

SR 167 Master Plan
Planning and Environmental Linkages Study

Attachment E, Appendix C. Online Open House Comments

Final Study

JUNE 2023



Prepared by:
Washington State Department of Transportation



Table 1. Online Open House #1 Comments**Comment Summary**

I currently experience over-policing on Sound Transit Light Rail. I have PTSD and constant harassment by Fare Ambassadors is an issue. I should not have to talk to people when riding the train. I have social anxiety issues. I get bothered by a Sound Transit Fare Ambassador 25-50% of the time that I ride the train. If there is a substantial issue with Riders not paying fare then the best solution is installing turnstiles and hiring staff to monitor the transit stations. I now take longer bus routes, through neighboring communities, to avoid Fare Ambassadors (so I can have a peaceful ride). The experience with Sound Transit Light Rail is awful.

There is an issue with a lack of restrooms at Sound Transit Light Rail Stations (toilets to riders ratio) - Northgate and Roosevelt Station are two new stations that lack proper restroom facilities. This is very probabilistic given that we are in the year 2022 and should have simple things like this enlightened at this point in our metropolitan society. The Northgate Transit Station has extremely limited restroom facilities and I do not think the Roosevelt Station has any restroom facilities. Restroom facilities are vital now that Sound Transit is forcing riders to take multiple public transit routes (longer commutes) with the light rail expansion - we used to have better direct bus access prior to light rail expansion.

The Sound Transit 522 bus that stops at the Roosevelt Station is too far from the Roosevelt Station entrance. The sidewalk where the 522 bus drops riders off is too narrow for the large volume of riders that are transferring off the 522 bus to the light rail (1.5 blocks away). The sidewalks are not up to standards for people living with physical disabilities. The distance (1.5 blocks) is too far. It's an extremely challenging transfer. Riders that use this route, which runs along Lake Washington from Kenmore, Lake Forest Park, and Lake City, used to have direct bus access to downtown. The 522 bus used to enter the freeway on NE 75th and the next stop was downtown Seattle (Convention Center), 3rd and Union, then Pioneer Square (2nd and Jackson). This efficient Route 522 bus route was eliminated with light rail expansion (Northgate Station and Roosevelt Station). Now riders must take the 522 bus but instead of the bus getting on the freeway on NE75th, the route continues down to NE65th. Riders must get off on the narrow, broken sidewalk and then walk 1.5 blocks to the Roosevelt Station. The commute required to make the transfer is not ADA accessible. It's also challenging for people without disabilities, such as people with children, people with bags, people that just don't feel well, or people that are just getting older. After commuting 1.5 blocks from the bus stop to the Roosevelt station, riders have a 1-2 block walk underground to get from the ground floor of the Roosevelt station to the platform where the train arrives. By the time I reach the Roosevelt Station platform where the train arrives, I often reflect that my old direct bus route to downtown would almost have me to the Convention Center downtown by this point. I then reflect that I am going to have to deal with Fare Ambassadors harassing me on the train during this next leg of my commute. I used to go to the Seattle Center and downtown Seattle (Pike Place Market) every weekend. I cannot do this now due to the removal of direct bus access from my home to downtown and Seattle Center. I do not want to be harassed by Sound Transit Fare Ambassadors so I do not visit these places any more on my days off (very sad). The commute on the weekend can also now take 45 minutes to 1 hour. It used to be 30 minutes.

Need to be able to use 167 without delays and know you can get through the area without sitting in traffic and not moving.

Adding general purpose lanes has been demonstrated over and over not to alleviate congestion, but rather increases congestion (and the many other negative impacts of automobile use) both inside and outside the project area. I strongly oppose adding any general purpose lanes to this freeway, and instead ask that the state invest in transit-only lanes and bus rapid transit infrastructure to move more people more efficiently. Reconnecting the communities severed by the freeway through adding bike/ped crossings would also help to alleviate some of the negative impacts of the freeway.

No tolls. It impacts the vulnerable the most and is the State's most discriminatory practices in transportation. Build at least 2 general purpose lanes in each direction and add two lanes to WA18 between 167 and I5, including a rework of the 167/18 interchange. Finishing 18 to I90 will also be a positive on the flow of 167.

Adding HOT/HOV lanes sooner than later. Integration of the Canyon Rd project with Pierce County to remove the old green bridge and completion of the new 70th Street to Canyon Rd is connected when the 167 extension opens to help with freight access to Boeing.

Connection of the interurban trail to the overall network.

Comment Summary

commuter lanes that are open to all between rush hours

I live and work outside of the project area but must travel through it every day. I do not have transit service near either my house or worksite. It takes me about 1 1/2 hours to drive and by schedules approximately 2-3 hours on any possible transit route if I could find both directions at the times I needed them. So far, it is much less time for me to drive, as it only takes 12-13 hours out of my day for work purposes.

Get the diamond lanes talking to each other as much as possible, like the southbound 405 to southbound 167 flyover ramp.

For me, the biggest issue with 167 traffic is the semi traffic that affects the areas of the Valley/167 exit and the routes trucks take from 167 to Fife/Port of Tacoma. The intersections at 167/Valley/Meridian are ridiculous. It takes forever to get through the lights because there are so many semis and lots of days, the traffic is backed way up onto North Hill. Because the semis have to take city streets between 167 and the Port of Tacoma, they clog up the roads and lights in Fife and Edgewood, not to mention the damage they've done to the roads in Fife. While the roundabout on 99 and Wapato Wy has helped ease the flow of traffic, the route is now more dangerous due to a smaller than needed roundabout.

I would like to see all semis off the route that takes them through the city of Fife. Route 167 needs to connect to I-5, with a focus on making it easier for semis to travel from Puyallup to Port of Tacoma, while avoiding city streets through Fife.

Better connections to 512

Environmental considerations - and increasing fish habitat and access

Express lanes

Completely remove SR 167.

create a freeway to freeway connection between SR167 and SR18 for EB to SB and NB to WB travel. Address the tight ramp and merging on SR18 from SR167 to Auburn Way South that impacts the SR167 corridor.

Express toll access to SR-167 from SB I-405.

HOV & Express Toll entrance to SR-167 at S 196th St.

Elimination of ALL weaving movements at I-405 & SR-167 interchange.

Capacity improvements on S 180th St. between Ikea and Valley Medical Center. Especially from NB E Valley Hwy to NB SR-167. (Slip lane to EB 180th and loop ramp to NB SR-167?)

RR grade separations at S 212th St. over / under both UP & BNSF.

Commercial vehicles

To do something about the loud freeway noise. And to stop taking down so many mature trees. And to not widen the freeway and make the HOV lanes toll lanes. Stop already.

Expand the 167/18 interchange to provide more direct access from EB SR 18 to SB SR 167 and NB from SR 167 to WB SR 18.

Extend the 167 HOT lanes south to at least SR 512.

Build HOV lanes along the entire route of SR 512.

Work with Sound Transit to build a new light rail line from Tukwila to Kent and Auburn.

Build a new east/west route at 24th Street in Sumner linking SR 167 and East Valley Highway.

Add ramp meters to the entire length of SR 167.

Add ramp meters to the entire length of SR 512.

Add ramp meters to SR 18 between I-5 and SR 169.

Comment Summary

With the earth on the verge of catastrophic climate change, we all need to take all the steps possible to mitigate the problem. Any current traffic/transportation planning process that does not include recommendations for significant new infrastructure for pedestrian, bicycle, and even horse-borne transportation is an incredible waste of an opportunity to make our world better.

We live in Bonney Lake, and travel often to Tacoma and Seattle during daytime and evening hours. Giving the Sounder the responsibility for our public transit has been a disaster. The train and the busses that link to it from the Bonney Lake Park and ride only run at times that line up with the early morning and after work train schedule. To get anywhere else (shopping, medical care, entertainment) on public transit during the day or evening requires us to drive to Sumner or Puyallup. We need expanded Sounder bus service from Bonney Lake to Sumner and we need an east/west rapid transit system from Sumner to Tacoma. We travel to Tacoma frequently for medical care and light rail would be ideal from Sumner to Tacoma. That would also allow us to get to the Airport via light rail by connecting in Tacoma. We also attend entertainment events often in Tacoma and Seattle, and we are forced to drive because we have no service to Sumner or Bonney lake for late evening (11-12pm) returns.

The westbound 410 onramp to NB 167 should become its own permanent lane adding to 167. The NB167 flyover carpool lane to NB405 should be changed to be a carpool the whole way to the exit, it backs up the 167 carpool for no reason.

Thank you for the opportunity to comment. Living in the south sound my entire life, I have witnessed the growth along the 167 corridor. From years of commenting along the corridor, and learning many back roads as a necessity, it's unfortunate it's taken so long to expand and eventually finish the corridor. 167 has long had the benefit of a lot of right-of-way in the center, especially in the southern end of the corridor. Instead of cramming (as polite as I can say) an HOV lane in from Puyallup to Auburn, add a lane AND an HOV lane. Yes, it's expensive. Toll it or whatever you need to do... add long 'exit only' lanes from on-ramp to exit... or auxiliary lanes as they are being called. Finishing 167 to Fife is going to be a great addition, although I hope that the interchange infrastructure that will facilitate the diverging diamond is built to expand to a full highway interchange. I fear that the interaction with I-5 in Fife with that interchange will be an immediate congestion point with no option for freight to simply pass through to the port. My additional concern is that not just the interchange with 512 will need expansion, but that 512 is the next impending traffic disaster, and also needs additional attention beyond just adding an HOV lane as a 'solution.' 512 is a very commuter heavy, single passenger highway as a result of unchecked and unplanned growth. Pierce County especially seems to avoid acknowledging any correlation between growth and transportation impacts. The county doesn't 'finish' well. Forget extending Canyon Road to a road that is not an I-5 interchange until the impact of a completed 167 is realized.

Again, thank you for this opportunity. It is a light at the end of the tunnel that the south end of the corridor is finally getting the attention it has so badly needed for decades.

truly prioritize ped, bike, transit over SOV even if it slows down SOV travelers

We need to invest in non-motorized options (e.g. Sounder, BRT, Link). This will relieve pressure on SR 167, serve low-income communities, and move us toward achieving our climate goals.

Light rail on the East Hill! Having a light rail line from Renton to sumner/puyallup would make travel so much easier. I would have to cross the valley go get to federal way or Tukwila in order to go to Tacoma or Seattle. If would much rather travel that way than drive.

More light rail!

More lanes for traffic

Light rail on the East Hill! Having a light rail line from Renton to sumner/puyallup would make travel so much easier. I would have to cross the valley go get to federal way or Tukwila in order to go to Tacoma or Seattle. If would much rather travel that way than drive.

More light rail!

Comment Summary

PLEASE PLEASE PLEAAAAASEEEEEEE fix the merge onto 405 in Renton towards Seattle at the end of the 167 highway, that merge is an absolutely a nightmare for everyone because it's a short lane and people enter and exit the highway off it. Either extend the lane or make another lane for the exiters or enterers on 167 or even a bridge like for 405 towards Bellevue. This would make speed times on 167 so much better because the lanes wouldn't get as backed up by people trying to merge into the left lane to merge onto the lane going onto 405 towards Seattle, that's where I always hit the most traffic

Add a Sounder Light Link. Down through the Valley to JBLM.

Fix the 405 south on ramp. The merge lane is way too short.

If there is any way to add a lane in the Renton-Puyallup, so you have the HOV, high speed (no trucks) middle and the low speed/merge lane in

Plan for growth east of 167 in communities like Bonney Lake, Black Diamond, Sumner, etc.

No matter what between 6am-10am and 2pm-6pm there is always stop and go traffic that makes commutes an hour longer at times.

Improve west valley highway. It needs to be widened. The pot holes are terrible. Algona area is the worst.

I would use the Sounder train on the weekends to go into Seattle and to Tacoma if it were available

Add more lanes and above all get the I-5 connection to 167 finished asap.

Extend pay lanes to connect with 405 from Puyallup.

Light rail and more parking at sounder locations. More public transit options. I am forced to drive with limited commute options to work in Seattle.

The interchange for 167 north to 405 west is terrifying!! With the congestion and the lack of folks being willing to allow cars to transition between the lanes feels like it creates unnecessary back ups.

Maybe start considering a design that doesn't revolve around cars. If we're going to stay with a car centric design than please stop making every new lane HOV only.

More lanes (traffic only to increase), eliminate the carpool/toll lane, increase public transit from light rail/Sounder stations so users can get to their ultimate destination.

Needs to be 4 lanes all the way from I-5 in Tacoma to I-405 in Renton. We do not have appropriate highway sizes for how many people live in south king Co and north pierce Co.

Attempts to have less congestion. It seems always congested at all times of the day and evening.

Link light rail in the valley along central and auburn way.

Expedite

Better noise abatement via trees, walls, pavement changes, etc. Also interchange at 405/167 could use improvements to better separate freeway to freeway transitions, from those vehicles going into Renton.

Connect to I-5 as a highway and not a side street. Improve intersection at highway 18. Improve ramps and intersection by Valley Hospital. Provide transit parking just off the freeway similar to I405 for rapid bus stop.

Multiple USABLE lanes for all. Not express or Good to Go lanes. For existing hov lanes, create exits for those lanes.

Comment Summary

SR 167 is literally the main arterial for every town along the valley. The traffic can be horrendous sometimes for no reason. I really don't understand why WSDOT and Sound Transit haven't looked into more reliable transit options like a Sounder that runs throughout the day in both directions similar to METRA in Chicago region. Better yet, why don't we have a light rail option that connects to the main line through Tukwila, Renton, Kent and Auburn.

Increase throughput in Pierce County. NB167 out of Puyallup/Sumner is the first congested freeway daily, and routinely backed up on the weekends as well.

SB in the evenings where the HOV lane ends and exit only lane to Ellingson Rd is a major bottleneck. Extend the HOV to Meridian in Puyallup where it can connect with the Washington Gateway expansion of 167.

Open more lanes. All of the cities and towns on the west side of 167 use this corridor. Geographically more and more houses will be built on the west side of this corridor in the future and it will only get worse.

Do not rule out roads for cars

Some exits frequently have traffic back up onto the highway and pose a hazard to through traffic.

Public transport is not feasible for everyone and most changes being made are for public transport. For example, I live in Spanaway, drop my children off on Auburn and work in Renton. No public transport would be feasible for my daily trip.

More focus on creating capacity and less on environmental impacts. We have to keep people moving.

An exit between Auburn way and Black diamond.

Please widen 167 with normal lanes. The traffic from Kent to Puyallup is some of the worst I've ever seen. I am considering moving from this area because of how bad traffic is.

Hoping for less stop-and-go traffic at Meridian intersection with SR167 and a safe route for truck traffic to and from the Port.

Expanded HOT lane!

Please make on and off ramps to I 5 from 167.

Make hwy 18 an exit ramp to south 167! Having to travel through the valley and over puts tons of unneeded traffic through that section such a waste of time. Thanks

Enlarge 167

Long time solution will need to be add more lanes

More capacity on 167 and especially on hwy 18. Fix and build ramps between these two.
Traffic will explode in Covington with new developments. Complete freeway access to I-90 please.

It is ridiculous to think why this corridor couldn't have more than 2 lanes in each direction.

The 410 to n 167 make the acceleration lane longer the trucks can not get up to speed after a 25 mph curve then a uphill on ramp add another 1/8 of mile ,,,,,,with all warehouses the truck traffic slows all traffic ,,,,,,,If they could add dedicated off ramp lanes for the truck traffic too

Comment Summary

1. Eliminate the HOV lane--it is a joke! EVERYONE uses it when traffic backs up!
 2. Post signs that SLOWER TRAFFIC MUST MOVE TO THE RIGHT LANE (it's the LAW, btw!) 18 Wheeler trucks & slow people "park" in the left lane & it backs up traffic & causes aggressive driving!!
 3. Widen Rt 167--it sb at least 4 lanes of regular traffic
 4. The exit onto 405 (that takes you to I5) is a NIGHTMARE! It is just an accident waiting to happen! This has to be improved!!!
 5. Increase the speed limit to at least 65--the "flow of traffic" is always above 65 & if u r trying to shorten commuting times, let traffic flow!
 6. Restrict 18 Wheeler trucks to only the far right lane!!
- I travel side streets to get over to & back from I5 because Rt 167 is such a HUGE aggravation!!

More space! The freeway needs to be expanded. Thereâ€™s not enough lanes.

Alternate parallel travel routes? Timed lights on East & West Valley Hwy? Express/through lane with limited access?

Removal of paid express lanes

Improving Pierce county traffic, auburn to sumner/Puyallup and tacoma

Backups from 167 n/b to 405 south interchange and the inverse 405 n/b to 167 s/b

widen the lanes.

Better transitions to/from 167 and 405 and Rainier Ave for general purpose vehicles

If you could add more lanes that would be great !! If possible make more exit only lanes for example 15th St. in Auburn. It would also be great if I could have less of a traffic jam merging onto 167 from Highway 18; it starts with four lanes and then goes to two lanes and it makes it unbearable with high loads of traffic because people either canâ€™t merge properly & it create a backup! If one of the 4 lanes was an Extended to make an exit only for 15th St. I think it would be a lot easier and help with the traffic mess!

I've always thought northbound 167 should have its own lane for merging northbound 410 traffic. Seems to be a pretty severe bottleneck.

Speed limit increases for carpool and passing lanes, with respecting signs.

Adding a third lane closes to busiest exits,

Make freeways connector suitable for 60 MPH not 20 MPG.

Rush hour lights time will need to be increase considerably.

For instance 167 willis exit light time is way too short to allowed tractor trailer through.

167 manage quite a big number of big rigs at any time given, so keeping that on mind when making changes pls.

Remove those cable guard rails. They kill motorcycles. They'll chop you into pieces. Not safe at all

The Rainier Ave/167 ramps and interchanges are small and dangerous. Recent "improvements" were not helpful. The narrowness of lanes and complexity of on off maneuvering is hazardous. Patrol should be stationed there during rush hours. Crazy drivers and trucks make both on and off hazardous.

PLEASE MORE LANES and light rail would be AMAZING! I chose less stop and go traffic for my answer, but additional train running regularly thru day and weekend would connect the south sound with the cities and would help a ton too!

Plan to scale! This area is going to continue to grow!

