



# MERIDIAN AVENUE (SR 161) CORRIDOR STUDY

Working Group Meeting #3

April 28, 2023



# AGENDA

- Introductions
- Project Update
- Public Survey Results
- Review Alternatives Evaluation Process
- Next Steps
- Questions

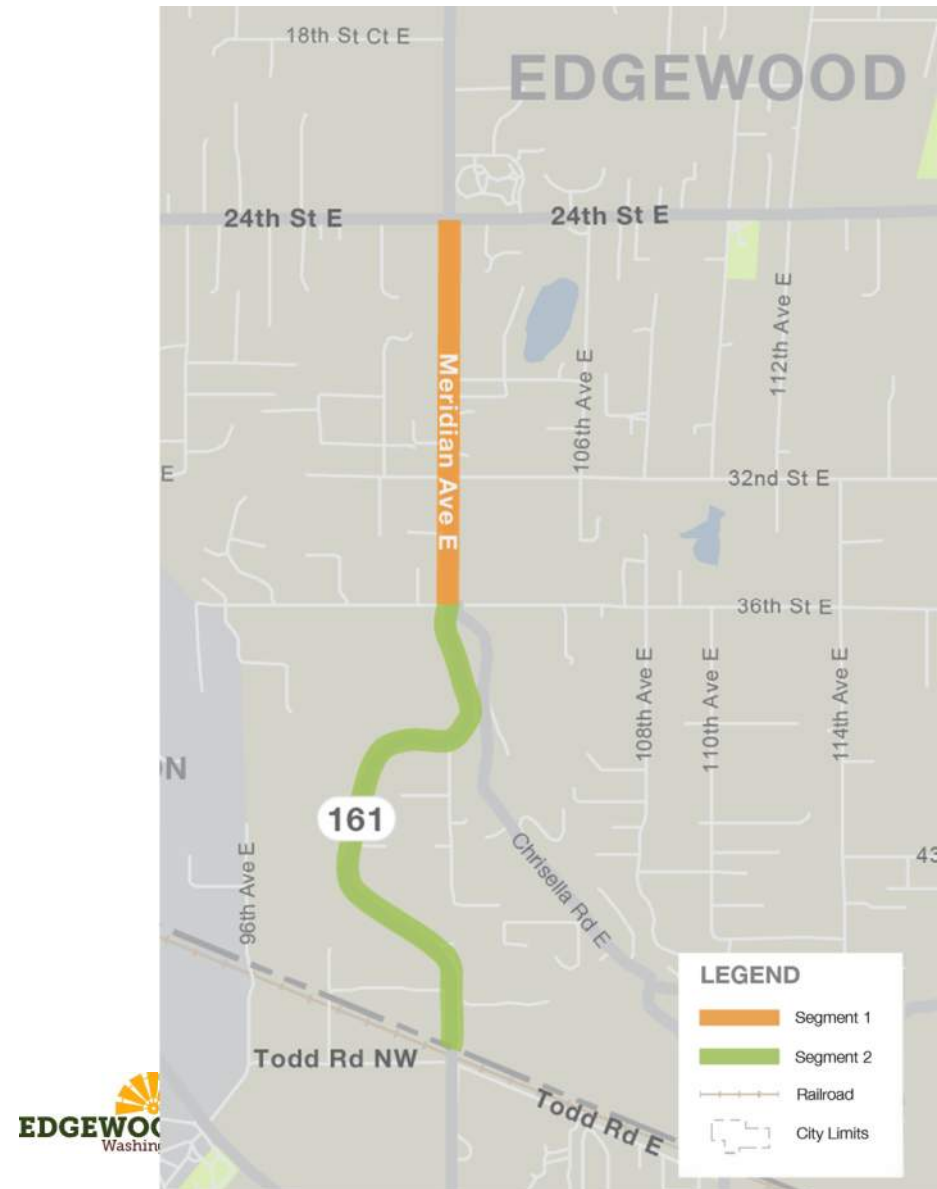


# STUDY AREA

## Meridian Avenue between 24th Street E and south City limits

The analysis will also include:

- Segment of the corridor through the Town Center from 24<sup>th</sup> Street to 18<sup>th</sup> Street Court E
- Short segment into City of Puyallup to account for influences from adjoining intersections
- Local and regional influences outside the corridor
  - Land use growth in the City and region
  - Changes to the regional highway system (SR 167 Extension)





# PROJECT UPDATE



# STUDY APPROACH



**WE ARE HERE**



# OUTREACH ACTIVITIES



**Stakeholder Interviews**



**Project Fact Sheet**



**Corridor Working Group**



**City Council Meetings**



**Public Open House (#1)**



**Public Open House/  
Workshop (#2)**



**Online Survey**





# PROJECT GOALS & OBJECTIVES

# STUDY GOALS



## **Mobility and Safety**

Develop a long-term strategy for addressing multimodal mobility, access and safety needs along the corridor



