 (37%)	700
Portland Avenue	0	80 (67%)	40 (33%)	0	120
Tacoma Dome	160 (15%)	160 (15%)	260 (24%)	510 (47%)	1,090
Total	320 (15%)	350 (17%)	620 (30%)	790 (38%)	2,080
Turnback Operations Station	Park-and-Ride	Pick-up	Walk/Bike	Transit Transfer	Total Boardings
South Federal Way	30 (17%)	50 (28%)	70 (39%)	30 (17%)	180
Fife	90 (15%)	10 (2%)	300 (49%)	210 (34%)	610
Portland Avenue	0	70 (64%)	40 (36%)	0	110
Tacoma Dome	150 (15%)	150 (15%)	210 (21%)	480 (49%)	990
Total	290 (15%)	280 (15%)	600 (32%)	720 (38%)	1,890
South Federal Way Interim Terminus Alternative Station	Park-and-Ride	Pick-up	Walk/Bike	Transit Transfer	Total Boardings
South Federal Way	50 (17%)	30 (10%)	80 (27%)	140 (47%)	300
Total	50 (17%)	30 (10%)	80 (27%)	140 (47%)	300
Fife Interim Terminus Alternative Station	Park-and-Ride	Pick-up	Walk/Bike	Transit Transfer	Total Boardings
South Federal Way	20 (20%)	30 (30%)	40 (40%)	10 (10%)	100
Fife	110 (15%)	50 (7%)	140 (19%)	420 (58%)	720
Total	130 (16%)	80 (10%)	180 (22%)	430 (52%)	820

Source: Fehr & Peers, 2019.

2.6 Transit Transfers at Tacoma Dome Station

For the Tacoma Dome Station, model results were post-processed to develop a breakdown of transit transfers made by TDLE riders. Transfers were aggregated by Tacoma Link (running between Tacoma Dome and Tacoma Community College in 2042), Sounder commuter rail, and bus. **Table 11** shows the forecasted transit transfers for both the Build Alternative and Turnback Operations Scenario. The shares are the same under each alternative, even though the number of riders varies slightly. The TDLE would not reach Tacoma Dome in the South Federal Way and Fife Interim Terminus Alternatives.

Table 11. TDLE Tacoma Dome Transit Transfers by Mode (2042)

	PM Peak Period Transit Transfer Share	PM Peak Period Boardings – Build Alternative		PM Peak Period Alightings – Build Alternative	
		Number of PM Peak Period Transfers	Percentage of Total Boardings (1,090)	Number of PM Peak Period Transfers	Percentage of Total Alightings (6,110)
Tacoma Link	47%	240	22%	1,410	23%
Bus	43%	220	20%	1,290	21%
Sounder	10%	50	5%	300	5%
Total Transit Transfers	100%	510	47%	3,000	49%

Source: Fehr & Peers, 2020.

Note: Tacoma Link transfers are forecasted to account for most transit transfers per the Sound Transit Model. This is due to increased frequency of Tacoma Link when compared to bus transit, as well as the Tacoma Link extension to Tacoma Community College.

3 Traffic Forecasts

Fehr & Peers also developed vehicle traffic annual growth rate forecasts for each station area. This section describes the methodology and assumptions used for the traffic forecasts and summarizes recommended annual growth rates.

3.1 Travel Demand Model Methodology and Assumptions

To develop traffic growth forecasts, Fehr & Peers reviewed the base and future year travel demand models updated for use on the West Seattle and Ballard Link Extensions (WSBLE) project, which are based on the Puget Sound Regional Council (PSRC) regional model (model version 4K_v4.1.0, released July 2018). The regional travel demand model has a horizon year of 2040. The model uses the EMME software platform with key elements including the traffic analysis zone structure, roadway and transit networks, and land use data. Land use data was updated for both the base and future years using control totals provided by Sound Transit. Land use for 2019 was interpolated between 2014 and 2040.

The model has five time periods: AM, Midday, PM, Evening, and Night. The 3-hour PM peak period is used for traffic volume forecasts. Key project assumptions for the future year model in the vicinity of TDLE are summarized in **Table 12**.

Table 12. Regional Travel Demand Model Key Project Assumptions

Location	Description
SR 167 from SR 161 to SR 509	Completion of SR 167 from SR 161 to SR 509. All movements would be allowed at the I-5 interchange except for eastbound SR 167 to southbound I-5 and northbound I-5 to westbound SR 167.
I-5/Port of Tacoma Rd Interchange	Reconfigure interchange to a split diamond with one-way couplet by adding a second bridge over I-5.
SR 99 from S 340th St to S 359th St	Widen SR 99 to six lanes including two general purpose lanes and one HOV lane in each direction.
S 352nd St from SR 99 to SR 161	Extend 3-lane principal collector from SR 99 to SR 161.
S 356th St from SR 99 to SR 161	Widen to 5 lanes.
Frank Albert Rd E from 20th St E to Pacific Highway E	Extend Frank Albert Rd E from 20th St E to Pacific Highway E including I-5 overpass.
Canyon Rd E from Pioneer Way to 70th Ave E	Extend Canyon Rd E as 4-lane roadway from Pioneer Way over the Puyallup River to 70th Ave E.
I-5/54 th Ave Interchange	Current interchange east of 54 th Avenue is maintained, but new connections to Pacific Hwy E from southbound I-5 and 20 th St E from northbound I-5 are added.

Source: Fehr & Peers, 2019.

Note: Projects were included in the travel model if they are listed in the PSRC Regional Capacity Projects List (updated August 2019) under the Constrained Plan Category (Approved, Conditionally Approved, or Candidate). Unprogrammed projects are not included.

3.2 Annual Traffic Growth Rates

The forecasted annual traffic growth rates (2019 to 2040) were calculated based on several roadways around each station, as shown in **Table 13**. Tacoma Dome and Portland Avenue stations were combined due to the proximity of the stations. The annual growth rates of 0.3 to 0.5 percent are typical of areas expected to include infill development/redevelopment combined with a regionally congested transportation network.

Table 13. Traffic Volumes Annual Growth Rates

Station	Model Volume Locations	Annual Roadway Growth Rate
South Federal Way	<ul style="list-style-type: none"> • SR 99 s/o 348th St • 348th St e/o SR 99 • S 356th St e/o SR 99 • S 352nd St e/o SR 99 • Enchanted Pkwy n/o 352nd St • 20th Ave S e/o Enchanted Pkwy 	0.5%
Fife	<ul style="list-style-type: none"> • Pacific Hwy e/o 54th Ave • SR 167 n/o I-5 • 12th St E e/o 54th Ave • 20th St E e/o 54th Ave • 54th Ave s/o 20th St 	0.3%
Portland Avenue/Tacoma Dome	<ul style="list-style-type: none"> • East D St n/o Puyallup Ave • Puyallup Ave n/o E D St • Pacific Ave n/o S 25th St • E D St s/o E 26th St • E Portland Ave s/o E 28th St • E L St s/o E 28th St • E Portland Ave n/o Puyallup Ave 	0.5%

Source: Fehr & Peers, 2019.

4 Acronyms

AV	Autonomous Vehicles
BART	Bay Area Rapid Transit
EIS	Environmental Impact Statement
FWTC	Federal Way Transit Center
LUV	Land Use Forecast
PSRC	Puget Sound Regional Council
SFW	South Federal Way
ST	Sound Transit
TAZ	Traffic Analysis Zone
TDLE	Tacoma Dome Link Extension
TNC	Transportation Network Company
WSBLE	West Seattle and Ballard Link Extensions