Comment Summary

The sounder train is NOT a viable solution. You NEEEEEEEEEEEEEDDDDDDD to get the light rail out into the hinterlands of south king an pierce county before there will be any viability in any transit plan. More highways isn't really a long term sustainable plan

The roadway should be expanded to include at least one more general purpose lane. Additionally, the junction from NB 167 to SB I-405 could benefit from a direct fly-over ramp. This would also vastly improve safety.

I would love to see the sounder have more regular service.

Make it a freeway adding more lanes, not only carpool, I mean real traffic lanes!

Connect to highway 18 westbound from 167 nb. Plan for new housing and influx of traffic as a result in all areas.

A third lane both directions that everyone who already pays highway taxes can use—not just those who pay extra or have a second person in the car

Need a ramp to access SR 18 Westbound from 167 NB

Make HOV lanes available to single commuters in EV and PHEV cars, like other states do

Widen it! Fix the on/off ramps. Maintain the on/off ramps so it doesn't look like a trash pit.

The SR18 intersection is a massive bottleneck that is responsible for most of my personal issues with this corridor. Improving this interchange would solve a large number of issues with traffic and pollution in the area.

Freight is obviously important to the financial success of the region, but it's also a major contributor of congestion and pollution. There needs to be forward planning on how to distribute the industrial area/zoning such that South King County isn't suffering the consequences of hosting the industry in an inequitable way.

More Lanes. Car pool lane in Pierce co.

167 is a mess during commute times, but so are other highways in our area. However, the stretch between HWY-18 and 410 currently has issues no matter when you travel. I would hope that you would consider whatever the issues causing bottlenecks here when looking at your plan

Add another lane. When the carpool lanes were built but not yet designated opened for HOV use, traffic moved beautifully. You'll never reduce the number of vehicles because this area is exploding population wise. ADD ANOTHER LANE IN EACH DIRECTION! It's the perfect short term solution.

We need southbound car pool lanes all the way into puyallup! From auburn to puyallup we should be able to carpool!

Please consider development on improving east-west interchanges through the SR 167 corridor, such as the highway 18 interchange. Highway 18 itself in Auburn is due improvements in safety (i.e. very short on-offramps) and design to ease congestion.

Find the room to create more lanes. In Kent there is plenty of room to widen at least north of central ave. Please consider adding noise abatement walls and expansion

Carpool lane from 512 to 167

Due to abysmal public transit I cannot take it if I wanted to to get to work. There is no way to get from parkland to Sumner. If there was a way to do it in about an hour I'd consider it. We need to emulate Japan.

More Use of HOV lanes during traffic rush hour

More lanes southbound. Extend to interstate 5.

Comment Summary

MORE SOUNDER SERVICE!!!!

It would be great to bike the 9 miles to work. But there are no bike lanes on meridian from 160th to my work on valley Ave. Also the traffic backs up on the 512 exit for puyallup because people can't merge. The non stop slow downs don't help to see my mother in law in covington. needs more general purpose lanes. And better merges on and off freeway. Example the south hill exit. I merge near the bottom of the hill ,but someone always wants to pass everyone and force themselves over at the top. Why can't u put jersey barriers half way down the hill to stop this. Too many accidents on this hill.

The growth of housing in the Sumner and Bonney Lake area is stressing an already overtaxed highway.

Get the bridges widened and the HOV lane needs to run the entire length of 167. The HOV lane ending in the same area as dropping an exit only lane (Stewart Rd/Jovita Blvd exit) on the southbound side is absolutely ridiculous and shows horrible planning.

Speed up road work and make cars and other vehicles like trucks a priority over transit or bike lanes

Get 167 into the current times. Itâ€™s a joke and has been a joke for decades. Another black eye on WaDOT. Almost as bad as the unforgivable cluster at the I-5 Tacoma dome Debacle

Parking for mass transit

Make all the on ramps connect to the next off ramp with an exit only lane. That way people don't have limited merge area and can actually get up to highway speed.

Look at the cities from the eastern part of the USA, they actually incorporated more lanes for traffic going into cities, you people do it completely opposite! Not everyone wants to ride on busses or light rail or trains with [redacted] smell permeating from many passengers. Also people drugged out their mind is not much better!

Iâ€™ve been hitting 167 on my way to 405 job for years now. Every week day. What I think needs fixed 512 167 410 area awful interchange. Itâ€™s scary at times 512 to 18 going north in morning and just past 18 going south to 512 in the evening. Well 512 sucks but thatâ€™s not what you asked.

A plan to deal with the high volume of trucks, especially during peak commuting hours, should be taken included.

Ever since the expansion of 167 between Renton and Auburn/Pacific it has made traveling from Auburn to Puyallup 2 to 3 times worse.

Extra lanes

More general purpose lanes in both directions. Too much time, money and resources are put into HOV lanes that do little to help the flow of traffic. Need dedicated exit only lanes, or longer off ramps for NB Willis St and 84th St. exits and SB 84th St exit.

When considering upgrading or widening, please don't just use HOV/HOT lanes as the sole solution. It won't fix the traffic problem in and of itself. For example with the recent expansion by JBLM they added an HOV lane on I-5, but there's a huge gap between where it starts and ends and it hasn't really helped the traffic problem in or around the area.

Keep it up with the sounder and light rail expansions and build more park and rides. I'm tired of relying on my car to get everywhere.

The main reason why SR 167 has always been having heavy traffic everyday is because it has been the regular route of most huge trucks in a 2-lane freeway. The only solution here is to WIDEN the freeway! Fill those huge island and add more lanes instead.

Comment Summary

Need to fix the way to get on 167 from hwy 18. Absolutely nuts that you have to get off, go through multiple lights, turns etc to get into it southbound. North bound that weave between people getting on and off is a nightmare too.

Eliminating the shoulder to widen roads, creates the issue of vehicles having nowhere to go if disabled or fender bender. I appreciate/want the added lanes, but shoulders are also all necessary.

Meters at onramps do not help anything/anyone. If you insist on keeping them, at least update their technology/programming to assess actual conditions. Merging is a lost driving skill as is.

You can't fix stupid. Drivers are just getting worse & worse. Every time I use 167 there are backups started in the same places for NO reason, other than stupidity.

167/161 interchange.

It's horrible. The semi trucks make a bad thing worse.

South King & Pierce needs the same level and quality of transit service that Bellevue has.

Put more do not enter signs. I have seen cars enter the wrong side of the highway with ongoing traffic.

Decreasing dependence on fossil fuels. We need a more robust light rail system ASAP

More lanes along the entire length of 167

Plan for 50 years ahead, not 5 years.

more lanes on 167.

Widen 167

SR 167 simply needs more lanes right now. Its time to widen all the bridges. I believe semi truck drivers should not have to stop for the on ramp lights. When they stop there they usually cant get to full speed by the time they need to merge. I also believe we need a weigh station along SR167 or river road. Many drivers skip the I-5 weigh station.

Link to to I5

Widening the highway is a necessity

Revise the Seattle centric thinking of decades ago. Traffic going south in the morning and north in the afternoon continues to grow. Address that reality.

Sounder is the preferred transit method in the valley cities. Until there are more trains including mid-day trains it won't meet demand.

Needs to be more lanes

Build bigger than it's needed now. It's not rocket science.

Get rid of the HOV lane and make all lanes available to all traffic at all times of the day regardless of how many people are in the vehicle or if they have a "good to go pass".. Our taxes pay for enough of the money the state gets already. The HOV lane is an excessive tax on the people and should be STOPPED!!!

Look at your stupid traffic cameras and you will see the left lane empty and both other lanes at a stop and go pace. You folks created this problem. NOW FIX IT!!!

Connect it to I5 south. As it was planned It will move the traffic better and make faster to get on SR512 .

No tolls.

Comment Summary

I-405 driving will be enemies more screwed

More I-5 access that doesn't include residential streets

The lack of progress on our highways leads want to believe the DOT isn't interested in moving traffic, but forcing us to mass transit. From my job mass transit is it an option. Traffic is constantly getting worse and the better travel times are getting longer as people try to adjust to traffic. My expectations of real DOT solutions is very low.

Thank you.

Enforce HOV lanes and metered lanes or open them to all. Frustrating to watch single driver cars without a pass zip by.

More lanes and don't take lanes away for tolls because that was a huge fail on 405. It's more crowded than ever

The biggest problem I see is reckless driving, commercial trucks and private vehicles exceeding the speed limit by 30-40 mph, weaving in and out of traffic at high speeds. More lanes will 100% increase the problem.

Man not even much details but y'all need to figure out the traffic that be going on every morning and evening it's like [redacted] ridiculous we need more travel lanes or something man cuz people can't drive for [redacted] and I dead gotta leave a whole hour early for work when I work 25 minutes away like cmon bruh fix your [redacted] or something dawg

Separate toll road, but don't toll 167 except carpool lane.

Growth, you should of added 2 lanes each way not 1, the south end growth will require this in 5 years anyway why isnt the new section by Sumner open?

there will always be a back up by the Sumner corner unless you get a better ramp or lane, they should not be entering 167 on a corner, add a section of on ramp to have cars enter after the corner flattens out

Less traffic from Tacoma/South I-5, better Puyallup exit (SO UNSAFE!) and noise barriers safety barriers on both sides of 512 from Meridian exit to Pioneer exit.

More lanes north and south bound. Carpool lane south bound

At some point the congestion at on/off ramps needs to be addressed to get a greater number of vehicles off the main road and on to the arterial roads (ie 2 right turn lanes). The biggest waste of resources right now is the lack of a Sounder train on weekends. And the most desired would be a direct light rail link to the airport.

More lanes for the current 167.

Más canales, amplíen los puentes por favor, y sean más rápidos en las construcciones, tardan mucho para hacer cualquier trabajo, es inaceptable

Extending the HOV lanes south

Open more lanes than we need right now, so you don't have to do this again in 10 years

Make semis who dont have stops along 167, take I5. Too many semis clogging traffic.

Finish HOV lanes through Pierce County

Express Lanes pop to mind. So much of the bogged down traffic is mostly going one direction. Take one of the Lanes on the opposing side and turn traffic the direction of the most traffic for an hour or two. I'd rather not see 167 get wider or take out more of the farming land.

Comment Summary

The end of 167 in Puyallup which requires you to take Meridian to River Road to I5 is very congested, specifically the off ramp and bypass in Puyallup. The addition of a new path from there to River Road could greatly help.

Merging lanes always causing issues. No matter what time of day.

Safety

Expansion of population over time in south king county and pierce county will be constantly increasing. There are often no alternate routes north and south between Seattle and Tacoma due to terrain. If more Bus routes aren't vast enough to service Sounder transit stations at this time and make it difficult to rely on using Sounder instead of personal vehicle.

Providing alternate routes for commercial traffic . Auburn has a lot of industrial businesses that lead to a lot of semi trucks being on the road. It makes it inefficient and frustrating for the semi drivers to be stuck in the commuter traffic and it adds to the traffic burden. It may also be wise to create some sort of parking lot where these drivers can rest instead of them sitting on the side of the ramps.

The intersections of Valley Ave & Meridian and Valley Ave & Milwaukee are a NIGHTMARE! Please try and address this. It should not take 20 minutes or more to get through one intersection.

The Frederickson area is a high growth area, and had multiple warehouses moving into it with intense truck traffic. There is no major highway into the Frederickson area. While Pierce County has been developing Canyon to move trucks, the area is becoming unable to reasonably handle the truck volume coming off of 512 and 167 that funnels onto Canyon.

IMO the 405 - 167 interchange is what needs addressing first. Like the newer carpool lane from 167 to NB 405 and the reverse.

Less congestion and stop and go traffic and safety for drivers

Get Kink Light rail built to and Past Tacoma! The Northgate opening has also been useful for family visits NORTH

Cost! Sitting in traffic cost everyone.

Wider lanes

Less potholes

Better on/off ramps

Open up 167 restricted overpass to all drivers on to north 405 at off peak times.

I would love for WSDOT to consider outlying communities who rely on 167. For example, although I am a resident of Puyallup, I live in the Sunrise community of South Hill. There are very large populations of people who need better access to freeways/highways living in communities such as mine.

I believe it would be extremely counter productive to pursue such a large expansion of a major route as 167 without supplementing surrounding communities with better access and alternative routes. Improvement to 161 and 162 would provide great support for a Renton to Port of Tacoma expansion of 167.

Not to expand 167 creating induced demand and even more congestion

Do not toll it

Less expensive tolls when using the toll lanes. Not conducive to the average traveler who commutes to work . Travelers that have higher paying jobs benefits but the average travelers do not.

Semis should not be allowed in anything but the far right lane in peak traffic times. They cannot gain speed quickly and hold up traffic when they try to pass other semi trucks

Comment Summary

More fast transit service that can reduce or replace car travel

Metered on ramps don't work well because so many people cheat with using carpool lane even though there's only 1 person in car. Maybe meter all lanes or none.

Please fix the on ramp metering lights, some of them do not turn on during rush hour, and the rush of cars that do not get metered contribute to the traffic delays.

Will the construction EVER be done? That's the main reason I experience traffic flow issues.

Make for lanes

Safety, the entry points for 167 are dangerous

Lower the price for Good To Go and stop adding one lane at a time. You have the equipment there add several at once.

The area has grown much faster than the available transit. Limitations on SR-167 put a strain on all of the local roads, impact fuel usage, and create long commute times for the citizens.

The only mass transit solution this area seems to benefit from is the Sounder Train. Light rail has several flaws.

Any mass transit solution should be focused on improving the Sounder.

Vehicle transit will always be the 1st solution in our area because of the spread and the way it's built out (common to entire west coast area). As much as we need mass transit solutions, passenger vehicle improvements will ALWAYS be critical in our region.

Add a dedicated express lane to keep left lane hoggers from backing up the freeway

Given the expected housing increases in the area a wider SR167 would benefit north south travel and reduce I-5 and 167 heavy traffic slowdowns. I would like to see 167 as a 8 lane highway from Renton to Tacoma

Extend hot lanes and south bond carpool to Puyallup

If you are going to extend the freeway to even more people then you better make more room for those people. It is an overburdened road as is.

Stop adding only single lane bridges for the HOV lane. Use models such as Austin and Houston and remove the old bridges and expand outwards with new bridges that can handle more lanes. There is enough real estate to put 3 main traffic lanes plus 1 HOV/TOLL lane on each side northbound and south bound making it 4 lanes on each side, don't need grass medians. 167 is the I-5 alternate route and should be treated as such. Also, do away with regular lanes turning into exit lanes like the Jovita exit and the HOV lane turning into a main lane (who came up with that design?) The days of 2 lane highways are long extinct here. Washington state now has a surplus of tax revenue from registration fees, instead of refunding it back to the citizens (like what should be done) use it for this.

-US Air Force (ret) Civil Engineer

Ensure wildlife can still travel in the area. Water quality, ensure safe runoff.

The on/off ramp that connects 167 to 405 is the worst design and needs to be changed.

Open up the lanes to all not just the rich folks your boss Jay talks about equality for all and then you and he do not walk the walk . Shame on you and the fake news you folks spew

the connection between 167 and i5 in kent, especially to and from the showare center

Comment Summary

Existing cities, like Sumner and Puyallup not being used as a cut through route.

New communities need to pay for new roadway infrastructure . If you can't build new roads, you can't build more housing. Perfect example is Tehaleh in Pierce County.

Keep widening to stop all the congestion

The 167/405 interchange. In particular NB167 to SB405

Open the hov lanes at the south end

The 18 interchange needs a lot of improvements to lessen traffic.

Que el carril hov estuviera abierto a todos mÃ¡s tiempo. Por ejemplo: que se cobre el fee de 8am a 5 pm, y el resto del tiempo quede abierto.

Gracias.

The amount of people using the corridor is growing , also there is no light rail...or make the train more frequent. Try to get people off the road and onto light rail/train/buses. Fix the beginning and end of 167, the 410 and 405 exchanges cannot even hold the amount of traffic during non rush hours.

Extend hot lanes further south

Build more lanes. As many lanes as possible. 5 lanes each way.

Revisit the SR 167 and I-405 interchange. The NB 167 to WB 405 interchange creates a ton of traffic due to its design.

Limiting truck traffic hours way to many semi trucks

More lanes

SR18 better interchange with east and west connections directly to SR167, west valley increased lane capacity and turn lanes at intersections from Sumner to just north of SR18.

More lanes and longer on ramps.

We have enough public transportation, we need existing roads improved and widened so additional traffic can flow. Often times public transportation is inconvenient, doesn't fit my families needs and doesn't go where we need to travel. Driving does. We need our roads focused on and no more wasteful spending on public transit.

More lanes

Are you actually projecting growth patters or are you simply relying on historical data? I suggest you hang out at the 410-167-512 interchange each morning and evening and decide if the population numbers are accurate. The unplanned growth in Pierce County is a nightmare. You need at least two additional eight-lane highways to even put a dent in the traffic. Good luck!

We need additional general purpose lanes in each direction as the current facility is obsolete. After looking over all of the scenarios, option number 5 is the ONLY one which is going to make a difference. I don't understand why they are doing another master plan as they had a good one in the 2008 plan. You need to stick with that plan. Leaving Hwy 167 with only 2 lanes is wrong and just plain stupid. The people in charge is WSDOT need to be replaced as we are years behind in regards to needed capacity. We don't need another toll lane, we need real lanes for real people!

Please get this study done right, and make sure their is a least 1 additional general purpose lane added from Renton to Puyallup!

SR 167 Overpass connecting S 196th St in Kent to the East Hill Kent & Renton.

Comment Summary

Restrict semi trucks to one lane or do not allow them to stay in the passing lane when they have no intentions of using the lane to pass.

Connections from neighborhoods east of 167 such as Panther Lake, Kent ridge high school...
Safety at connecting hubs

Widen the freeway as it should have been done 30+ years ago!!!!

Carpool lanes

NB SR-167 to WB SR-18 and EB SR-18 to SB SR-167 MUST be connected by onramps.

Limiting large commercial trucks to night traffic when less personal vehicles are used.

At least 1 more general purpose lane in each direction and including SR512 in the study. SR512 is a major highway in Pierce county and needs to have a major widening and expansion added to it. The area where 512-167&410 all come together is a major bottleneck and a solution needs to be included.

Train service to Renton.