## **Land Use**

Support the City's Town Center Subarea Plan and other growth along the corridor



## **Community Involvement**

Collaborate with WSDOT, stakeholders, and the public to confirm future needs



## **Natural Environment**

Minimize impact to the environment



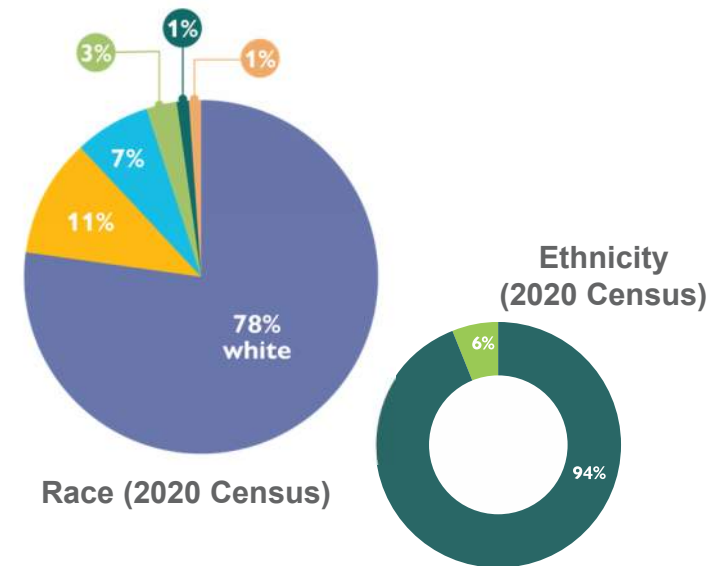
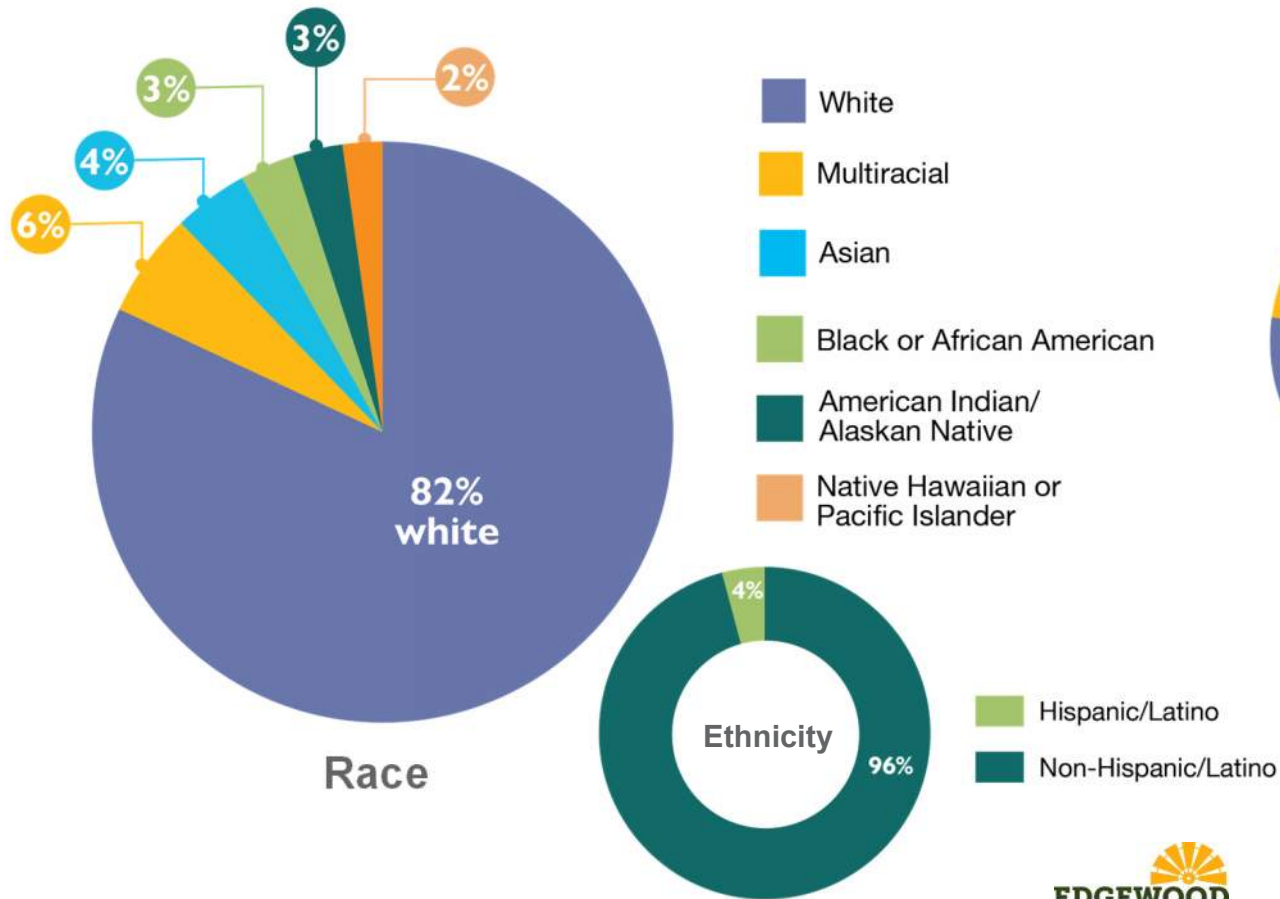


# PUBLIC SURVEY RESPONSES

# WHO TOOK THE SURVEY?

**674 RESPONSES**

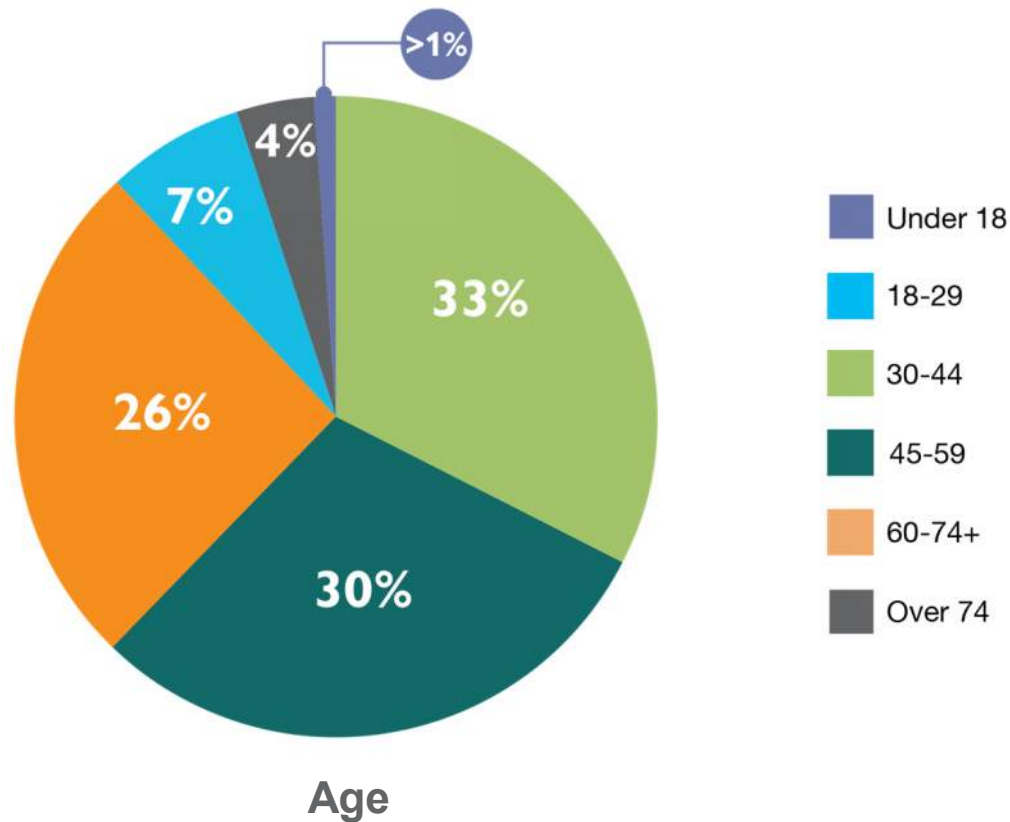
55% women | 45% men



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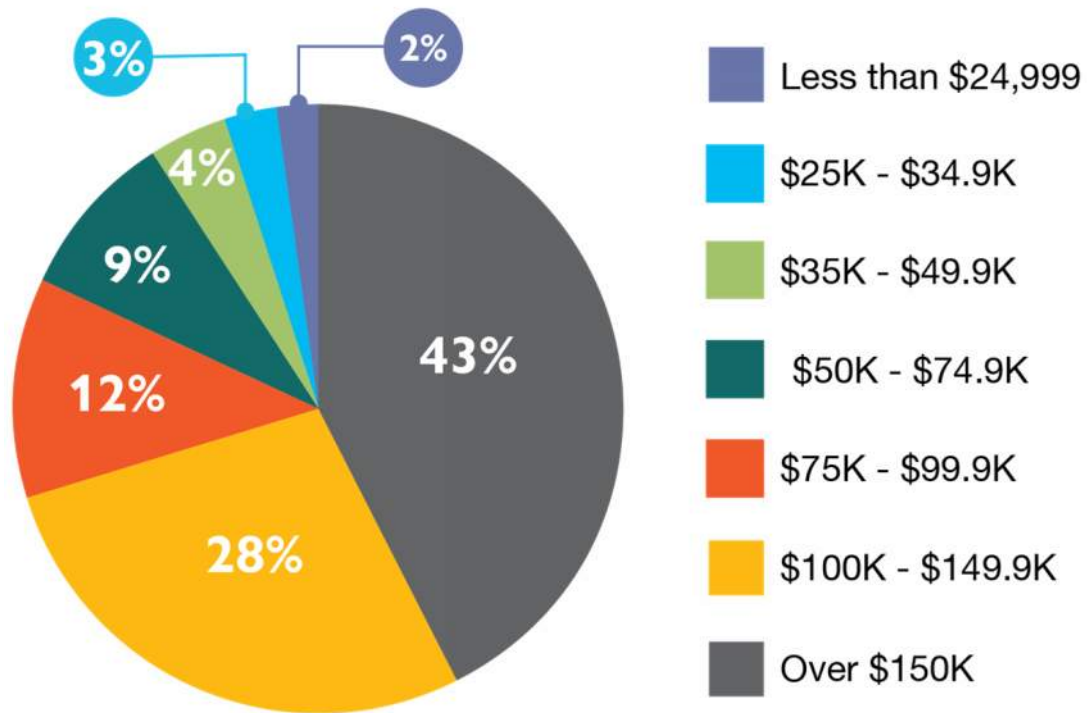