Add more lanes, finish construction fast rather than dragging it out, extend HOV/Good To Go lanes for the entire stretch of SR167

A focus on wildlife habitat. The existing SR 167 corridor has cut a swath right through what used to be wildlife habitat and the proposed extension will worsen that. Perhaps some significant portions of new construction can be raised, to enable wildlife movement without crossing major thoroughfares.

More lanes!

Better future forecast of growth in population, land acquisition for future expansion to accommodate future growth, and identify ALL alternatives considered-not just those carried forward.

No tolls

I regularly transport animals (horse & dogs), people, and equipment to training, competition, and sporting events that commuter transit services, light rail, bus, and walking does not accommodate

Going southbound

The exit only lane and HOV lanes end at 8th/steward Rd.

Whoever designed this does not understand traffic flow.

Nothing but a cluster. Pinches traffic every afternoon

Add two to three lanes in each direction in the next three years. South sound is the fastest growing metro area in the region. Please plan for continued growth.

More lanes along the highway.

HOV for entirety of hwy 167. Both north and south

Fix bottle neck between Auburn and Sumner. I've traveled SR 167 for 40+ years. This has always been bad.

Improvement is needed at the interchange between EB SR 18 and NB 167. Difficult to see who is merging with you, esp. at night

Comment Summary

Long over due. Semi traffic is a nightmare. Get it done like yesterday. Way to much growth without the roads to handle it. This is 20 years late. Finish HWY 18!!!!!!

167 is usually ok for normal commutes but always clogged on 405 onramp and the i5 change is so crowded it clogs the rest of the highway

Just built it already

Fixing the 518 merge to alleviate traffic bunching in the afternoon as well as providing for turning traffic at the meridian/167 lights where SB 167 arrives in Puyallup

Faster and safer interchanges with highway 410 and highway 512 that includes separate carpool/good2go lane.

More lanes and Wider lanes due to trailer trucks.

Your Carpool cost is ridiculous for travel from renton to puyallup at 1:30 pm.

Please consider the unbelievable amount of truck traffic from both the port or Tacoma and general commercial use. It totally clogs up the highway and access roads.

Add additional capacity, carpool lanes, regular lanes and auxiliary lanes between exits. Remove close interchanges, build out freeway to freeway connections.

New freeway

West bound 167/hwy 18 junction and east bound hwy 18 / to 167 interchange to not have to exit the freeways.

Widen the freeway please, as population grows. WSDOT is doing too little too late. We one of the fastest growing cities and we still have 80's infrastructure

Please stop making us pay to drive on the highway we pay taxes to build.

Wider roads

Add another regular lane of travel in addition to the HOV lane that has taken a year to open

Mas carriles y el tren ligero

Finish 167 from Puyallup to Tacoma.

The development of the SR 167 area would greatly increase productivity and I think that it should continue to be looked upon and possibly continue to expand.

Sound Transit is a boondoggle and will never replace personal vehicle travel to any meaningful extent. Plan for CARS. And/or give tax breaks to employers who allow people to work from home.

Less mass transit and more lanes. Build better overpasses and off on ramps to connecting highways and freeways. Look how California does it and fix them. The stop lights at the end of an highway don't help traffic at all. You could charge companies a carbon tax for forcing people to drive in when they can really work from home.

After driving 167 nearly every day for almost 40 years, there really is only 1 solution. Add general purpose lanes, NOT carpool/toll lanes. They do not help traffic flow. Carpool/toll lanes only create bottle necks and congestion with drivers trying to get in and out of the lanes at every interchange.

Widen the road so it can accommodate all of the drivers who have moved to Pierce Co and work in King Co

Comment Summary

Electric vehicles

Run HOV/POV to Puyallup.

Your freeway is stupid. Having it go from 4 lanes down to 2 southbound. Go and sit in 3 hours of traffic and figure out how to make more lanes.

Making the transition from north bound on 167 to 18 West bound more efficient. As well as transitioning from 18 East bound to 167 South.

Express lanes to take you from Puyallup to I-405 with entrance/exit ramps in Sumner, Auburn, and Kent.

Creating dedicated lanes north and south bound for commercial trucks and segregated from the other lanes. This is a fairly short run of HWY and could even become a great model for other HWY's, along with it would come safety between the trucks and passenger vehicles, and as an added bonus is there is a truck or vehicle accident the other lanes keep moving.

Get rid of HOV lanes and HOV on-ramps - might have been useful at about a third of current traffic density but now only cater to upper income brackets who can afford the excessive toll or those who don't care and use them solo anyway because there is no enforcement. Opening that lane space will be an immediate help

Finish the present work immediately.

more unrestricted lanes

More attention must be paid to traffic movement on and off at the intersections. Uncounted waste of energy and time are at the traffic lights at intersections where roundabouts would greatly reduce pollution and time wastage. A great benefit could be had at the intersection of 167 and Willis / 516 in Kent with a double roundabout similar to several others proven to work as this one in Ohio. <https://transportationhistory.org/2019/12/04/2013-ohio-dot-opens-a-double-roundabout-to-traffic/>

We need more night lights especially during fall - winter season.

Increase to 6-8 lanes in the Kent Valley corridor that backs up daily

Consider removing trucks during the peak rush hours - they cause HUGE backups on and off 167, getting stuck at exits, metered on-ramps and so forth. You could try this with very little cost. No trucks from 5-8am and 3-6pm, they can use it as much as they want all night when traffic is lower. Shifting use to 24 hours a day is the smartest way to get more capacity and it is much easier to shift trucks (which are already 24-hour operations) than people with 8-5 jobs.

Obviously add more travel lanes, remove the carpool lane, this is not equitable for all that use 167, potentially raise the gas tax if you need more revenue for maintenance. This corridor is antiquated, Fix it! Isn't WSDOT embarrassed from their lack of action? Listen, I considered using public transportation, there are just too many mentally unstable people in our region, You never know when you will be robbed, attacked, or physically injured. It is quite evident that the general population like using their personal mode of transportation, thus the massive traffic that is experienced by all. Do something, Please!

Lanes lanes and more lanes.

Light rail to SeaTac

Do away with carpool lanes, a waste of pavement.

Faster travel from the plateau in Sumner/Bonney Lake to I-5 to the airport - the exchange between 167 and I-5 near Tacoma is important to me.

Comment Summary

Take out the tolls. We already pay taxes for roads and the tolls only benefit those with greater disposable income.

The metered ramps only slow traffic even worse. The 405/167 north on ramp is notoriously horrible. And the Stewart St 167 N on ramp takes forever in the metered lane. Get rid of the meters, they have not improved traffic flow one bit.

Faster lanes for truck transportation.

Adding an HOV and an additional lane along the entire route in both directions. 4 lanes in total to relieve congested traffic.

A simpler HOV/GoodtoGo lane signage that shares the same verbiage as the 405 and 520

Please consider finding out how to stop the useless clogging that you're very aware of. The stinky, stop and go thing dampers everyone's day and mood and there has to be/must be a way to fix it.

Separated HOV lanes to ensure more compliance.

add another overpass at 196th street up to the east hill. At minimum a truck on ramp and off ramp overpass at 196th connected to east valley hwy. to ease congestion of trucks at 180th and 212th.

Over scale it with inevitable growth in mind. The region's wholesale commerce either works or doesn't depending on how and when action is taken.

The SR 167 to I 405 interchange could use some major improvements

More lanes, not restricted HOV or HOT lanes.

Better merging lanes. End of 167 onto River Road and to 512.

Make improvements that last for the next 20 years. Recent WSDOT projects seem to be outdated by the time construction is completed.

Walking shed

Add Express Travel lanes in both directions from Tacoma to Rte 18 connection area.

Tuviera mucho mas carriles para circular en auto privado por que duras demasiado tiempo a vuelta de rueda

Prices for HOV use create a huge inequity in the community. Folks should not have to pay to drive their personal vehicles on a road their tax payer dollars already pay for. Not everyone can afford the luxury of using the HOV lane, and it often is just as slow as the regular lanes,

The exits and on ramps are very congested. Many lanes merge into two from 3 causing a bottleneck effect. For those living in south hill, 167 is the only way to get to cities north of federal way. Transit in unincorporated pierce county always requires a car.

SR 167 needs improvements fast, and needs to be reliable. If there could be dedicated bicycle/pedestian multi-use lane or corridor that also connects with nearby lanes and trails, I will bike more often around.

More lanes at choke points.

More lanes and improved 405 transition

More lanes. Clarify the hov lane. Not sure if I need a pass for that lane.

Comment Summary

Round the clock Sounder service, a light rail connection from Federal Way down Meridian through Puyallup, South Hill, and Graham. Light Rail service from Kent to Maple Valley and Covington. Light Rail service to compliment the sounder serving the east and west side of the Green/White River Valley and make local stops.

More HOV lanes and tolls.

Better access to and from hey 18, especially south bound.

NO "Lexus Lanes"

Traffic flow. Keep the traffic moving. If you need some ideas how call me 253-261-4735

more highway lanes.....

Early morning is always heavy traffic between 167 and 506 hwys

Need more general propose lanes

Add lanes

Finish south bound carpool lane. Currently you have made it worse. Instead of 4 lanes to 3 with many exit to hwy18 you moved to a point 3 lanes down to 2 with realities few taking exit ramp.

Also don't take 2 years to build a lane. Not sure why road construction in WA is not only expensive but very slow.

Getting the North bond HOV lane open and completing HOC lanes in both direction for the entire SR167

Bus routes in manufacturing areas are SO LIMITED! In warehouse and manufacturing districts, we have to walk upwards of a mile from the stop to the place of employment in warehouse and manufacturing districts. Some bus routes run through those areas only once in the morning and once in the evening. This affects my ability to work full time, because the special route is not timed for a full 8-hour workday. When the bus connection is late, or the bus driver forgets to make the special route, this affects my paycheck as I have to walk from a distance, making me late. This also affects my dependability rating on my job. This problem makes me want to drive my car. As an older person, walking the mile from the bus stop to the warehouse/manufacturing job is becoming more difficult. (Again, making driving my car my choice by necessity.) I would like to see bus lines run through the major manufacturing facilities and provide at least 2 morning stops and 2 afternoon stops.

Complete the extension into tacoma.

King and Pierce counties need to stop approving developments until transportation is in place to accommodate the development.

Continued growth and increased usage

Use of the corridor is increasing faster than improvements can be made. It would be a good idea to start considering a new parallel corridor to funnel freight traffic through to alleviate traffic on work commuters.

A dedicated exit lane Southbound to the 410 exit

HOV lanes north- and southbound to 512 and I5

To consider expanding more lanes to avoid unnecessary traffic congestions.

Link light rail service in Auburn to downtown Seattle would be great.

Enforce the use of lanes speeds. Right lane is for exiting/slow drives, middle lane is for the speed limit, far left lane is for passing/speeding

Comment Summary

extend the HOV lanes past Pacific / Algona. 167 is just as busy as I5 / 405 and the HOV lanes or more lanes should be extended at least to Puyallup, even Tacoma. 167 is no longer a minor thoroughfare and should be treated as a major arterial to the Interstate.

Provide funding to cities to repair and maintain SR 167 parallel routes. Many of these are in poor condition, which is not helped by the heavy traffic they see regularly when SR 167 is congested or blocked by accidents or other closures.

Mass transit is good for everyone. Even if I am using a personal car at irregular times having good transit reduces the number of other cars on the road and saves money as a society.

Desperately need more Sounder availability at the split to Seattle to get to anything on the east side.

More public transportation. Less reliance on pay lanes. Improving on and off-ramp access. Realignment of some off/on-ramps to better address current traffic flows such as Carr Road. Create a fly over from hwy 167 to south 405 to decrease the bottleneck that is currently created with trying to access 405 south from 167N. If possible connect 167 to either (both) East Valley Road and Talbot Road directly. Especially Talbot. Increase the amount of lanes south of hwy 18 through Bonney Lake exit. Connect 167 to I-5

Connect 167 to I-5 already...it has been far too long.

More lanes. Or at least keep up with its maintenance. I am not served by any public transit and will not see any service in my area, ever. So transit lanes are a waste for me

Toll cameras like on 405

Work on the SR167/SR410 to SR512 interchange

The 167 to 512 interchange needs a redesign

Hi WSDOT team. I'd like to reiterate a selection I made above. I think you're at the mercy of the rail companies, but additional sounder service during the week/weekend would be amazing. Being able to catch a train from Seattle after 6:30 provides flexibility to do things after working hours, as well as weekend service being able to easily access Tacoma/Seattle while reducing congestion on 167 and I5.

Also most likely a well known pain point for folks is the 167/405 interchange. Taking the exit from 167 to 405 headed west is sketchy at best. Kudos, though, on the express lane exit connecting to 405 north. It's wonderful. Anyways, thanks for taking this survey. Appreciate the work you all do to improve our driving/living experience!

Dedicated bus lanes, more bike infrastructure

More lanes

I would like to see a more efficient transition from 167 to 512 southbound. This transition causes a backup on 167 far before the exit.

167 S, 410 W on ramp to 167 S and the 167 S exit to 512 . I would love it if this traffic did not need to cross. Same for the 167S and 18 E interchange. Crossing traffic is dangerous.

Make the hov go the whole way, and keep the apron lane northbound going all the way to 15th st nw, so people don't jump left right before the exit.

Make the hov go the whole way, and keep the apron lane northbound going all the way to 15th st nw, so people don't jump left right before the exit.

Fix difficult weave to 512.

Build the cut across from 167 to I5

Comment Summary

Hot lanes and carpool lanes only add to the congestion! Get rid of them and stop fleecing the hard working persons who need to drive this road!

Extend HOV lanes

2 lanes aren't enough

Use common sense. Too many book smart [redacted] calling the shots

More bus service on weekends between Tacoma, Auburn and Renton, better connections between Angle Lake, Des Moines and Auburn.

Better bus service along Lake Tapps, Auburn and Auburn P&R.

Kent east hill could use a light rail line that connects with the existing Tukwila line and new east side Bellevue line via a east lake Washington line running north and south.

Widening, more lanes

Get rid of the toll lane and make it a regular lane.

People speed through 167 at all hours of the day, but especially at night. It's too dangerous to be traveling in the hov lane and motorists are traveling 80+ mph behind you and swerving in and out of passing lanes.

More safe ramp from 167 north to 405/i5. The merge backs up traffic and is scary because people cut across multiple lanes to merge and you are merging with traffic heading into Renton.

Design for 50 years in the future, not 5 years in the past. More lanes for more vehicles. No mass transit option is going to eliminate the growth of personal vehicles.

Get rid of the toll/car pool lane and make it open to all

Light rail expansion

It is absolutely ridiculous to me that the sounder train does not run all day. There is no light rail service along this corridor, but there is a train, that hardly gets used at all except the designated "commuter hours." The sounder train should run up and down this corridor all day, like 5am to midnight, and every station should have a train stopping at least every half hour, if not more frequently.

Currently live in Bonney Lake, work in Redmond. There is no other alternative to driving currently on the Eastside. I used to take a combo of the sounder & bus until the bus, 567, was discontinued.

Install more signs directing people to stay to the right except to pass. Make signs that say the HOV is a passing lane, not a cruising lane. If you're being passed on the right, move to the right lane!

Build it massively bigger than it needs to be now so that when it's done in a 100 years it will accommodate the appropriate amount of vehicles then

The Boeing Renton plant directly effects the travel times on 167, as the beginning and end of shift work either begins or ends during the standard commute, thusly if there is one hiccup during the Boeing commute then it carries over to the none Boeing commute and results in hours long slow traffic on 167. This causes overflow onto east/west arterial further complicating the region.

Placement of off-ramps and exits at geographically advantageous locations. On ramps down hill into straights. Off ramps with a dedicated exiting lane well in advance.

Shoulder space along the whole stretch, anything to relieve the traffic

Comment Summary

The merge from SR 410 gets really congested around 5 AM causing me to divert off of 167 onto 410 through Sumner. It backs up sometimes to the merge from SR 512 onto 410. It would more than likely make it better if there was a third lane and an additional fourth lane for express purposes. Make a dedicated merge lane for drivers getting on 167 from 410. Don't stop that lane until Auburn atleast

Protect the wetlands.

The impracticality of accommodating so much growth without adding general purpose lanes. Unsafe conditions on SR 18 due to 167 traffic merging onto SR 18 and inadequate acceleration lanes and weaving distance between SR 167 and SR 164.

Poner más cmaras de seguridad de trnsito.

Por qu mucha gente rompe la ley

Tanto en velocidad como tambin en las lneas de trnsito ya que usan carpool y ni siquiera tienen go-to-go

There has got to be a better system for 167 north bound to get onto 405 heading north and from 405 heading north entering 167 heading south. These are still so congested it's a but ridiculous. I've lived in Kent 26 years.

Add many lanes... adding one lane will do nothing to improve traffic and be ready for the future growth. And...Get a sounder train into Bellevue. I work in Bellevue and have to take too many modes of mass transportation to get to work...driving is faster...but driving is incredibly irritating because of the consistent stop and go traffic.

Need more lanes and needed them 15 years ago. All this work is way too late to be effective

add more lanes (5 each way)

I would like to see elimination of traffic having to cross over interchanges to move from and between 410, 167 and 512; whether traveling north or south.

We need more lanes in all directions to alleviate the traffic.

We need little get rail just as bad as all the communities already receiving it. The Sounder is essentially useless.

Invest in the ST 566 route and make it a fast, frequent, all-day option to the Eastside. A fast, frequent express bus option is also needed towards Seattle when Sounder is not running.

The detours ST566 takes into Renton and Kent are slow -- add bus-only or HOT ramps (or queue jumps) to give it direct, congestion-free access the city centers and back onto the freeway.

Finish the HOT lanes, but do not expand the general-purpose lanes. Focus on making transit the fastest, most convenient option.

The SR 162 corridor, meaning access and travel lanes. Realistic projections to accommodate the growth we've already seen and the growth the GMA is dictating, then allowing with unmitigated infrastructure improvements.

Improve highway interchanges with 167, for example the zipper merges at 18 are unsafe with increased traffic. Consider allowing tolled users to use HOV onramp to 405 N from 167 N.

All this time to make 1 lane and the little bit more in today's dollars you could have made 2.. One for the trucks to stay on the right. Car pool lane should also be on the right it may slow down the car poolers a little but it doesn't stop all the other traffic when they cut through on the way on and off the freeway.