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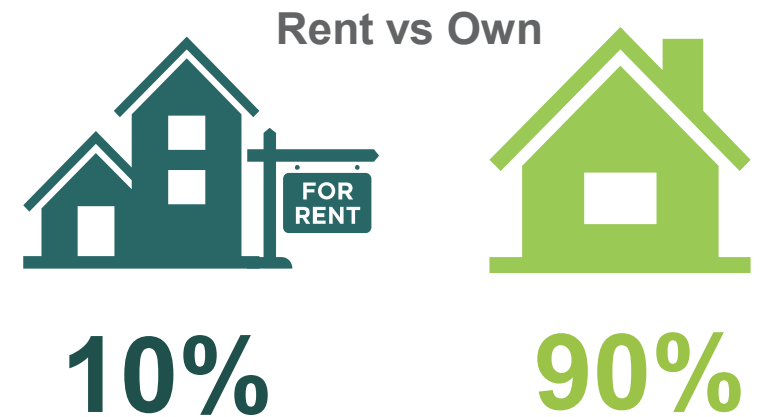
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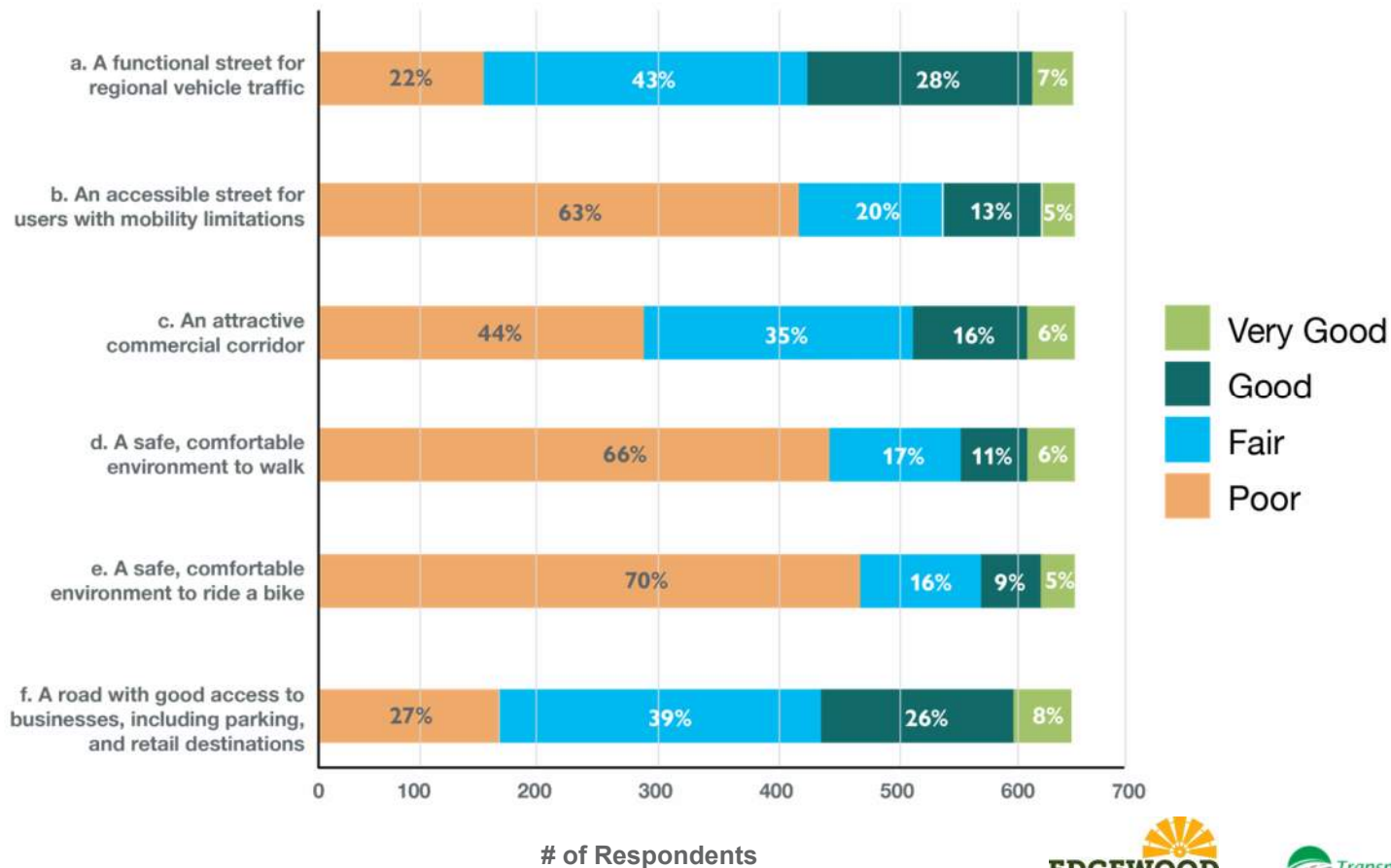
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Income Levels