Please keep Auburn in mind for light rail expansion. If I could light rail into work and Seattle it would be amazing

When I lived in Seattle I took the bus everywhere even though I had a car. Now I am car reliant. There is one bus that comes into my neighborhood and it's two miles away. It would take me over 2 hours by bus. My car is 35 minutes.

Comment Summary

The merge lane from 167 to 405 S is a bottleneck nightmare.

When the extension to Tacoma is complete, how much additional traffic will be added to the Renton to Puyallup corridor? How will this be dealt with? Will you be adding additional general purpose lanes to this corridor? If not why not? It is already at capacity!

Take the time and finding to fix the corridor, don't just bandage the problem for the short-term, so we need to start fighting for funding to fix a current problem.

I also drive to Covington to visit family. Sometimes the trip takes 2 hours; sometimes 40 minutes. I would love to travel on light rail from Puyallup to Covington.

Ability to live in Kent and commute to tech jobs in Redmond and Bellevue that is less than hour each way.

Go look at Southern California Highways for an example of how to expand and create connecting overpasses. I-10 east of the 57 is now 6-8 lanes in each direction. Started as 2 each way. Start expanding for the long term and not be reactive.

More lanes, less price gouging on the HOT lane, more efficient highway interchanges for 167 & 405 (HOV flyover did nothing) and 167 & 18 and 167 & 512

Build a bypass road to avoid Meridian avenue to River road traffic in Puyallup

Fixing the on/off ramp from SR-167 N to Hwy 18 W & Hwy 18 E to SE-167 S.

The side street slows traffic and the extra traffic on West Valley has tore the road up causing excessive wear and tear on vehicles.

The interchange needs to be brought up to more modern standards.

Widen the [redacted], there's plenty of median space south on sr18. Fix the merge to and from sr512 and sr410

Widen 167 all the way to 410 to three lanes and add an HOV lane the entire way.

Make train, light rail, bus more usable. More park and rides?

Before the valley is overbuilt now is the time to take a page from California and build a 12-16 lane freeway to not just handle the current traffic but traffic for the next 40 years. In Washington we have always developed short sighted projects designed to deal with today's traffic not traffic in 40 years

I5 in Tacoma and through Seattle are prime examples

Use and widen not just 167 but also 512 to create a bypass to Tacoma abs help a spread traffic through the region and reduce the pinch points. Develop now while you can before it's overbuilt.

Please consider the following: 1) Adding an exit only lane on 167N near the Des Moines exit in Kent. 2) Improving the 167 and 18 interchange in general (18W to 167N merging lane may be converted from a merging lane to an exit only lane to reduce bottleneck. Also, somehow lengthen the 167S to 18E entry as it causes bottleneck.) 3) 167 and 405S diamond lane interchange just like it already has for 405N. 4) Consider diamond lane interchange for 167 and 18. 5) Please do not consider adding another toll lane. This does nothing for low income people. Choose solution that benefit all equally, not just one class of people.

less congestion at the 405 - 167 interchange. less congestion going through Pacific and Auburn on 167. less expensive good to go pay lanes.

Please please please .. the interchange where 167,410 and 512 connect is an absolute NIGHTMARE!!!! Please do something about that. It's horrible.

Comment Summary

shoulders on both sides of road, big enough to not impede traffic when a car needs to pull off

Need plan for running sounder as reliable source to commute like light rail.

More lanes south of Jovita blvd

Think about the increased population density and build for that now. HOV lanes do not do enough to relieve congestion. We need more lanes that everyone can have access to all the time.

Need hot lanes all the way!!!

Literally, ANYTHING would help at this point. Everytime I go visit someone and have to use 167, I actively do everything I can to avoid it because itâ€™s so bad. Iâ€™ll even drive 10mi out of my way, if it means my car keeps moving and I donâ€™t get run off the road by semis.

Adding more lanes both north and south for now and the future.

Really I think the best improvement to 167 that could be made would be better public transit along the 167 corridor so people donâ€™t have to rely on cars. But public transit isnâ€™t the best (no fault of the WSDOT) as many car companies back in the day lobbied you make places car centric so they could sell more cars, and destroyed/gutted any existing public transit system. Now we have outdated technology and need an overhaul.

Lane expansion. And finish the northbound carpool lane. Hot lane being \$9.00 and flowing at same rate as right two lanes is doing no one any good. Double white left lane like 405 if expansion possible to make the toll actually worth paying.

More. Non toll lanes. We need to use the open property to make 167 big now, before it is all closed in by homes and businesses.

Expand lanes anywhere possible with extra space for broken down vehicles. Do something about the bottle necks where lanes converge to make it easier for people to merge together and fix the horrible transitions between bridges so it doesn't feel like you are hitting speed bumps on highways.

Better onramp from 167N to 405S, itâ€™s always backed up weaving with the people coming off 405N to 168N.

More lanes of travel in all directions, including more highway spurs to growing populations off of 167 to help alliviate street traffic and make trips faster. Need more East/west highways off of 167 for more direct travel and better volume. And don't just plan for what is needed now, consider future needs as well which hasn't been done for 20 years and that put us in current predicament, grossly over used highways and streets and no where near enough highways for the population growth.

WSDOT should plan to further develop SR 512, SR 167, and I-405 into a continuous alternative route to I-5. There is enough traffic on SR 512 to justify a third lane in each direction, preferably a HOT lane like on the other two corridors with a continuous flow ramp at Puyallup, like in Renton (167/405).

Please consider the communities along the highway and the negative impact on the "side streets" when the highway is backed up. There should be funding for the cities along the highway to get more signage to identify the access points to the highway. I live on a dead end street that ends at the highway, when the highway is backed up, the drivers trying to avoid the traffic get lost and end up driving down and back since it is unclear what streets are alternative routes.

Widen the freeway. Fix the bottlenecks at 410 and Jovita.

Plan ahead. Donâ€™t have it be out of date due to growth by the time the project is complete.

More connected mass transit systems with associated parking or quick shuttle service.

Comment Summary

Add another "regular" lane, aside from the "carpool" lane. I also see a great deal of "single" drivers in my travels. Perhaps offer a different type of "Good 2 Go" pass for drivers, like myself 98% of the time, that travel the corridor straight through.

Better drainage. Traveling North there is many areas in the Kent area where the water doesn't drain properly and pools out into the road.

Add at least two more lanes each way. Get rid of the toll lanes. Tie the south end of 167 into I-5 sooner than 512.

Expand the freeway to 3 lanes from Jovita Blvd down to 410. The lane ending at Jovita causes major backups on the freeway from everyone having to merge over into two lanes.

Finish what is started. Connection to from Puyallup to Tacoma was talked in the late 70s.

Reduced speed limit in the area of southbound SR-410 / SR-167/SR-512 interchange to reduce collisions (example: westbound SR-512 Ainsworth, Steele)

Robust carpool/pay lane options with pricing for the entire length of 167 stated up front like they do on 405.

Less merging, safer exits to I-405 north and south, no toll lanes, designated truck routes

MORE TRAINS

Add mid morning Sounder NB service with with Bonney Lake bus service to the Sumner station

Comment Summary

Currently, the biggest issue(s) surround both unpredictability and lack of lanes to support rush hour traffic. Given current economic scenarios, rush hour is difficult to predict and overcome especially when it's too late. What do I mean by that?

Well you don't really know how bad traffic is on hwy 167 until you are there. There are always unreported accidents and slow downs mainly caused by fender benders and at times failure of a traffic control device to handle the overloaded traffic entering the cities and towns along the highway. How do we resolve that?

A few ideas revolve primarily around notifications and awareness of current traffic status. This will help drivers become more aware of when it may be a good time to traverse an alternative route. Secondly, many of the traffic lights along the exits are not programmed to process long queues of drivers waiting to get off hwy 167 and therefore will need to be programmed to process a larger than expected number of vehicles. Another shorter improvement may be to increase the off ramp length to allow any backed up traffic to have minimal disruption by having drivers be able to queue up on a lengthy off ramp versus sitting on the highway itself causing more slowdown.

Overall, bigger improvements I might suggest are going to be staying the obvious, adding more lanes to the highway on both sides especially from the highway 18 interchange through Puyallup. It seems a majority of traffic starts from the Puyallup highway interchanges when heading south so streamlining that might provide immediate relief. Additionally, traffic is congested starting from Puyallup all the way to highway 18 heading north and at times past that all way to the Kent and Renton areas.

Unfortunately, the above improvements also won't alleviate the troubles of congestion completely as the drivers themselves have a big part of the causes of traffic as well. This may be aiming high however truthfully speaking, it is one of the state's biggest issues when it comes to highway and freeway congestion. Washington state drivers need to adhere to common driving laws which would reduce traffic concerns and issues across the entire state. I'll list some of the issues below but WSDOT and the Washington State Patrol will need to work together for this approach.

Some of the main laws constantly being broken or not followed are traveling close to the speed limit when possible, using the on ramp and off ramps to speed up or slow down rather than the highway or freeway itself, using the left lane(s) solely as passing lanes (or even fast lanes), moving right for sirens and lights, staying off the cell phone, zipper merges, and most importantly of all, Washington State Patrol enforcement of the above rules and laws. Many times even when enforcement campaigns run, those only happen for a limited time and are also only for a designated and limited time only. These issues need to be enforced all year long to help bring both a more pleasant driving experience as well as more education around causes of traffic and congestion promoting tips and advice on how to alleviate it all.

Truth is, until traffic laws are enforced more universally throughout the year, you will always see traffic and congestion no matter how many lanes you add or how many improvements you implement. Many times, the enforcement is based on time of year, holidays, limited time periods, etc and further hurting the process; people know that this enforcement happens primarily in the left lanes. This leaves a majority of the folks hanging out in the right lanes to never really understand why or what's being enforced in the first place. Overall the message I'm trying to convey is that education is an aspect of these improvements or projects which is definitely needed to make the desired impact. Thank you for your time and efforts in improving our highways and travel times.

Best,

Prince

HOV in both directions

Make the water drain better toward Algona Pacific when they left the grade so much higher than the pavement

Since Sumner is adding so many warehouses with more big rigs, traffic has become unbearable. Less big rigs would be the best outcome for this small town.

Use variable messaging boards on highway. Better than turning on radio for travel advisories.

It's a mess always bad during mornings and evenings

Lack of merge skills creates the most traffic. Control the merging control the flow.

The 167/410/512 interchange(s) is terrible.

Comment Summary

Please consider removing the HOV/Toll lane.. The studies I have read suggest that HOV lanes constrain traffic flow and add to emissions as there is more stop and go traffic and more idle time. Watching the HOV lanes over the years has lead me to believe that it has had minimal impact with changing behavior and few people carpool. The most common people who use the HOV lane are the ones who have historically always had passengers; construction workers, Uber drivers, moms with kids, etc. Even the van pools seldom have multiple people in them. Given all the new warehouses in the SPS the amount of truck traffic has significantly increased over the past few years. More and more truck drivers want to avoid the one and off ramp cars so they simply commute in the passing lane. Given the the farthest left lane is HOV there is effectively no passing lane on SR 167. It is difficult to maintain the speed limit even during non rush hour traffic. I suspect that very few people are actually paying the toll and are simply cheating. There has been little enforcement of the HOV since the toll road was established. This is another example where a system has been established where we want good people to do the right thing when really they are being punished with longer commute times while the people that are willing to cheat receive the benefit. I have not seen any study that suggests the benefits of the HOV lane outweigh the costs.

More work on southbound and northbound lanes from 512 through Auburn. Southbound morning and northbound evening traffic continues to increase with slowdowns the norm now.

Improvement of the West Valley highway to help ease congestion when blockages occur on SR167. This could also ease daily congestion on the West Valley highway during daily commutes.

eliminate hov lanes so we have more road to use

More lanes in Pierce Co.

Traffic increase due to population growth and not having too many roads merging into the main road within a short distance.

We donâ€™t want or need more carpool lanes. We need more lanes! The NB 167/410 interchange is impossible to take if traffic is busy. You canâ€™t get over from the left lane (going NB from River road). This is a poor design. Also, the SB right lane that turns into exit only in Algona is a waste. Semi trucks routinely travel SB from Renton in the left lane causing backups.

Widen 167, it needs to be 4 lanes plus the HOV lane

Just open the carpool lane already.

HOV lane all the way southbound to Puyallup/Sumner.

Needs more lanes

Enforce the carpool lane or remove it so everyone can use the extra lane.

Get the Carpool lane open and extend down to 410 interchange

Its gonna suck no matter what you do. Lack of Pre planning and accurate expansion plans when it was built is why we are at todayâ€™s problems.

Better transition from south bound SR167 to west bound SR512

Less cones, less wsdot.wa.gov wasting transportation funds on project management - always changes to less productive road construction. Widen 167, get that done! WIDEN 167!! WIDEN 167!!! If donâ€™t widen, less cones more bus routes less freight make them go I-5

3 general purpose lanes and 1 carpool lane. No tolls like 405 North of Bellevue. Add 1 lane to 512 from 167 interchange to I-5. More Sounder trains daily and on weekends. Bring back inter urban light rail adjacent to inter urban trail.

Comment Summary

Connect Canyon Road to 167 to help with Freight from Frederickson

Do NOT toll the new roads. Tolls are regressive and impact the poor the most.

What social equity measures are being taken on this project, both current and historical.

Build auxiliary lanes between interchanges in locations where bridges won't be necessary. Keeps the on/off traffic off the main line.

Build the bridges as funding becomes available in the future making these new lanes.

Fix the pot holes, add lanes. Stop the charging for HOV.

Complete SR18 with 4 lanes to I-90 to relieve congestion at north end of SR 167. Commercial traffic is a key component.

A light rail stop in Puyallup or South Hill, Sumner even.

There's plenty of room, just add lanes!

More diverging diamond intersections to ease exiting traffic.

I would love to see more focus on alternative means of transportation for South King County residents. Whether that be light rail expansion, or something else; we have been left high and dry.

The fact that the HOT lanes have been complete but not open for a year is ridiculous and unacceptable. Open them now.

Northbound, north of Hwy 18. extend the right lane as exit only to 15th st. NW.

Redesign the Hwy 18 interchange and arterial connections to allow for higher capacity and future growth.

The Sr167 / I405 interchange is still terrible during morning commute. It's sometime quicker to go all the way to Tukwila to get on I5 north. Worst cloverleaf anywhere in king county, despite all the money spent in the last 10 years

Please consider what the people want NOT what the bureaucrats want.

Change the 405/167 interchange, the entrance and exits being so close together leads to massive congestion that backs up 405N from the airport and 167N. The exit ramp also makes navigating the Rainier Ave and Grady Way intersection difficult as traffic backs up at the stop light. Taking a right turn can cause further congestion and delays.

Stop the bottlenecks. Everyone who travels 167 knows the areas we try to avoid because traffic comes to a stop for no evident reason.

HOV lane into Pierce County! We pay taxes too!

Prioritize light rail to the south

Don't charge money for the Togo lane

Park and ride facilities along SR167 that tie in with the main traffic corridors.

El límite de velocidad, y una ley para que los camiones de carga no vallan en el carril centran, eso obstruye mucho más el flujo del tráfico, que se mantengan en el carril de la derecha, son un peligro, en el carril central.

Should have pushed thru 167 all the way to the end in Tacoma as was planned decades ago!

Fix the intersection of Valley Avenue and Meridian. The congestion due to freight trucks is bad. People that live within the 1 mile radius of that intersection are locked in after 2:00pm daily.

Comment Summary

The connection between 167& 410 (and 512) causes mile long backups on 167 during peak times. You should extend the HOV/HOT lanes all the way from 405-410/512 and allow the HOV/HOT lane to connect into 405 sound (not just 405 north). Additionally, I live in Orting and pay crazy ST3 taxes, but have no transit to our area at all. Closest facility is sumner - that's insane! I get no benefit from the dollars in paying in.

all of the traffic backup is around the Sumner interchange

Widen the freeway to 5 lanes each direction and create a NB 167 to SB 405 flyover

People who live in these cities and towns, need to depend on their own automobiles to get from point A to point B. More lanes, that are not HOV and toll lanes, would benefit these communities. Also more frequent sounder trains would be a huge improvement.

Educate motorist on how to properly merge into the main line of traffic, and left lane camping, and cushion around vehicle so people can properly merge into the flow of traffic

Consideration for increase in truck freight traffic along this corridor

Sr-18 from Covington to Issaquah widening and major road surface repairs. This road strip is being poorly managed. Especially with the amount of freight traffic going through. Widen 410 between Enumclaw and Buckley.

SR 18 from Covington to Issaquah widening and major road surfaces repairs

We pay enough in taxes to make this happen, along with the amount of freight traffic, something needs to give

More lanes=more capacity. K.I.S.S.

Adding more lanes and better merge/transition points with 410

Reduction of cars on the road with ebike lanes and transit services that are easier than driving

Just please get it widened stem to stern and finished from Sumner through to Fife.

More lanes. Not toll lanes. Pay enough taxes already.

The state seems to underestimate the need to plan alternatives to automobiles a long way out, and as a result our light rail system is 30 years behind where it could be. As a car owner who prefers transit, the effect of adding rail options and safe bus options is multiplicative; one line rarely adds demand, but if I can actually navigate from A to B efficiently I'd be eager to lose the car.

Fix sr18 to hwy167....cloverleaf are antiquated death traps for semis.

Widen 167 to 4 lanes, plus an HOV lane on north and south bound, going from Sumner and going north to 405.

Dont let slow drivers on sr167

increase speed limit

Add more lanes

It needs more capacity. 4 lanes

Electric charging stations

Expanded to three or more lanes for travel the entire length of 167.

Keep the good to go lanes. Car pool lanes don't work. You can't control the will of the public, never have and never will, no matter how many hov lanes.

Comment Summary

Please look beyond the needs of "enow" and build a plan to encompass future growth and development in this area.

Connect 167 directly to I-5 increasing business and growing the port of Tacoma while ensuring that the traffic on 167 does not exceed highway capacity.

Most congestion seems to happen in areas where east/west roads merge off and onto 167. There is a lot of traffic using 167 in order to get to the east/west roads. We may need more of those roads, between 18 and 516, or between 526 and 405, in order to eliminate some of the congestion on 167.

No toll!

more lanes

Put more [redacted] lanes in!!! The only lanes that have been installed in the last 20 years are pay to play lanes that for some reason are stopped and merge into other lanes. Only 2 lanes each way is an absolute travesty and an abject failure of planning. 4 lanes plus and hov lane each way at a minimum and stop merging 3-4 lanes down to 2. 167 is a complete joke

More family oriented solutions such as bike lanes, trails, trailhead parking, etc.

Sr167 needs more lanes.

Fix the 410 to 167 to 512 interchange.

Widen 167

Stop getting rid of lanes randomly making cars merge down from three lanes to two. Carpool lanes are interesting in theory but useless in practice. Tired of people riding all the way to the front on exit onlys and merge points causing traffic jams. Yes the traffic flow is too much but really giving people opportunities to be overly aggressive and rewarding it is a mistake. If there was a consistent three lanes from the top to the bottom it would really help with flow.

A rest stop with coffee. Normally rest stops are only found on long stretches of rural highways. Why not put one in an urbanized area? I think 167 corridor would have real estate nearby to make it possible.

Also, a park-n-ride along the corridor owned and operated by wsdot with an attendant to avoid theft.

Add more lanes. Widen 167 needs minimum 2 more lanes each direction, full length. Need ramps connecting NB 167 to WB 18 and EB18 to SB 167.

There is lots of open land south of SR 18 to expand SR 167. Add more lanes that are not tolled especially at the Curve North of SR410. This is a bottleneck every single day both morning and afternoon. WADOT adds a single lane at a time and by the time they finish that lane its already obsolete and more lanes are needed. Plan ahead for once and add more than a single lane in each direction. You have the land to make it happen. just do it already.

My wife and I do not experience that much slowdown on SR 167 when we run errands and would not recommend any efforts to widen or add lanes. We do not bike often but bicycle infrastructure would be reasonable. If you do consider more buses or faster multimodal, a stop at 167 and S 180th street is recommended. Szechuan First is a great restaurant near that intersection and more people should know about it.

Please de-emphasize the highways and emphasize more walkable neighborhoods that are pleasant to be in. Build out the transit system to be more than just a system for commuters that just goes in and out of city centers, but a system that connects other neighborhoods too, so that it can be used for visiting friends, running errands, visiting parks and trails, and picking up kids from school.

Give Electric and Hybrid vehicles access to the HOV lane

Comment Summary

I travel River Road more than the actual highway 167. Looking forward to this plan alleviating some of the traffic on river road so that it can be more for the locals who live here. My husband would also bike to work from Puyallup to the Port of Tacoma but he doesn't because there is no safe way. Both River Road and Levee Road don't have safe shoulders or bike lanes to travel in and people drive too fast and too crazy during rush hour for him to ever attempt. Bike lanes would be wonderful.

Need more arterial roads connecting to highways. Need more lanes on the highways.

Open up HOV lane all the way to Sumner

Just don't let the ppl doing construction on i5 in Tacoma have anything to do with it

The SR 167 extension needs to be free of all tolls in perpetuity like most other highways in our state so everyone can use the extension and it can actually alleviate congestion in the area. Myself and many others that live in the area refuse to use the extension if it will be tolled. I'm also low income on disability and paying a toll would be a financial hardship.

Widen the freeway. HOV exit on left from 167 to 512 interchange. Major congestion immediately after the Sumner exit heading towards Puyallup from Kent. HOV lane all the way down and up 167, from Kent to Puyallup and Puyallup to Kent.

Planning for main corridor use and access only is actually a part of Patriarchy. While these are the best ways that it would help me and my household to travel to work, doing what's better for the community by improving sidewalks, buses, transit, and all levels of safety, will in turn better my commute through decreased traffic, less stressed individuals who are driving due to better conditions of the drive and other portions for travel for folks who's mental and financial health would be better having access to other forms of travel. Addressing an entire system does huge amounts to address such a systemic issue. Fixing one item that's an issue will not fix the whole.

We need more multi-purpose lanes!!

Overall improvement is needed given how much the area around 167 has grown over the years. It cannot/willnot be able to support the population growth in the region. 1. Easier/highway like connection between Tacoma to Puyallup. 2. More lanes between Puyallup to Auburn/Kent especially with more people moving to the South sound region. 3. Improve traffic at highway18/167 and S272nd St/167. 4. Add more lanes on exit /off ramp S43rd.

Please add more lanes. I have been traveling on SR167 since childhood. It has needed to be widened for at least 50 years.

Prices is too high

Decades it has gotten terrible over the last 20 years I really don't know the solution to it is but we have to start making more highways or something to keep up with the houses being built in the south sound area. Rural isn't so rural anymore but streets/highways haven't changed in 30 years.

Those traveling by motor vehicle can be best served by removing all HOV / HOT lanes restrictions. All lanes of pavement should be available to everyone 24/7. Carpooling has always been a social engineering tool for environmental reasons but as more cars become electric, that reasoning is not valid anymore. My taxes are paying for the pavement. I should be able to use it.

reduce highway noise

Connect more freeways to the south and east of puyallup

Upgrade to limited access highway through puyallup all the way to I-5.

Fix the interchange snarls. Seems like the abutting arterials could use some traffic circles and diverging diamonds.

I can't afford to live where the work is.

Comment Summary

Carpool lanes the entire length of 167. Ways to check exactly how backed up it is. Maybe having people get on 167 and stay in tge lane they need to be in without jumping back and forth. More lanes.

Continuous flow interchange at 167/161 junction. Plan for expanding freight traffic that will allow for no stop lights between Edgewood & Puyallup on 161.

1)Require semi trucks to stay in the outside lane and not ride for miles in other lanes.

2)Open all lanes to all car drivers and eliminate the commuter lane for 2+ passengers. This would help traffic to run more smoothly. 3)Add more overpasses so traffic would have 3 lanes each direction on 167 all the way from Puyallup to Renton. \$\$\$\$\$

The round-about intersection from Wapato to Hwy 99 works really well. This model should be adopted to eliminate stop and go traffic controlled intersections. However, the round-about needs to be engineered a little wider to accommodate the wide turning radius of freight trucks

1) FIX THE SOUTHBOUND JOVITA/8th ST EXIT Whomever planned this exit obviously does not try to use this exit to head west up the hill on Jovita! During rush hour, the exit backs up because of all the semi truck traffic that tries to turn immediately southbound onto West Valley, meaning that because they have large trailers they need to use BOTH lanes to turn right off the exit and then try to take an immediate left o to West Valley, not to mention all the commuters who back up the light trying to avoid the backups on 167 itself. This means that anyone trying to go west on Jovita gets stuck for a minimum of three stop light sequences for people who don't even live in the area and are just trying to make short cut to avoid traffic. There either needs to be a westbound Jovita only lane off the exit and thru the intersection, or traffic shouldn't be able to turn south on West Valley.

2) NOISE MITIGATION We live above 167 on the crest of the hill (directly above the highway) and we hear EVERYTHING on the highway. They have sound walls going northbound from Pacific to Auburn, but we have NOTHING to stop all of the ridiculous traffic and construction noise (at night!). Isn't there something that can be done for us as well - if not a sound wall, at least window replacement or something similar that's done for those around the airport? The noise has only gotten worse over the years we have lived here.

John Petersen

(253)854-6203

inkogneato@comcast.net

More lanes " especially South of SR-18. At least three regular lanes and one for carpool. (The same should be done between Bellevue and Renton on I-405 " plus a light rail line.)

Fix interchange with 167 and 405 so it isn't so congested. The flyover HOV lane from 167 to northbound 405 was a good start, but the intersection needs more work

I am a local firefighter that goes on SR 167 frequently for 911 emergencies however due to traffic it delays our response by minutes potentially causing more harm to the patients due to decreased response time. If there was less stop and go traffic and less congestions it might literally save lives. Thank you for your consideration.

Extend HOV lanes southbound to Puyallup, add right turn exit only lane southbound to Hwy 410. The climbing right hand turn with poor sight lines always slows traffic here.

add lanes to 167

more car lanes, less transit

I will never travel mass transit again

Having adequate capacity to accommodate anticipated growth in commerce, and shipping,

Expanding it to 3 or 4 lanes same as I-5

Comment Summary

Better traffic enforcement, there are a lot of people that drive aggressively in this area and it feels dangerous

Please increase the capacity of 167. It has been needed for many years. The inability of 167 to handle the traffic that needs to use it fills surrounding city streets as people try and find a way around a freeway that does not meet the needs of people who live in the south sound.

Improve the transition from the 167 to the 18 as it causes the most struggle during the day getting to school

Is there anyway to let the public start using the Projects sooner rather than later. Could we have started the northbound HOV lanes in the north and then worked our way south? If people could use the roads that they have paid to have constructed we might see a little bit more excitement. It's such a shame to drive by open lanes for a year.

Get rid of the car pool lanes and make them all purpose lanes for all traffic . The car pool lanes only benefits the few people that car pool

Added lanes on SR 167, a smoother method for northbound traffic to transfer to south bound I 405.

Important. Any toll placed on new road from meridian to I 5 will cause commercial traffic not to use it. They will use the surface streets and traffic will remain congested.

Increased mass transit options that make use of transit between medium-large areas similar to car travel time

I appreciate the lengths this project has already gone to consider it's impact on marginalized, overburdened, and minority groups as well as the environmental impacts our current system and the new proposals have. While I would love to wave a magic wand and fix everyone's problems, I think focusing on the above people groups and environmental impact will yield the greatest results for the greatest number of people. I definitely don't have the answer, but I would encourage you all to look into ways to make traveling asking this corridor easier and more accessible to the people that use it and need it. Improving upon existing public transportation options and brainstorming more ways to make travel free/cheap in order to reduce the number of cars on the road seems like a good place to start.

Thanks!

Expand to accommodate rush hour traffic volumes (factor in growth for the next ten years).

167 is always congested in Kent

More lanes

There are two speeds happening on SR 167: No Speed and Light Speed. It's ridiculously dangerous when someone going 80 mph is the slow person out of the group.

The valley that 167 is in needs light rail going up and down it. Renton, Kent, and Auburn have around 300,000 people between them yet have no true service to light rail. The Kent stations are essentially Des Moines. And when you throw in the Boeing plants in Auburn and Renton you have major employment centers. Meanwhile Issaquah has a population of 35-40,000, whose largest employer is a Costco, and gets a light rail train. Tell Sound Transit it's priorities favor the places it will make the LEAST amount of difference. Conveniently those richer, whiter communities get the light rail?

4-8 lanes to travel from Orting to Sumner.

Sounder commuter trains from Orting all the way to Seattle and beyond.

Decades ahead?! You should have widened it decades ago! 167 is a [redacted] and always will be. Sound transit is a joke and so is WSDOT. Bunch of [redacted] running and ruining things.

More parking at the light rail stations.

Comment Summary

No "Lexus lane" paying for express lane (Good to Go lane) discriminates against low income. Low income can't afford to live near their workplace & are forced to commute longer on 167 & are less able to pay

The 167/Meridian intersection and the left turn onto 167 N from Meridian is too short for all the semi-trucks that plug it up.

More lanes. Population in area is rapidly increasing with all the new housing developments being placed.

Make the 167 and 410 interchange going towards Puyallup/Tacoma from Renton more efficient. Those coming off of 410 from Sumner heading to Tacoma should have their own lane and not have to merge.

More general purpose lanes.

Do something to clear up the daily bottleneck near the Jovita Blvd exit southbound on 167. Fix the weave where 512 and 167 come together going south.

Fix the exit only by Stewart. it should merge after exit. That spot added 20min to my commute ever since you changed it.

Please consider creating more points where cyclists can safely cross over SR-167, particularly near the Kent and Renton residential areas. Existing road crossings generally are not bike-friendly as of yet.

The corridor south of Pacific, through Puyallup is dangerous and GARBAGE. The interchanges are awful with the 410 & 512 as well. Same with the 18 & 167 interchange - worst planning in existence with how dangerous it is.

Open the carpool lanes for all

Need more lanes. Way to many people commuting.

I appreciate the round about that replaced the intersection at Hwy 99 & 70th but feel it's size cripples traffic flow because semi truck and trailers must use it too.

More express and hov lanes

More lanes

I travel to Bellevue for work and live in five 167 is the most convenient way for me to travel however it takes the longest during rush hour traffic. I am also a truck driver and travel on it for my daily routes. 2 lanes and a HOV lane is simply not enough for the amount of people that live in this area. people are constantly being extremely dangerous trying to get ahead of the trucks in traffic just to get one or two cars ahead when it's bumper to bumper.

Hov lane from Puyallup to Auburn

Later sounder service and weekend service.

With all of the warehouses and all of the semi's
Maybe you should have a line for dual axle vehicles only.
As is they pick and choose any lane.

Smoother, more lanes, less traffic

Shouldn't take decades. This area is blowing up in population and it's still just a 2 lane highway that has had awful traffic since the 90's. Do something.

Just making the road wider. Should be 3 lanes plus HOV

Comment Summary

Widen lanes to accommodate more vehicular traffic.

Connection to highway 18

More parking for sounder and light rail users

Changing cloverleaf/redesigning connections between 167 and 18. Lengthen on and off ramps/merging lanes or make a new lane entirely for such purposes. It's extremely dangerous to switch lanes with people who need to get onto the Hwy so that you can get off. Always congested in these areas and cause major slow downs. Make a third lane that isn't HOV. The HOV lane does not help traffic issues.

It needs more lanes. Preferably getting rid of the pay/hov Lane and adding another lane which would bring it to 4 lanes each way.

As studies in Germany have shown, "The reduced capacity in combination with increased lane changes leads to congestion, both for HOVs and SOVs. Only on the section of the HOV lane itself, HOVs are faster than SOVs. Downstream the traffic situation remains the same as in the baseline scenario."

HOV lanes end up causing worse traffic and then you are increasing lane changes which can cause wrecks.

Add more lanes. Use quieting materials to reduce/mitigate and maybe eliminate road noise.

Get rid of HOV lanes or allow only for buses or carpools of 4 or more passengers.

Enforce speed limits.

Traffic on 167 dictates whether or not and when we travel. Traffic on 167 affects side roads in the area.

Stip making the extra or new lanes a carpool/toll lane. All that is, is you trying to scam the public out of more funds and it doesn't help the traffic at all. Stop bottlenecking the highway.

Light rail safety issues, both on trains and in parking lots.

Add more lanes that aren't carpool. Highway should be at least 4 lanes if including a carpool. Trucks need to be restricted to right lane only. Increase speed limit to 65/70

When doing construction and there is room for multiple lanes, put them in all at once. The congestion construction causes when you just enlarged the same spot the year before is frustrating and signals poor planning.

Do more to Aid all Traffic and Put WaDOT IRT out there to Help Clear traffic or get people out of the way to Reduce other Incidences from Happening..

Find a way to put back those Random Area(s) every so Often that People that do have a Problem to Use since they have been Deleted with the addition of HOV especially into Pierce County... as it makes it all a Nightmare if they have No-Where else to Go but to Sit in or Partially into a Lane of Traffic for No Reason other than Poor Planning on the Hiway Builder(s) Design or Redesign after the fact.

Continue the hwy from Puyallup to Tacoma along Puyallup River

A light-rail service along or alongside SR167 would be wonderful.

plan ahead!!!!!!!!!!!!

Comment Summary

Whenever I see a new road project it seems like the people that planned it, did so sitting nicely in a far away office with not a clue of the real traffic situation in that area.

First point is: who ever draws those plans must have driven the area all hours to know the problems intimately. Plan a road that will take 3 times more volume than it accommodates today.

The solution may be building alternate routes instead of enlarging 167. Where else can you put a high speed freeway between Seattle and Puyallup ?

Fix the pot holes

Better linkage to 405 and 410 roads.

The on ramp from 410 to 167 is very unsafe during peak travel times in the morning on weekdays. It's often backed up to the previous exit with cars lining the shoulder. Help! This is very sketchy and there are often accidents.

The 167 I5 extension completed.

A fly over interchange at 512 to fix the 410-167-512 mess

Connection to port of Tacoma is key for industry and economy.

At least 3 lanes the entire way, make the transition from 167 to 512 cause less traffic incursions

Maybe add the capacity for future growth at one time instead of redoing the same road 5 times to add capacity. That appears to be the current mindset of WSDOT. Maybe it is just a jobs program to them.

More lanes, although I realize there isn't room for more

Wider, 5 lanes

Maintaining existing arterials along with the proposed realignment.

Growth and preservation of local neighborhoods (North Puyallup).

Based on my personal transportation needs, and those of my peers, coworkers, and family, the only environmentally and economically sustainable long-term solution in an area that is growing as quickly as the PNW is heavy investment into mass public transit on a macro scale, expediting expansion of the Sounder and link, protected biking and light rail infrastructure on a local, intra-city scale, and (maybe most importantly) making non-bus and motor vehicle transit options available both as connections to other areas/cities and in terms of time of availability.

One specific, obvious example is making the Sounder available during more hours of the day into the evening as well as running on the weekends. The number of occasions, anecdotally, are innumerable that I have been told by someone that they would prefer to use the Sounder or link if only it ran later or on the weekends; the majority of the time, these people were middle income folks working more than one job, medical professionals (e.g., nurses working standard 10-12 hour shifts), and more generally individuals who simply wanted to spend a weekend exploring Seattle/Tacoma with no means to get there other than relying on driving or an unpredictable bus schedule.

At its present state, the current transportation model in this area clearly assumes car-dependency as a default today and likely into the future (one can't even reliably depend on a bus to take them to a Sounder station in many parts of Pierce County, which is perhaps why every station is having a multi-story parking garage built these days). However, at the same time, it also does not reliably serve those who would like to use mass transit for work nor those who would also use it for leisure.

I hope that WSDOT can fix the connection between the SR 167 and I-405 highways. The way to go onto the I-405 from SR167 is very dangerous. Since the way to get on I-405 and off I-405 to SR 167 is on the same lane. There is an increased probability of collisions between cars. There is also a lot of stop-and-go traffic for that part.

Widen road to Orting

Comment Summary

Finish the Puyallup leg of 167 and add lanes between Puyallup and Auburn/Algona.

Perhaps a lane or route for large trucks or certain times of travel for said trucks

Add more lanes and ditch the HOV lanes.