# 1. HOW DOES THE MERIDIAN AVENUE CORRIDOR FULFILL THE FOLLOWING FUNCTIONS?

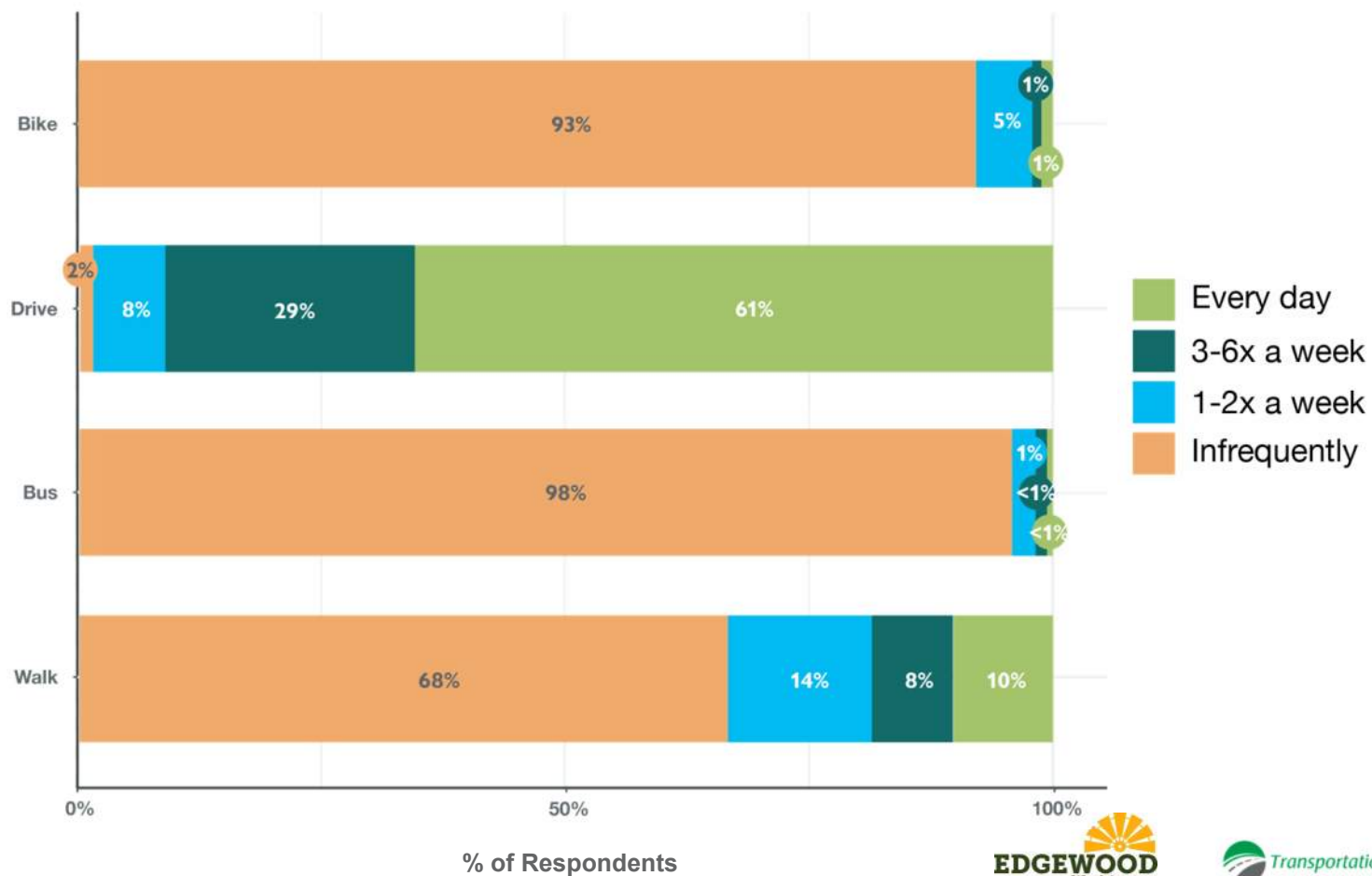


## KEY TAKEAWAYS

- The corridor better functions as a road for vehicles, with good access to adjoining businesses
- Safety and comfort for walkers and rollers was rated very low