Stop it with toll lanes and add all general purpose lanes.

Commuter lanes the length of the highway. Ones that don't end at the Pierce county line

Needs to be more lanes!

Reduces toll prices.

Clearing up the bottle neck heavy congestion from sumner to onramp 167 heading to auburn.

Clearing up congestion on highway 18.

Add an extra lane southbound to alleviate traffic congestion during rush hour.

More lanes

Safety please!!! Make public transportation SAFE!!!

Light rail!

I live in Kent and drive to work in Seattle every day. The most annoying thing now is when I turn from 167 freeway to 405 freeway every day, the traffic jam is very serious. In fact, the road design is wrong. One lane coincides with the 405 expressway and the 405 expressway at the same time. Please re-plan as soon as possible. Thank you so much

More lanes on the freeway!! It is the worst freeway in WA when it comes to traffic

Less bottlenecks that result in worse traffic getting on 405.

Hurry up this was supposed to be 40 years ago we have been driving through Fife at 30 mph for far too long and tuck drivers should have never had to drive through Fife !!!

Do not discount single occupancy vehicles. There are no other transportation options that would work for me. Also, I am unclear if 2 occupants in a car qualify to use the Hov lane. signage is not clear, and as a result, I do not use the Hov lane even when I have 2 in the car. It is frustrating

Getting from auburn to Puyallup is a nightmare. Trying to get on to 512 is so difficult and the exit lane backs up for miles. The exit needs to be more direct.

Otro puente para cruzar el río solo ay tres puntos para cruzar el río Puyallup es el mayor problema de tráfico

Illegal uncovered load - the freight carriers make 167 dangerous for passenger cars

Make SR167 4 lanes (3 regular + 1 HOV) on both sides. I've traveled on 167 for the last 15+ years traffic is always backed up.

Express lanes for thru traffic. Like commercial vehicles

Because of the limited hours of the sounder train I am forced to drive on 167 far more often than I would like to. It would be especially nice if the train could offer more options for the south route provide transportation to sporting events in Seattle

Widen it or open carpool lanes for everyone

Comment Summary

Tie 167 into the Port of Tacoma like it should have been MANY decades ago as per that plan.

More lanes on 167!! Consider Flyovers like in Austin, TX, consider an actual toll road highway, that even single riders can use, not just an HOV lane.

Light rail from East Tacoma with a stop in Auburn through to Renton.

Quick public commuter transit along SR167 needs to be in consideration. I5 and 405 thru 167 are too congested with daily commuters in single occupant vehicles.

More lanes, less traffic.

- I would like to see a 10-20 year outlook with planned capacity to exceed current growth projections.
- Understanding drivers in the Puget Sound area are unable to successfully zipper merge.
- Find better ways to enter and exit freeways than just all exits and on-ramps are on the left. This is especially troublesome at the 167 & 18 exchange.
- Longer and better designed on-ramps to accommodate semi truck and trailer traffic. One of the consistent bottle necks are semi trucks being unable to get up to speed before merging onto 167.

Additional HOV, ample parking for transit systems

Please create 2 HOV and 2 regular lanes in each direction

More traveling lanes!!

get rid of the illegal hov lanes which I have already paid for

Improve 410 interchange

Complete SH #18 to a full four lane limited access Maple Valley to Fall City

1. Dedicated truck lane with maximum speed set at 60.
2. Dedicated HOV lane on entire route.
3. 1-HOV, 3-standard and 1-Truck only lanes

Why isn't the Sounder an option? I know something something train tracks or whatever, but there are so many rail routes through this corridor that surely public good can override those obstacles on just these two tracks. Our transit system seems designed to frustrate on purpose

On top of the usual congestion, I do have an issue with the Southbound 167 to 512 merge. I have personally seen a woman die after an accident there. I would like to see changes made.

More lanes in both directions. At least open 3-4 lanes each direction and 1 HOV lane.

Need to add more lanes !

Ultimately the object should be to get fewer cars on the road instead of trying to manage a growing capacity. Connected sidewalks to walk or bike with better parking for public transit would be a start to that.

fix the merge onto eastbound 18 from southbound 167. It is a nightmare everyday.

More lanes... staggered work hours less congestion...better off ramp at the end of 167 to Southbound 405 lots of accidents happen in that area from the light and cross traffic off ramp from 405 north

Comment Summary

Just get it done, we have been waiting for this connection for 30 to 40 years. Take some money from sound transit since they aren't doing anything in Pierce County, just sealing our money.

Safer from flying debris for example rocks that damage vehicles

Can the work that needs to be done accommodate future growth vs build for today and interrupt us again in the future. It would be amazing to get some sort of alternate transit to Sumner or Auburn from Bonney Lake. We have nothing at the moment.

Why are we paying RTA in Tehaleh when mass transit does not come here?

Look at what other cities and their surrounding suburbs are doing, e.g. Washington D.C. area.
Make sure there is plenty of security on Sounder type transportation.

Build larger than you think!

Maybe keep people in wheelchairs off the freeway, why is this an option?

no tolls! WA takes a lot of gas tax already...

Less exits and on-ramps

More lanes, more lanes, more lanes

Adding another HOV lane along with giving fines to those who are impeding traffic and slowing down the flow of traffic in the HOV lanes.

The way the construction have been done is outrageous and dangerous. I despise driving on this highway.

SB HOV lane to go all the way into Puyallup

NOT THE EXPRESS TOLL LANES.

KEEP THEM HOV LANES. Need to be able to drive the fly over when traveling alone on 167 with a good to go pass to connect to 405 which should also be an HOV HOT Lane. You are jeopardizing single drives by not having the HOV HOT lanes falling thru to 405

Get rid of the carpool lanes!!!

Consider coordinating the creation of more public transit and active transport connections with local cities along the study area in order to promote connected communities.

If you want to add more truck traffic you need more lanes of general traffic.

Stop peace-meaning improvements as a reactionary effort to address congestion. If you are going to allow rapid expansion with home building then build a dang 8 lane freeway for peats sake and stop this [redacted] that has gone on my entire life— ie as long at that freeway has been in Existence. You could take come lessons from Utah about how to handle traffic.

Removal of HOV lanes/widening of general traffic lanes, both northbound and southbound. Redesign of interstate/state highway connections with 167 to reduce traffic merging and buildup.

Making merge lines that are not exit lines too. Most of these combo lines are too short or too busy to be efficient.

The 167/ 405 interchange can be very congested and can feel dangerous when there is a lot of cars. Specifically the NB off-ramp and SB on to 405.

Comment Summary

70mph speed limits, no tolls, no hov/pay lanes, semis restricted to the right lane(s).

The approach from 167 to 410 eastbound is dangerous with the short exit onto Traffic Ave. in the same short space. Cars crossing at the same point is inviting trouble especially when trying to speed up or slow down!

People, specifically tax paying people, such as my family still use our own vehicles to travel. This will not change and we should not be punished by only thinking about public transit options or green travel. 167 needs either a sister option to travel along or simply be widened to accommodate the number of vehicles traversing it daily. It is t the governments job to dictate the way we travel. Itâ€™s actually the job of the government to listen to all tax paying citizens and do what is best for the majority. That is making roads easier to travel for the large number of us using our vehicles.

Maybe another highway or making this highway bigger which tbh is not really seems possible because of puyallup and cities around there are developing and more and more people are moving there so there is a lot of traffic now than we had 5 years ago.

I no longer try to go anywhere north of Puyallup on 167. I work a block from the intersection of "167 end" and Meridian in Puyallup. This intersection is a nightmare.

Tacoma I-5 has been under construction for 15-18 yrs. Why not just add multiple lanes - use up the whole median for 167 and do this all at once so 167 doesn't turn into the next I-5.

Letâ€™s benefit everyone not just drivers going to and from Bellevue

Traffic lanes and traffic volume must be the highest priority. People donâ€™t walk or bike to work in volumes that make a difference.

EVs are given carpool access to spur their growth in the community.

Make it 4-5 lanes each way.

No increase of WA State tax to fund this project. No tolls or fees to use the new portion of the roadway. Build more lanes in both directions to compensate for the amount of growth over the years.

Better way to monitor those that cheat on carpool lane. More frequent train schedule during days and weekends. More light rail .

How about open up more lanes up to 405 and better connections to i5 at the puyallup end

More lanes, more enforcement of the keep right except to pass law (cars are always pacing each other and thereâ€™s no way to get around them), better connection to i5 closer to Puyallup (south hill would be great), more lanes to get onto the 405 or i5 in Renton, eliminate the car pool lane (restricting general traffic to two lanes is chaos, no one can pass anyone). Finish any construction quicker.

agregar mas carriles en SR167 ya es muy necesario ya que siempre esta congestionado haciendo alargar las distancias demasiado, agregar banquetas con sombra de arboles para caminar o usar la bicicleta

Sound barrier walls to reduce daily traffic noise pollution.. Also, a solution to inhibit car racing along 167 like a camera system to monitor speed and dispense violation tickets.

Add more lanes! You should have a designated truck lane, since we have the largest industrial park in the state of WA here in Sumner. You have this unused land between the north and south bound lanes on 167 in Sumner, make more lanes. The train is no good to people who do not have a 9 to 5 mon thru fri job. It needs to run all day every day and weekends.

The Carr road exit off 167 is overburdened. The entire on/off system in that area needs relief, possibly another bridge so valley to highlands traffic has options.

Comment Summary

Continuous HOV connection from Puyallup to 405 N and 405 S.
Longer merging lanes at HWY 18

We have been waiting for effective roads for decades with promises of improvements. People that live on Sout Hill Puyallup arrive home between 6 and 7 pm regularly and traffic is always a problem between 6 am and 9 am, 2 pm to 6 pm on 167. Amazon is flooding the roads with vans all day long and it makes a bad problem even worse.

to be able to see the lane dividers and edges of the freeway when you are driving - it's ridiculous that you cannot see them at night, or in the rain....or even in the daylight - why when I drive in other cities on their freeways you can see lanes lit up light airport runways.....yet here you can even see them...super dangerous.

Transit needs in the future.

Why not split Hwy 167 into 2 freeways , especially south of Auburn. The current 167 would be one way South and the Northbound should be situated on the East side of the Valley from Sumner north to Auburn along the eastern edge of the valley (E. Valley Hwy E).

If that's impossible, then build a double decker freeway.

Once again the traffic department is 20 years behind in planning. I moved here in 1975 when HWY 167 was just 2 lanes! Took 20 years to get 4 lanes.

Since the current freeway is a giant S-curve beginning in Kent; then any other separate freeway will also have to have an S-curve crossing over or under the current freeway and merging onto the West Valley Hwy area and ascending to I-5 at Orillia Road.

Make it wider. Figure out how to fix the slow areas. Examples: Renton to Kent, then the area from Kent to 18.

Then Ellingston exit all the way to the 410, 167, 512 interchanges. Which is pretty much all of 167 is slow. I would rather sit in I-5 traffic then 167. 167 is closer and more convenient but I never use it due to bad traffic.

I feel like all we need to make 167 better is to work in the way to add more lanes

Maybe figure out a way to connect the bridges when you add an HOV Lane. We had room and you (WSDOT) locked it in. I am thinking new leadership in the Dept would help. Give the regional director some accountability for these roads. It's not just 167, WSDOT has only been doing mega projects and has not addressed hwy 18. Has the person in charge of this route even driven it? It's an accident waiting to happen for motorists and especially motorcycles. The road is failing and there doesn't seem to be any attention to it. And it's rough as [redacted]!

Omg more lanes

4 lanes in each direction!

Remove daily bottleneck at Sumner.

To eliminate lanes in high traffic areas that disappear and force you to exit (as is the case just south of interchange of 167 and 18).

A dedicated commercial truck lane. Keep two lanes for cars. Figure out a better way to merge on off highway. Maybe traffic circles not sure what the best highway merging system is out there. Figure out better public transportation. For a state that prides it's self on protecting the environment we have some of the worst public transportation options. Not really sure where the tax money is going but it's not to infrastructure that's for sure.

Remove HOV lanes on on-ramps, I see more single drivers using it than carpoolers to bypass the metered lanes. Also remove the double white lines separating the HOV and general lanes, I see too many drivers crossing in and out of the HOV lanes every time.

Freight is important they need to get cargo delivered. I own a trucking company. Time is money. Costs go up when my drivers wait in traffic. Also I live on hill above 167.

Comment Summary

I would love to see acquisition of rail in this area from BNSF, or tougher negotiation with BNSF, to enable all day Sounder operation. And route electrification, maybe in partnership with Amtrak/Cascades.

BRT or light rail in city centers like Sumner, Kent, Puyallup, etc. with separated RoW if possible.

Continuous protected bike routes or multi-use paths connecting major destinations.

Widen the highway, maintain the # of lanes from one end to the other. Eliminate that exit only lane southbound that is the focal point of traffic buildup of people changing lanes to stay on the freeway

Ban freight trucks during heavy commute times

Get rid of the light rail system less than 5% population will ever use and billions of tax payer dollars wasted where it could be better spent. To think Americans will ditch personal vehicles is purely fanatics wasting valuable tax payer dollars for inefficiency. Look at the train service the most you have a few trains per hour and system has been a utter failure. Look at current light rail the ridership is a failure. Expand the highways and you should of build highway system through JBLM years ago to bypass Tacoma and expanded hwy 18

Seattle is a disaster and poorly designed

Length of time spent sitting at lights (167 to 161)

NB carpool lane is a good idea, but NB traffic slowly but moves at all the time. SB traffic between Algona and Summer (especially at Pacific exit) is just a parking lot. In my opinion we have to add another lane SB, instead of the NB carpool lane

Not billing good to go for HOV users

Rest stop would be nice

As hov lane on 167 south through auburn

Maintaining green space in the immediate areas outside of 167 (removing dead trees, cleaning up trash, clearing invasive plants), and working with the relevant agencies and municipalities to up-zone the nearby commerical and residential areas.

Enforcement of HOV/HOT, I've seen many single occupant vehicles in the HOT lane that do not seem to trigger the toll light, especially in heavier traffic.

The HOV lane southbound needs to be extended from Auburn to Puyallup.

I would use the Sounder to commute south to Tacoma to work each day if there were more frequent service and better last mile service when I got there.

Expedite this project

Redo the interchange at the 405 so cars aren't scrambling to get into and out of the 167

Please connect SR167 to I-5 at Port of Tacoma. Alleviate congestions each day at intersection of Valley Ave, Meridian and SR167!

If we aren't actively, aggressively trying to decrease car dependency, then any action here is pointless and will not lead to a better future. Please don't add more lanes! We need to focus on frequent transit and safe bike and walking infrastructure so driving is unnecessary for most.

Actually consider the people of Pierce County, not everyone lives in King County. We are tired of everything being about King county. It always is King county first, as if any where else does not count.

The merging with highway 18 at Auburn is getting dangerous.

Tailgating signage needs to be posted on all Washington highways and the police need to respect them too.

Comment Summary

The HOV lane should run from Renton to Puyallup and down River road to Tacoma. The HOV lane should continue onto highway 512 all the way to I5. The HOV lane should run both north and south. 167 should have been widened 1 to 2 decades ago. The HOV lane extension is taking far to long.

Safety

Better street maintenance on East Valley Hwy. and West Valley Hwy. These roads are poorly maintained in several places. Lots of potholes.

The interchange between southbound 167 and eastbound 18 is a safety hazard. Too much cross-crossing entering and exiting traffic.

We need to move away from car-dependent systems to handle all the traffic in the next 50 years. What can we be doing now to set up mass transit for success along the corridor? What resources can be created to help folks who need assistance going that "final mile" between home and a transit stop? Can we buy land near all the train stations and bus stations and build dense housing?

do something rather than keep studying it.

The City of Algona passed ordinance 1127-16 that prohibits compression brakes. The WA DOT build a sound barrier wall next to our home at 22 2nd Ave S and it has done nothing to quiet the noise down from regular traffic and especially compression brakes. Please allow the City of Pacific and the City of Algona to be able to enforce the ordinance passed in 2016. I have been awakened out of a Ambien induced sleep (I started to take it in 2015 when the SR-167 construction started in our area.) due to the compression brake sound from the semi truck drivers. It would be easy revenue for the State and to the City.

Better timed on-ramp lights to proceed into traffic.

This is long overdue so thank you for the attention to 167. I think a continuous car pool lane would be lovely with 2 regular lanes. Also less spots for cops to use as speed traps but I understand thatâ€™s not really under your guys control ;)

Open the [redacted] extra northbound 167 lane you completed a whole calendar year ago that has just been sitting there with cones on it this whole time for no discernible reason.

stop jacking up your toll when there isn't any traffic

Connect to I5 through Fife instead of it terminating in Puyallup

Widening to 3 lanes (including HOV) in both directions would be a huge help.

Please do what you can to get the big trucks off of the arterial streets. I'm just a guy trying to get my kid to school and there is a never ending stream of truckers, seemingly everywhere. They clog up the intersections and pollute excessively! Kind thanks :)

Over plan. Make it wider. Realize there will Be more people. Get rid of hov and hot lanes. Let everyone travel equally. Since ya know, we are all about â€œfairâ€

Light rail

Add more lanes

For one most of the traffic problems are from people who drive with a phone in their face. The other reason is the mass amount of people who won't do the speed limit. Others that ha e to rush to the exit and dive across 2 lanes of traffic to make it. I see it all day everyday. Push to get construction done in a timely manner and not drag it out for months.

18 and 167 interchange fix. Direct exit/on ramps

Comment Summary

More lanes. This road is constantly backed up both directions from 5 AM to 7PM.

Stop planning for short term. Get more lanes of travel sooner. Stop with the bandage of extended carpool lane. Make more lanes to fit the majority of people who don't want to pay to drive a lane on top of the gas tax that was supposed to be for roads. And lottery was supposed to be for roads. Highest taxes under California and Alaska. Maybe NY. Stop mismanagement of funds.

Expand the choke points that slow down traffic.

Build to increase volume of traffic, not pet projects like unusable HOV lanes or dangerous mass transit.

Add more lanes

Keeping trucks in the right lane.

Improved (safer) interchange at WA-18.

Actually enforce HOV lane restrictions, I would guess 30-50% of cars in the HOV lane on 167 are single occupant or oversized vehicles. It would make HOV travel much more free flowing and efficient

More lanes and not just toll lanes.