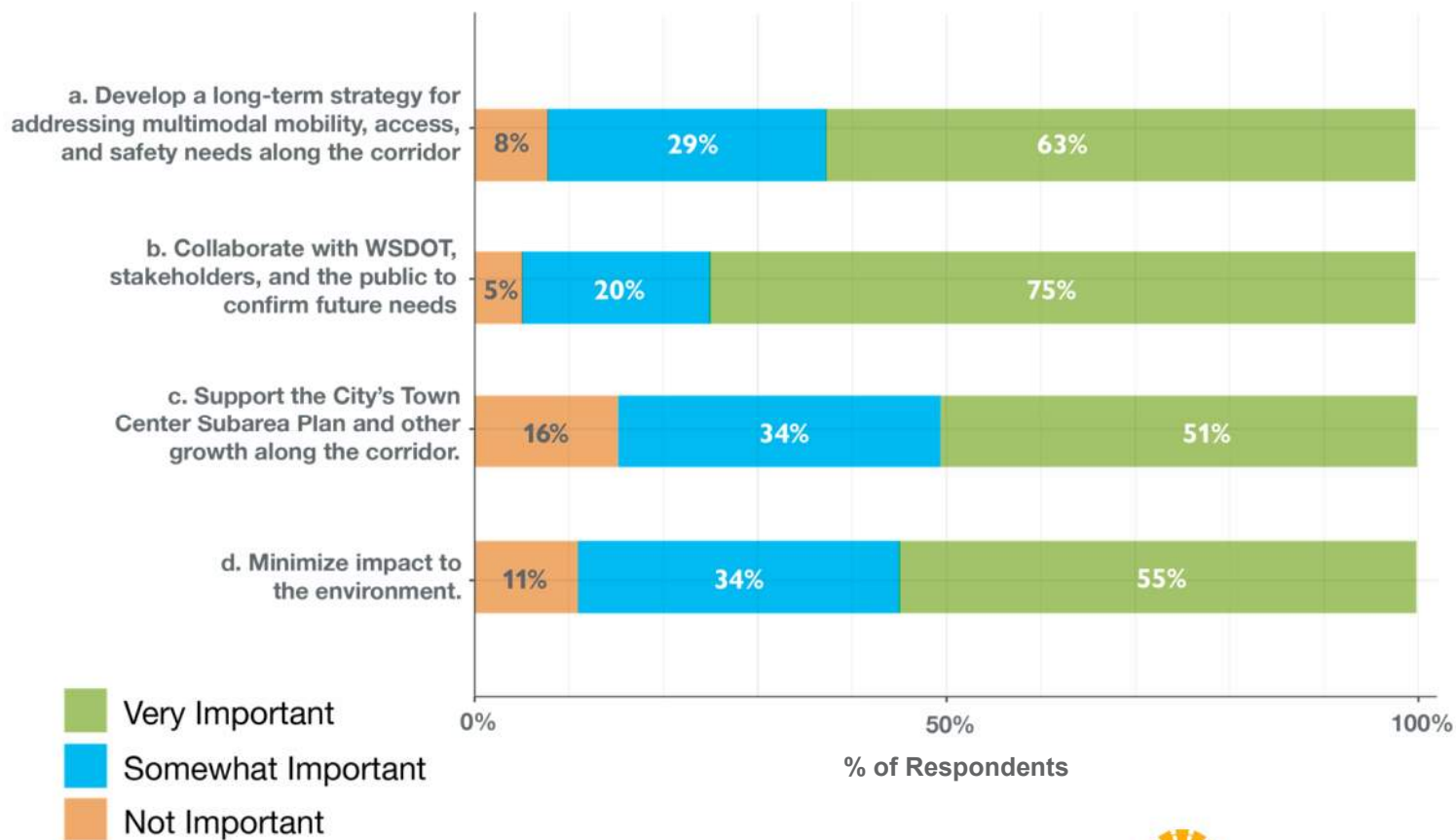
## 2. HOW OFTEN DO YOU WALK, BIKE, RIDE TRANSIT, OR DRIVE ALONG MERIDIAN AVENUE?



### KEY TAKEAWAYS

- Most people drive the corridor frequently
- Few people ride the bus or bike
- Nearly 1/3 of the people walk on the corridor fairly often

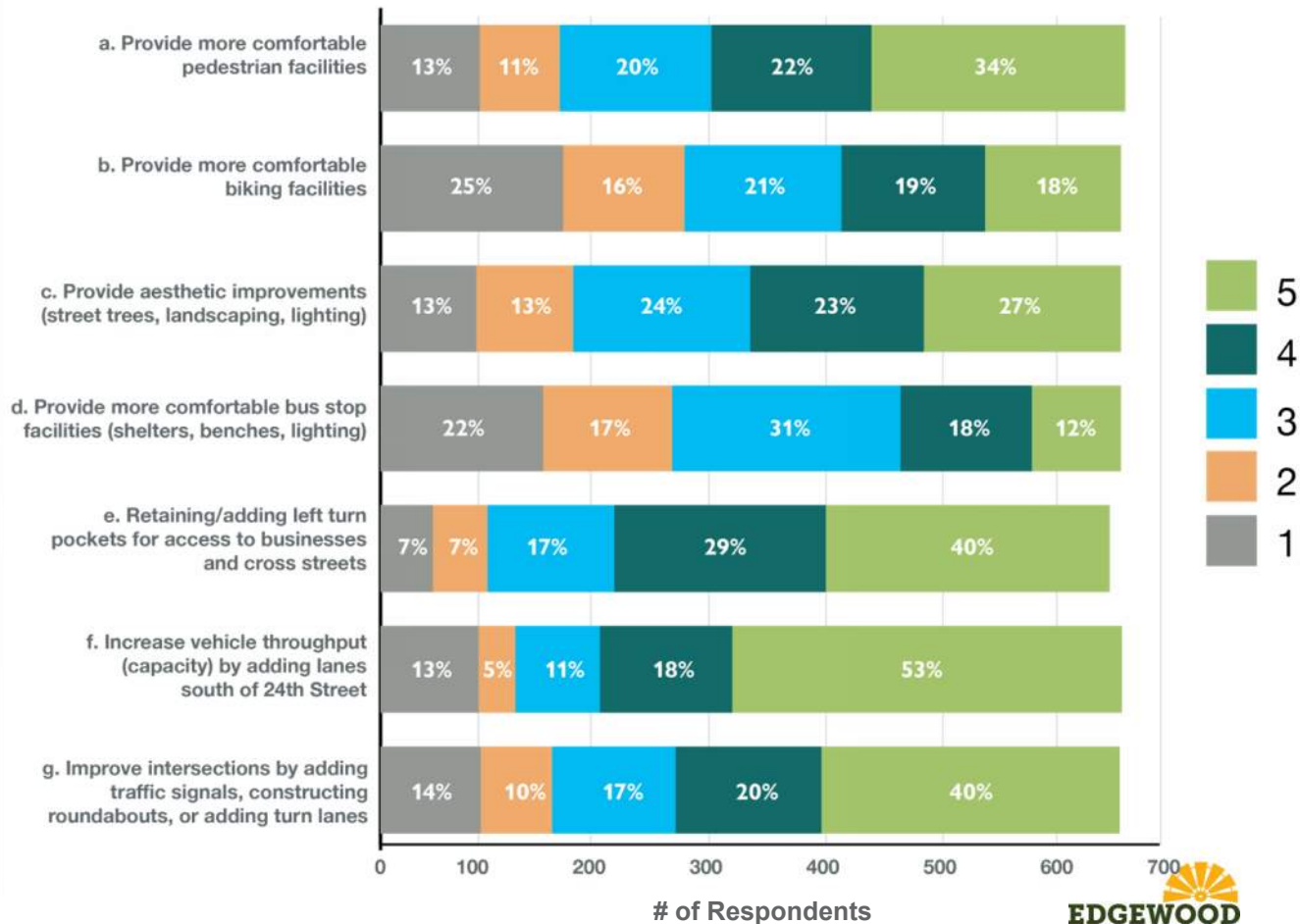
### 3. HOW IMPORTANT ARE THE PROJECT GOALS TO YOU?