Planning for a combination of transit service, as well as autonomous freight and passenger transportation.

Light rail would be fantastic but also we need to think about ensuring enough parking. Current train system parking is always full and people are deterred from using it because of this and the lack of the times offered.

If you would keep a lane on 167 north bound where highway 18 merges on , Keep a lane going to auburn exit instead of having it merge then exit to 15th st n.

If it *has* to be tolled, keep it similar to 405 expressways. Current good to go prices on 167 are totally and completely unreasonable

Can't wait for the Puyallup to Fife/I-5 portion to be completed, as well as the further connection to Tacoma via the 509

Finish the 167 and all the freeways for that matter. Make connection ramps with all of our freeways so you don't have to come to a giant intersection with a traffic light. I-5 is the only continuous freeway we have, every other freeway ends, and you have to make a surface street connection through stop lights and traffic. There is no flow between our freeways so that we can drive smoothly and not stop where the freeway just ends or to an exit ramp. We have all these stupid little sections of freeway like Hwy.18, 509,167,518,512 ETC.

Move the HOV lanes to the right- hand side of the freeways so the buses don't stop traffic to move across all lanes of the freeway to get to the HOV lane. This is one of the biggest failures we have in our freeway system and a big reason 167 backs up. The bus drivers are obsessed with getting to the HOV lane and just cut across traffic and even stopping in their lane until someone lets them in. They should go with the flow and move to the HOV lane as the flow allows and not by stopping traffic. (plus, most of the bus driver are terrible drivers!!Poor Training!)

Please reevaluate the way carpool lanes are implemented. They are currently backwards charging for their intended use.

One thing that would help is to tell Pierce County to quit issuing building permits until more highway, streets and roads are built. Huge apartment complexes are going up in Puyallup and absolutely zero road construction.

Widen south bound bridge at Stewart Street to 3 lanes. Then do not allow vehicles and trailers longer than 25 feet from turning left at Wrst Valley.

Comment Summary

My household travels to Seattle and to Tacoma/Lakewood a few times a month for recreational purposes. The Sumner Sounder station is just a few minutes away and would work perfectly for us (the Puyallup station is also convenient). But the Sounder's schedule makes this impossible - it doesn't run late enough in the evening for any post-work activities like shows at the 5th Avenue & Paramount Theatres or the Tacoma Dome, or a movie at the Supermall, or even dinner at a restaurant. Even if it can get us to an all-day event like Emerald City ComicCon, it can't get us back without us having to leave early. And it runs a reduced schedule on holidays, exactly when we'd be looking for recreational activities. The light rail schedule is MUCH more convenient, but the nearest station is Angel Lake, which is 20+ minutes away and is no obviously useless for south-of-Edgewood plans.

Additionally, the 167/405 interchange is terrible for traffic, even on relatively low-congestion days.

I drive heavy duty agricultural based semi trucks for our family farm. (Class B water trucks & specialty farm use applications) It be would be a nation first and not currently possible (in my opinion) but has a designated "œcommercial lane" for semi trucks over 26,000 gvw been considered? A lane similar to an HOV lane?? (I can explain better in a meeting if desired)

Please reach out for further communication. Our family has farmed the Pierce County area for over 100 years and plan do do so further into the next century if capable.

Kind Regards,

Jason Osburn

Osburn Farms

253-223-9101

osburnfarms@gmail.com

Water over the roadway is a huge impact on drivers. Between SR140 on ramp to SR167 Sumner industrial exit is gets really bad with cars and trucks hydroplaning.

Add lane. Open up HOV to all.

Widen south bound bridge at Stewart Street to 3 lanes. Then do not allow vehicles and trailers longer than 25 feet from turning left at Wrst Valley.

South bound 167 to 512. Widen 512 so traffic can flow better. Or what ever my help that area.

more lanes

Reconsider the development along River Road in Puyallup. That river should be restored to its original state, and road/building development should adapt to the river restoration.

Several more lanes. The area continues to grow and roads have not kept up. Needed extra lanes 25 years ago

Our tax dollars need to go to finishing the 3rd lane on 167 instead of getting sucked up into the King Co light rail that we will never use. It's ridiculous that such a heavily-used freeway only has two lanes in each direction.

Safe bike lanes are my top considerations.

On a personal note my wife and I commute from the Auburn Transit Station. We would like to get to the transit station via bike, but there is not a safe route from to cross the sr 167/sr 18 intersection.

I've heard a similar sentiment from our neighbors and coworkers.

If possible, bike lanes along military road would be a great addition to free up a biking option to travel north south near sr 167

Express public transportation to SoDo from puyallup would be helpful and cut commute time in half. Maybe a bus that runs among canyon to downtown puyallup or to seattle. Hov lanes all the way along 167.

Comment Summary

Better bus routes to access light rail from Buckley/Bonney Lake, and better access to east to get to Bellevue or Seattle from Tukwila Station.

Ensure that all digital signs are actually functioning properly

More general lanes of traffic.

More general purpose lanes. Stop focusing on transit and other [redacted] that does not move people and freight. Also, how about you stop sending WSDOT employees to Europe looking for ideas that will not work in the US. We are a car centric society. Stop trying to change that and do your job and build and maintain general purpose lanes.

MORE lanes to accommodate the traffic. I've been there for 21 years it was inadequate then and it's even worse now build more lanes NOT more Public transportation.

More lanes are needed for sure. I think many use it as a connector 512 to 18.

- The cost to travel in the toll lanes as a single occupancy vehicle is outrageous.
- I see an accident on 167 nearly every time I drive it - weekdays and weekends.
- The merge lanes to exit off of 167 to 512 is extremely dangerous, a terrible design, and ineffective.
- Near Algonia where one lane turns into an exit only AND the carpool lane ends right at the same spot is a terrible design and poor planning.
- The design of the on ramp to 518 being right at the same spot where 167 ends is again a terrible design and poor planning.
- It is crazy that most days I spend nearly 4 hours in the car in a round trip from Puyallup to Renton.
- Something drastic needs to be done to improve this stretch of highway and make it faster, safer and more efficient for commuters.

Build more lanes!

Get rid of the paid HOV lane and the three lanes southbound that everyone uses to cut in during traffic where the HOV lane ends

Unsecured loads need to be patrolled and tickets more.

Make fixing intersection of 167 and Meridian a priority

signs that state what the charge for the HOT lane is BEFORE you commit to HWY 167 only to find out that it is HOV ONLY. Highway 18 from FedWy and/or from Covington is a great example.

Just widen it already and quit playing games with these surveys to push other outcomes

Carpool lanes the entirety of 167 North and South

More lanes. Don't invite more people on something that's already broken!

Improvements are needed to connect from 167 to 18. It's unsafe and inefficient to force cars to exit 18, wait at a light to turn onto W Valley Hwy and another light onto 15th St just to get on 167. Same thing when traveling N on 167. It's also time to finally finish the "work" that never seems to have any progress in the HOT lane in Auburn, as well as Stewart Rd where the uneven surface with the train tracks is extremely dangerous.

There should be an HOV lane all along 167 where there is more than one lane!! Also, PLEASE do something about the river road bridge!!! It is so chaotic!!!!

Comment Summary

167 is a joke. It should be at least 4 lanes each direction. So much growth in this area and infrastructure is so far behind. WSDOT needs to stop planning for current conditions but plan ahead for all of the growth.

Light Rail

No toll thatâ€™s some bs

Additional Lanes, Completed Port of Tacoma project with adequate flow for trucking

I absolutely avoid 167. I will take I-5 and cut across on surface streets in order to not have to be on 167. Also, I-5 access is much better here in Fife. If travel times were improved even between Fife and Puyallup by 167 extending through both communities, that would be very helpful, as it can take up to 45 minutes to get to the grocery store during rush hour.

Hot lanes all the way from Renton to Tacoma. Bus freeway stops both directions, park and rides, foot and bike overpasses and trails. Excited about having a route heading south during ice and snow without having to go up hwy 18 hill or doing a major reroute.

1. This may not fall under 'financially feasible', but I would love to see more walkable areas. SR167 essentially splits residential from commercial spaces. I live near Valley Medical center and am technically a 10 minute walking time from food/coffee down the hill. But the entire walking experience feels unsafe, especially going over the 180th st bridge with the tiny sidewalk next to so many cars. A way to connect these commercial spaces in a safer way to the residential areas on the east side of 167 would be fantastic.

2. This is already said a lot, but so much of the 167 traffic occurs on the interchange to 405 south and 405 north. There may be no easy fix to this, but having faster and reliable transit that can replace more car trips for commute would be essential. I travel up to Factoria for work, but the only transit that reaches there from Renton is the 240, which requires driving to the park and ride and then follows an extremely long route. Either a drive for 30 minutes or a bus ride for one hour to get to work makes it a hard trade off to decide between transit or single occupancy vehicle.

Quit screwing around a blast that corridor open with as many lanes as humans possible then do the construction quickly because any lingering construction only brings stop and go congestion.

Rapid transit that goes opposite the flow of traffic during rush hour. Can't currently take public transit from Renton to Auburn in a timely manner, especially once you get into Auburn and need to get to my final destination.

NO TOLLS, more lanes

More lanes, way too many commuters causing massive congestion both North and South from Renton to Sumner.

widen the [redacted] road, stop adding bus toll lanes instead of widening! we also need a flyover at the intersection of 405 and 167, that mess there is dangerous!!

adding more lanes on SR 167.

Clean up your roads

widen the lanes

Please get the carpool lanes open asap

Expand link light rail into Kent and connect the Kent/Auburn area via light rail to Renton/Bellevue/Kirkland/Redmond WITHOUT having to go through Seattle or go over to Des Moines I5 side to catch link light rail. Most of Kent is east of I5 and in the valley, and Renton is completely cut off from train or light rail service, and going from Kent/Renton to Bellevue is a nightmare on 405 (even by bus).

Have an alternative route to SR167.

Comment Summary

No one cares about "equity" in regards to traffic planning. Please just expand 167 in order to accommodate the explosive population growth that no one at the state level took any responsible measures to address!

We need more lanes. WDOT is way behind the ball on the growth of the south sound and many people commute north into King County for the many jobs that are available there.

Build for traffic in 10 years not for traffic from 5 years ago. 167 has not been expanded in a long time and opening up an HOV lane and not expanding beyond that is foolish.

Your traffic metering at Stewart seems to make traffic worse. It runs almost all day including mid day on most weekends. The distance from the light to the merge is too short for tractor trailer traffic to get up to speed. They merge at 35 - 40 mph which makes all traffic slow down. It backs up into Sumner. By 1/2 mile after the merge, traffic is back up to speed. Please either put the system on a timer that only operates weekday mornings, or increase the distance to the merge so the trucks can get up to speed.

- More options to pay for an exclusive fast lane.
- An extremely strong campaign for zipper-merging education and awareness for the general public.
- An extremely strong campaign for "left lane to pass" and "slower traffic move right" for all drivers.
- Addressing the use (or non-use) of passing lanes by tractor-trailers during peak hours.

Increase in population that continues to grow.

live in Bonney Lake work at seatac, would love transit service that worked for my commute. 2:30 am to work, 12:30 home thurs-tues

Assuming 167 will connect to Tacoma via an actual highway and not just calling River Road "167", that would help with traffic congestion and minimally alleviate an overburdened I5

HOV restrictions are not necessary. The Puget Sound lifestyle requires the use of personal vehicles. We need more road surface to accommodate residents' needs.

Additional crossings over the bottle necks created by I-5 and the Puyallup river. Surface streets would be more effective during peak traffic. Designated lanes for commercial trucking for high density warehouse/terminal areas. The 167, 410, 512 interchange is a [redacted].

More lanes to accommodate the heavy traffic flow

More exit's off of 167. There are more on ramps than off ramps. Give more distance to merge on 167 without taking a lane away.

Cross 167 on bike is very difficult in the area of North Kent South Renton. Connections between the housing area on the east side and workplaces on the west are very challenging.

Also, sound mitigation needs to be considered along most stretches, but especially the areas closest to the Eastside hill where it is primarily residential

Overbuild to accommodate future growth.

167 needs a better way to connect to I-5 in Tacoma. River Road in Puyallup is a disaster especially the light by the bridge.

You need to add 3-4 lanes, express lanes? How about a new high way? A toll road? All of these or want you guys are so far behind with infrastructure by the time you complete any of this it will already be too late.

Comment Summary

Tolling helps pay for infrastructure. The Narrows bridge is a good example of tolling with a big improvement. Nobody wants to pay a toll but if it saves you time and gas it pays off. Good to Go automatic tolling is more efficient. Encourage more to register their cars and make the Good to Go website more user friendly and accessible. Keep HOV lanes wide enough with a wide separator stripe since you get nervous with the speed differential.

The 167 seems to be mainly an industrial thoroughfare that trucks stop in but commuters go through. Unless the horrible roadside trash, industrial problems (rocks from uncovered roads, popped truck tires, etc) are cleaned up, your project will fail because no one wants to travel dirty industrial areas. They only go through them. To make people want to spend it has to be nice to look at and travel through. Clean it up and put some median plants down the middle and KEEP IT CLEAN, including its connectors to the 410 and 512.

Semi truck only lane

Please do not keep pushing extra traffic through downtown Sumner. It backs up horribly and makes running daily errands a nightmare. This is a community where people live not a freeway.

Fully abolish HOV lanes statewide. Adopt the HOT lane statewide.

Clearly the Washington State Democratic party effort to eliminate single occupancy driver commuter trips had failed.

How will light rail expansion contribute to an already crowded and very dangerous 2-lane highway?

Semi-Truck regulation during peak passenger car hours.

Transitioning from 167 N to 18 W is horribly convoluted requiring surface streets and multiple stoplights.

Safe bike riding.

And 2 regular lanes each direction. Freeways terrible and way undersized for the amount of vehicles that use it

There needs to be at least 4 lanes going each way.

Add sounder train stops between king and tukwila

Sounder on weekends and more weekdays schedules. My husband works in Georgetown a Sounder stop In Georgetown would very useful for him.

STOP thinking of 167 corridor as a northbound route in morning and southbound in afternoon. Traffic patterns have changed and the reverse commute south of Auburn is just as congested. When the port route is open it will be much worse.

Remove the lights on the on ramps. It does not help anything and only makes traffic worse.

Advertise the laws about slow traffic keep right on local radio stations so people can constantly hear it instead on reading a sign every now and again.

Increase speed limits.

Fixing issues in Renton with the short merging weaving lanes into 167 and I5

Add lanes, connect to I-5 in Tacoma.

4Line each way from Tacoma to Renton ..

Speed enforcement, and motorists cutting into lines of traffic illegally

More HOV lanes and a designated truck lane

Comment Summary

Please, I beg, invest in public transit. Look at how successful King County has been at implementing reliable public transit. Adding lanes to freeways (such as SR -67) is a temporary solution with no long term viability. 1 single bus can take 30-50 single-occupancy cars off of the freeway. Traffic therefore can be greatly reduced by investing in Pierce Transit and Sound transit bus lines, Sounder train frequency, etc. Car-dependent infrastructure may have been a good idea in the 50s when Levittown, PA was first erected, but it simply no longer works. Reduce car dependency for equity, ease of transit, and for the well-being of the citizens of the South Puget Sound.

Keeping fluid movement of traffic during peak hours

SR 167 needs to be expanded. While it is expanded for commuters, it's very difficult to find people to car pool with to work to use them. The 167/405S interchange is poor and only causing traffic backups, changes need to be made especially because there are often collisions there or semi trucks toppling over.

It would be better to invest in transit (such as the light rail that I would gladly use over a car) than to expand 167. Then you could actually get a ROI from the transit where as you'd get nothing but noise from any expansions

More lanes and a better way to Bonney Lake so they all don't cut through Lake Tapps

The south half of 167 corridor (the part with the worst traffic) is wider than the I5 corridor, it should be 8 lanes instead of 4-5 from Kent to Puyallup

No toll lanes.

162 is so backed up it needs more lanes especially as it connects to Tehaleh.

Las líneas reflectores en la SR167 son indispensables para los tiempos de lluvia, por las noches es imposible poder distinguir las líneas sin los reflectores, es un peligro manejar así con lluvia y de noche

Improve the onramp from North 167 to South 405. It always is backed up and causes delays due to people merging on and off.

Improvements to 167 exits to 405, specifically 405 South when exiting to go to Seattle. Current roads require merging into traffic coming off of 405 going into Renton. This also causes backups and slow downs, and seems unsafe. An improved quick route to 405 south would help this area.

Classical incompetence From the state government leaving Renton without any of Public transportation services. Renton should not give money to the state

More travel lanes and faster speeds

Keep the HOV lane standard. 2 or 3 people per car allowed in at all times with no extra badging or fee required.

Finally get the [redacted] freeway done from Puyallup to Tacoma. If you can't get it all done then do it in stages. Example. Finish the freeway in Puyallup to Valley Road and ease traffic at the lights of 167 and Meridian with all the truck traffic going to Fife to the port!!!

Not to take forever to build your it.

The Romans would have completed it in less than a year.

Build more open lanes for traffic both ways. Fix merge points where 3 lanes become two in Pierce county. Either remove HOV lanes or lower the cost to use the good to go lanes, they can hit \$9 at peak travel times. With the cost of gas, the high cost of good to go is salt in the wound. Less focus on transit and equity and more focus on solutions that move vehicles from point to point quicker.

Design pavements for the heavy truck traffic from Port of Tacoma and Sumner Industrial Areas.

Comment Summary

Souder would need to be reliable (stops for freight traffic) and safe to leave a car in station parking. Otherwise I have to drive.

167 has more traffic on side street alternative routes that should be accommodated.

Expand the general purpose lanes to accommodate the expected increase in vehicular traffic.

I've looked at a retirement community in Bonney Lake. Really liked it. But with family in Camano Island, Mill Creek, Covington, and other South King County locations, Bonney Lake would be untenable - that always-congested SR 167 would make visiting them miserable. Other housing locations more centrally located are out-of-reach financially. Give us more lanes!

More parking at the sumner rail station.

More parking at sumner rail station. I take the train into Seattle 5 days a week and it can be difficult after 8 am to get parking in sumner for the train.

Finishing the HOT lanes from Puyallup to Tukwila

I work in supply chain logistics and anything we can do to make deliveries more predictable is a huge benefit all the way to the consumer.