#### KEY TAKEAWAYS

- Collaboration with the public and stakeholders is the most important goal
- Addressing multimodal access and safety was the next most important goal

## 4. ON A SCALE OF 1 (LEAST) TO 5 (MOST), PLEASE INDICATE LEVEL OF IMPORTANCE FOR THE FOLLOWING DESIGN CRITERIA FOR MERIDIAN AVE:



### KEY TAKEAWAYS

- Improving vehicle capacity, access and operations were most important
- Providing comfortable pedestrian facilities and aesthetic improvements were important to many people
- Nearly 40% of people felt bus and bike improvements were not very important

## 5. ARE THERE CRITERIA NOT LISTED IN QUESTION #4 THAT YOU FEEL WOULD BE IMPORTANT TO INCLUDE TO HELP IMPROVE MERIDIAN AVENUE?



Street lights (aside from aesthetics) would add better visibility at night and safety. Would prioritize that over landscaping, etc. (do first)



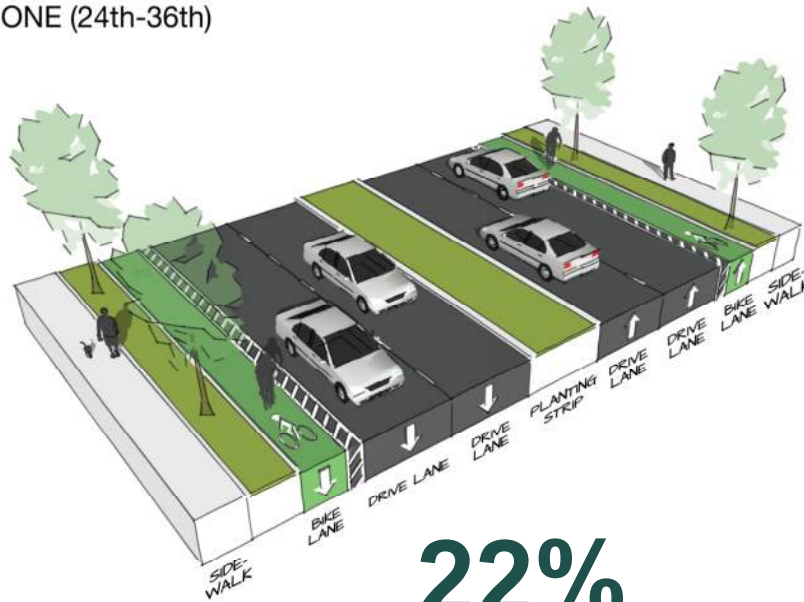
More crosswalks that are well-lit, with blinking signs.



Lowering speed limit or enforcing speed limit i.e. traffic cameras.

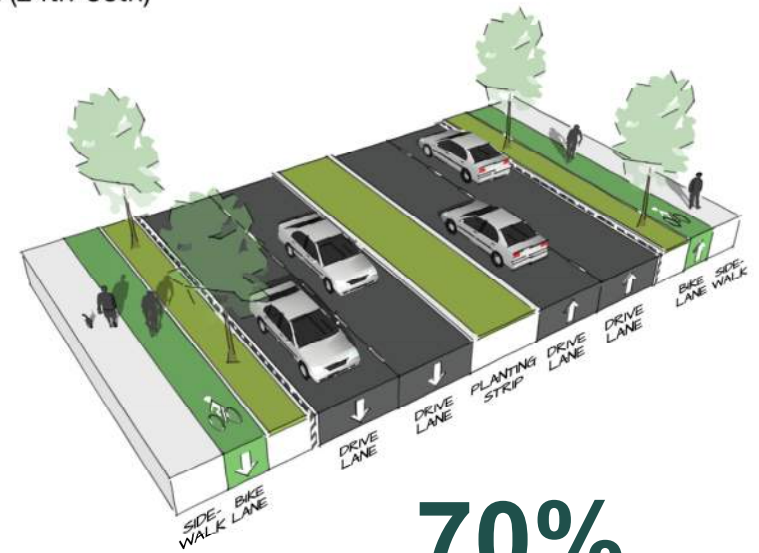
## 6. PLEASE RANK THE PRELIMINARY OPTIONS FOR SEGMENT 1 (24TH TO 36TH)

SEGMENT ONE (24th-36th)  
Option A



**22%**  
first choice

SEGMENT ONE (24th-36th)  
Option B



**70%**  
first choice



## 7. WHY DID YOU PICK THE OPTION YOU DID?



Option B is better because it is safer to keep the bikers away from the vehicles



Option A makes the bike lane like most other bike lanes, and I think that's appropriate for the segment.



(Opt. B) I feel that creating a barrier between non-motorized and vehicles is an important safety aspect. Bicyclists and pedestrians often share sidewalks anyways. While I don't often hear about pedestrians hit by bikes, I do hear about bicyclists hit and killed by cars.



(Opt. A) As a pedestrian, would not feel comfortable walking next to bicyclists speeding past me in as in Option B. Vehicles may not see bikes when making turns since their lane is further out of site.



(Opt. B) I like having trees as an added barrier between cars and bicycle traffic.



## 8. OTHER IDEAS TO INCLUDE?



Left turn lanes are important.



Allow the bike and pedestrian lanes on the roadways that parallel Meridian.



Not a dog owner, but if there's an anticipated increase in dog walking traffic, we should consider offering some garbage/dog poop bags.



No roundabouts added PLEASE.



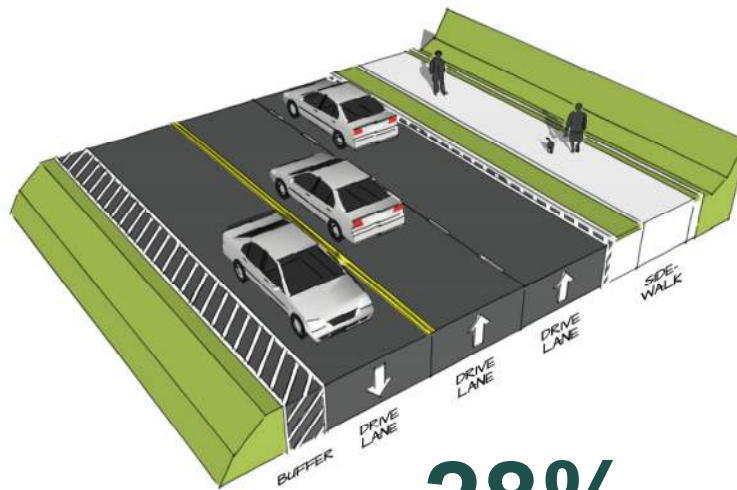
Would love to see Edgewood get rid of the big ugly billboards along Meridian



Roundabouts over traffic signals. Traffic always seems to move better.

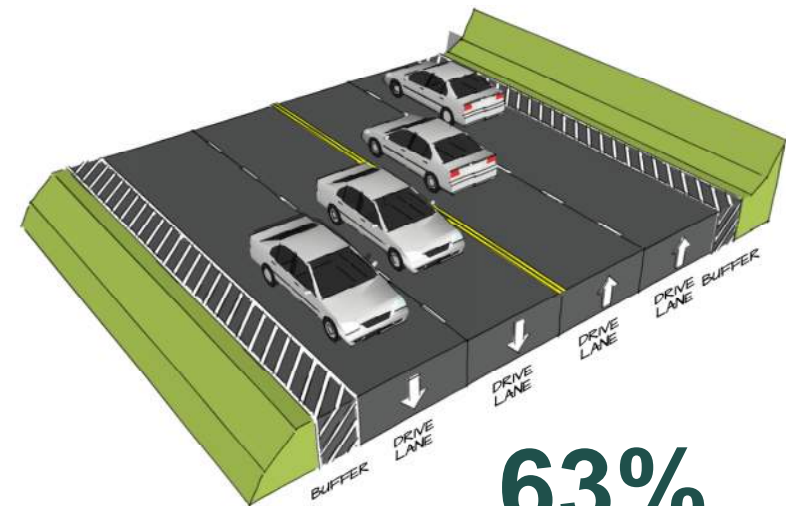
## 9. PLEASE RANK THE PRELIMINARY OPTIONS FOR SEGMENT 2 (36TH TO PUYALLUP CITY LIMITS)

SEGMENT TWO (36th-City Limit)  
Option A



**28%**  
first choice

SEGMENT TWO (36th-City Limit)  
Option B



**63%**  
first choice

## 10. WHY DID YOU PICK THE OPTION YOU DID?

“ (Opt. B) The distance is too large from the bottom to the top to invite regular pedestrian traffic, as well as no businesses on the hill. Vehicle traffic will remain the biggest throughput, therefore adding a southbound lane would decrease congestion

“ (Opt. B) This is a dangerous road to place pedestrians and bicyclists on. To create the flow of traffic adding the second lane downhill will be a significant improvement to this bottleneck.

“ (Opt. B) The pedestrian/bike area doesn't need much space. Space should be used for vehicle traffic.

“ (Opt. A) The sidewalk for pedestrian traffic gives people more commuting options that does not include strictly driving everywhere.

“ (Opt. A) Adding the option for non-motorized or bicycles is ideal due to the necessity of those who don't always drive needing to get up/down the hill

## 11. OTHER IDEAS TO INCLUDE?



That is an incredible view of Rainier coming down the hill. Would be amazing to have a pull over or some way to allow folks to enjoy it.



A safe route west of and separate from Meridian for pedestrians and cyclists.



Too many wrecks on this road with 3 lanes. A barrier between lanes would be better for all.



Railroad crossing bridge needs to be widened to four lanes.



A solution to the landslide issue on the downhill/western side where the asphalt has repeatedly cracked



We need some safety measures for turning onto 102nd Ave E.