I know road expansion ends up being more reactive, even when efforts are made to proactive, but I'd like to see plans that truly envision what 167 will be in 20-40 years - both in terms of commuter vehicles and mass transit. No half-measures, I suppose I mean to say - this will be an important route moving forward.

Smoother transitions between connecting roads and highways to minimize lights and connecting congestion, like exiting to traffic circles.

Adjoining property aquisition for phasing improvements. Funds are tight but there is economy in advanced spending for known improvements.

Ensure infrastructure is in place for low carbon / carbon free travel options (eg cycling) to be safe and viable.

Nobody cares about mass transit down here

Cheaper TOLL in the HOV/Hot lane. 9.75 is ridiculous. Keep the prices of the hot lane reasonable.

Run it all the way to Tacoma, instead of dead ending at Puyallup!

Improve the Peasley Canyon/SR18/SR167/W Valley Hwy interchange. Create a direct connection between SR167 offshooting to the East prior to SR410 (such as above Stewart to Lake Tapps Pkwy)

Make it 4 lanes on each side. There are way too many people who use 167 and it continues to grow as the number of people continue to move out and develop in urban areas. There is always traffic, no matter the time of day,

Why are we not prepared for the growth in this area add more than one lane at a time. It is so over crowded all the time

A REAL train service that runs from early morning to late evening / night every day from Sumner to Seattle instead of just serving the office commuter crowd. And more parking. If you're not parked at Sumner before 07:00, you're out of luck.

Comment Summary

Traffic on SR167 to I405 is so bad, traffic is diverting around the area by rerouting through east Pierce and King County (Buckley, Enumclaw, Black Diamond, Hobart, Issaquah). With only 1 bridge east of Auburn, they come all the way to Enumclaw to head north for Issaquah / east Bellevue. Having lived in both Renton and Enumclaw for over 4 decades, I've witnessed the change over the years. SR167/I405 interchange needs to be a full fly over interchange. SR167 should be 3 or 4 general purpose lanes with a separate toll lane. Recommendation to consider, realign southern I405 to the SR167 and SR512 alignment. Add a second bridge between Auburn and Buckley to relieve congestion and emergency access with SR410's White River Bridge. Capacity is already the problem, stop designing and building for yesterday's capacity. Start building for 25 years from now. Thank you.

Extra lanes. The spot where it goes from 4 lanes each way to 2 is always a bottleneck

There needs to be more lanes. You guys are 20 years behind on added lanes for the amount of traffic on that road.

Cars rule, transit drools. Seriously.

Widen the freeway to accommodate the higher amounts of cars using the roads.

SR167 needs more than two lanes of travel & a carpool lane that ends abruptly. Fix the 410/512/167 on & off ramps that bottleneck due to poor design. SR167 should connect all the way to I-5 and not end in Puyallup to continue River Road. Lastly fix the north bound exit/on ramp of 405 that is less than a 100 yards of merging traffic two ways.

Sumner to Bellevue express bus as lots of jobs are now in Bellevue

Carpool lane and the traffic is bad because Graham has been growing and the trucks don't want to use freeways or highways they have been seen on Shaw road making it awful and wasting the money spent on our roads.

Prioritize freight moving over public transit needs

Please remember this is the Pacific Northwest, while we love being outside and active that is not an option ~60% of the year. Removing lanes to add sidewalks and bike lanes that are rarely used even when the weather is permitting makes absolutely no sense.

More lanes as there's more and more houses being built which means more usage on 167. Hwy 167 is the main thoroughfare for everyone in the valley in one way or another. With bigger businesses opening, this brings more and more people which equals more traffic/usage of 167.

Focus on moving private cars quickly along 167 N/S. Eliminate tolls. I already pay my taxes and even the now optional car tabs.

The highway system transition route between state route 410, 167 and 512 where they all intersect is a mess during rush hour. There are a lot of accidents in that area also.

HOV lane on the entire route

Please don't go into a long construction time and only add one lane. We really need at least 2 lanes added to handle the current traffic all the way from Puyallup to the 405.

Emergency reader board warning for slow traffic ahead. Have almost been rear ended by a semi twice on this road. Once with a full van full of kids and the semi had to take the shoulder to avoid ramming into my stopped car.

Light rail connecting Puyallup to Bellevue and Renton connected to Sounder and Seattle/Angel Lake Light rail.

A more direct route from Tacoma to highway 18

Expand the HOV lane from Pacific south along 167 and continue onto 512. There is room in the median.

Comment Summary

Light rail and high speed trains

1. Widen all lanes now and remove H.O.T. Lanes.
2. More enforcement of HOC lanes while in-use.
3. More exits and on-ramps to freeway.
4. Better laws—solid white lines cannot be crossed unless it's an emergency. This will keep those idiots from using the exit only lane and jumping over at the last spot and causing all the rest of us to slow and create a ripple effect.
5. Better signage that's logistical. Yellow signs are warnings. White signs are law. Yellow signs AFTER white signs are impossible to enforce.
6. Lane 1 is ALWAYS the inside lane. You add lanes starting inside to out. HOV-1-2-3-4 not ?-4-3-2-1-?
7. Add Exit Only Lane from NB18 to Auburn Way to relive all the new traffic this is going to cause.
8. When you put a bridge on a new freeway, build it as a single bridge, not 2 separate bridges! When you have to widen the freeway, you just add lanes to the outside of the bridge causing no issues for commuters.
9. If you want more logical ideas, call me! C. Scott Williams (253) 653-8946. Driven over 1M miles 1 stupid accident (non-commercial driver) and I understand road logic.

Eliminate the large truck traffic (over 5 tons).

Finish connection SR 167 to I-5

Need more lanes. Most commuters are traveling for work to the eastside or Seattle that is where the jobs are but affordability is along the SR167 corridor.

Would love to have light rail that connects to Bellevue and the eastside.

While car pool lanes are good they are not enough to lessen traffic congestion . While adding a carpool lane add one or two additional lanes for all vehicles will have the impact needed on decreasing stop and go traffic while curing traffic slow downs for commuters.

Use available land on all sides and middle to add more lanes and widen some off ramps like Juanita Drive and Puyallup.

HOV lanes the entire length of 167

Increased volume of personal vehicles. Realistic expectations, not reducing lanes in hopes people will adjust to mass transit or carpool. Not enough will as the population in these areas increase.

I get irritated with how long it takes to merge onto NB 405 because the onramp is metered and slow.

Proper toll lane enforcement

Additional travel lanes in both directions of 167. Two lanes plus an HOV lane is not enough to handle the volume of traffic at almost all times of the day. Need at least 2 additional travel lanes in both directions to accommodate

tap the collective brain power for new ideas by creating a PNW citizens BLOG to share best practices to and from THE MAN and locally and regionally LEARN FROM EACH OTHER be open minded and learn from the best practices of OTHERS too. Dont re-invent the wheels. or roads and transit options.

Widen the highway..... as people move south and East 167 is critical for transportation. Very frustrating that one whole lane for at least a week has been filled with orange cones not allowing cars but no work is being done when all the cars are sitting there trying to go northbound.

SR 167 needs more lanes, today's capacity doesn't even meet the current demand and it will only get worse. It shouldn't take 30 mins to go 6 miles from SR 18 to SR 410 when going South in the afternoon commute.

Comment Summary

Having a traffic flow sign at the entrance to 167th off of Southeast car road by Valley medical center. Visible from coming down the hill so you know whether to avoid getting on the freeway if it's completely backed up. As it is now you do not know what you are getting into until you turn the corner and are on the on-ramp then you're stuck in it.

flexibility reliable safe fast

Elimination of HOV /Toll lanes. Free access to all traveling lanes

Please remove the metered on ramps. those slow down traffic more than help

Just to complete it asap!

The housing growth in the area around 167. More and more folks are moving to this area. Need to take that into consideration

More clear signage about tolling and that it is NOT HOV=free. It is FlexPass HOV= free. More actively-metered on ramps.

I usually enter SR 167 through i-405 in Tukwila. That one exit and multiple routes merging into each other in one area has created severe bottleneck during heavy traffic.

The sounder is too full, with too little parking in some locations (like Sumner) and runs on such limited hours that it is not much better if an option than driving. You have the stations and tracks to put in a train that is on a regular schedule. It seems like a waste to only have the train on a limited schedule.

Plans also need to account for so many additional homes going into Bonney Lake (Tehaleh). 167 needs to be majorly expanded to account for the growth. It is not meant to serve so many people. This drives people to find alternate routes which clogs up surrounding roads, since mass transit is not a good fit for so many people.

Going north on 167 right before Grady there's a "zipper" merge with vehicles exiting 405S onto Rainier Ave. There is already available space to put a third lane on Rainier right before Grady to make this a safer exit/merge.

Light rail down 167 corridor connecting to the Airport!! I could also ride light rail to UW to work.

Give us freaking light rail already!!

Morning and evening commute

More reliable public transportation from Tacoma to Renton (light rail) would be amazing to allow the communities to have better access to each other. There's a lot of land at 43rd street that could take a station!

The SR 167 has not yet met the demand from the influx of population. The corridor needs to be widened rapidly to keep up.

Get the third lanes open north and south from Sumner to Auburn.

Southbound entrance to I-5 South and I-167 South from Talbot Road Exit 3/Benson Road.

Stop the street racers and dangerous accidents. State patrol do your job. Protect the community instead of writing tickets for petty traffic violations and causing more traffic.

Add another lane going from I-405 north to 167 south and 167 north to I-405 south. Everyday there's tons of traffic in that junction because there's so many people driving on it and it only has one lane

Make a dedicated lane for 410 so it won't back up. Having semi trucks stay in the right lane only during heavy traffic.

Comment Summary

It is miserable between sumner and auburn north bound. And miserable in the jovia blvd curve. All for no reason honestly. The bottleneaking has been there for years without reprieve. From Sumner to Kent on 167 during morning traffic, it takes 50-60 mins. It is 12 miles from my house.

3 Lanes end to end€¦ no bottle necks.

Add more lanes

Please expedite finishing the current road project.

Sound barriers on the north end. Freight traffic using compression brakes in the early AM hours is wicked loud. The north end needs to be reconfigured, traffic moving north to either 405S or East on Grady all compete in a single merging lane.

Expanding 167. With everything expanding in black diamond, there has been more and more traffic to 167, and now they need to be able to subsidize the traffic with expanding it at least 2 more lanes each way. Having the carpool lane open as well maybe over the weekend would be nice at certain hours?

Future impact of commercial and residential development in the region and the increasing amount of commuting and commercial traffic that brings.

Wetland and stream protections. Adequate shoulders for disabled vehicles. Sound mitigation as housing is located close and along the corridor. Tree and native plant plantings alongside the highway. Removal of invasive plant species.

Open HOV lanes to everyone. We all paid for them. It seems like every time you extend the HOV lanes traffic gets worse.

More lanes in each direction

Better on/off ramps to exits

The major population areas are along the SR-515 corridor but drive down the Valley to access SR-167 and then have to drive to either Kent Station or South Renton Park and Ride / Renton Transit Center to access any transit.

To improve transit access and usability, include bus flyer stops in new interchanges that are built. A perfect location for this would be at the 43rd St/Carr Road exit so that the whole Valley had transit access to Valley Medical Center.

In addition, consider additional park & rides + transit centers in Renton's Benson Hill and Kent's East Hill. The main issue with congestion is going up and down the Valley, but if there was a way to lower car usage by getting folks into buses (that utilize BAT lanes) sooner, that would be ideal.

There are huge investments being made with Rapid Ride I between Renton and Auburn, but there are very limited places for commuters to drive, park, and hop on the bus for it to be as effective as possible.

The population in this area is booming. Please consider BRT (and eventual LRT) routes to Seattle, Bellevue, and Tacoma.

You need to eliminate the lights on the on ramps or lengthen the merge lane considerably to give the trucks time to accelerate that itself with speed up traffic

There is no way for the semi to accelerate when the lights are off traffic is going just fine when the lights are on traffic is stopped that should be pretty obvious

Higher speeds

Address the wonky weave area on SB 167 between SR 410 and SR 512.

Make it wide enough

A better way to prevent drivers that do not have good to go, to get on those lines and higher speed limits

Comment Summary

More public transit is needed. The population is growing and we need bus service to be more frequent. Business or job centers should be located where Transit can provide service quickly and often.

I think we need to expand the 167 to have more lanes in order to accommodate increasing traffic levels. More and more people are moving to the suburbs of Seattle and this is causing traffic to significantly increase in areas such as Bonney Lake and Puyallup

SR167 is already bottlenecked from Puyallup to Auburn in the morning and afternoons from Kent to Puyallup. Why are the plans to connect SR167 with I5 in Tacoma. Current carload can't be supported with 2-3 lanes on SR167. If you are adding in Tacoma SR167 needs to be at least 4-5 lanes each way....

Please don't expand the highways. Please invest in light and heavy rail, instead. This is an opportunity for transit oriented development, not more polluting and noisy roadways .

It is excruciatingly long for any road work to be completed in this state. I have seen full freeways go up quicker than adding one lane. By the time the one lane is added, another one is needed. I would rather pay a company a bonus to complete the job early than to drag it on for years. I have seen the same cones all up and down 167 with very little progress.

More lanes. When the HOV lane was added it should have went all of the way to the end of 167. Running the sounder all day for commuters to feel they can go home at anytime if there is an emergency at home.

There should be a light rail that goes from Renton to Tacoma and connects to the light rail in Bellevue as well.

Open the road up deal w/ people who illegally use HOV lanes.

Get rid of the HOV lanes!

It goes against the mission statement of the WSDOT, By NOT providing for safe travel. That IS your end of the bargain!! It's nothing but a Federal Money grab by that [redacted] potato Inslee....

Also, you want to eliminate traffic congestion, how about NOT issuing drivers licenses to NON CITIZENS.

Which brings up another subject, auto insurance is required in this state, Ok now that I have to prove residency by providing a utility bill...that potato got some sweetheart deal for the illegals so that they have insurance, most don't even speak English...liberal democrats are [redacted] in the head

Increase the HOV lane occupancy minimum to 3+ during peak hours Mon-Fri 6 AM-10 AM. Actively enforce the HOV and passing lanes (i.e. state patrol ticket HOV lane violaters and left-lane campers).

Fewer on/off ramps and more lanes

Keep truck traffic (semi trucks) on the highways and off the local roads. Have a real concern that the Canyon Road project will turn into a way for trucks to bypass between highway 512 and 167 as a shortcut and put more heavy trucks in neighborhoods.

They need more lanes. The traffic takes 1-2 hours each way during rush hour traffic. Getting home going on 167 from Tukwila to Sumner is a nightmare!!!

Expand lanes traveling southbound 167 after the Jovita. It takes more time to travel south than it does to travel north.....but you decided to expand north first... doesn't make sense that Northbound HOV lanes were built first.

Weekend Sounder service would be amazing.

Comment Summary

Buses not using HOV/HOT lanes as it clogs up traffic. More patrols & citations for vehicles using HOV/HOT lanes at reduced speeds to regular lanes (i.e. not keeping right except to pass).

More rapid transit options during peak times (most transit options make far too many stops to be reliable). More parking at all transit stations. (Specifically Tukwila International Boulevard).

Add more lanes

Better sounder train schedules

167 needs to be widened very badly. Money should be spent on services people actually use and pay for, not empty trains and empty buses. Maintain the streets and highways.

The traffic from E Smith St and Central Ave N in Kent, when heading to the 167 onramp north of that intersection needs serious work. Carpintino's is an amazing plant/flower outdoor market and shop that creates screwed up traffic, as well as the one lane onramp that backs up at this location is horrific, year out. The light at S 228th St makes it impossible to get significant traffic onto North 167 at this location.

Please update this intersection, it desperately needs it and creates a lot of close calls & accidents. Thank you!!

Change carpool lane to normal lane as only benefits higher income people and has not increased carpooling

You have the options for sidewalks and bike lanes...why? Why would you try to make it worse?

Please improve other modes of transport such as busing, biking, and light rail to get rid of the traffic.

It's unbelievable to me that more lanes is not an option on this LAME survey.

Light rail from Puyallup along SR 167 connecting to the current light rail in Tukwila.

Bigger focus on public transport to reduce the amount of cars on the road

More lanes on 167 south of King County!

I live in Kent Downtown, in the valley. I need better East-west connections to both bus on I5 and Light rail. Existing bus connection is sparse. Also need more Commuter Rail trains to Seattle from Kent during the day and weekend. Very difficult to walk or cycle north-south within Kent because Willis has no more protected crosswalk. I live south of Willis and walk downtown often. I would bike if it were easier to get across Willis.

The amount of houses being built in the south sound is not going to stop. We need long term forward thinking solutions to our traffic and transit issues.

There absolutely needs to be much more public transit in this area. We can't only focus on expanding lanes.

Southbound SR167 at 8th St E section—the "exit only" lane causes significant congestion! This exit only lane area backs up for miles and is often the catalyst of the largest part of SB congestion in the evening. Another lane being added in this area and/or protection from people cutting the exit gore point would likely benefit all of traffic! Sound Transit running trains more frequently and reliably would also be a HUGE help, maybe with an added incentive program for people to actually use commuter trains.

A King County light rail plan that doesn't completely ignore Renton and Kent!

Double white lines throughout the entire stretch to separate the HOT and regular lanes with access points to deter drivers from weaving or using the HOT lane as a passing lane. Also consider widening the HOT lane to two lanes so people can pass within the HOT area and not subject slower drivers to tailgating by faster drivers.

Comment Summary

Widen SR 167 and create 3-4 lanes, in each direction, from SR 410 northbound and southbound SR 167 to SR 410/SR 512.

Plan for the whole corridor not Seattle centric model. People in valley cities know sounder limited by BN and when recessions come we lose bus service first so few count on buses, four lanes of 167 both ways from Seattle to Renton is the minimum.

Monitor HOV lanes for violators.

Finish the carpool lane down in Algona area. Construction workers place cones too close to lanes.

It seems like no matter what time of day, going south bound on 167 from 18 to Meridian, it is jammed.

SR 167 is the main way people get to the Washington State Fairgrounds off SR 512 that exits in Puyallup. The proposed plan to go through Fife does nothing to improve this fact. Also, I don't know who collects all the money from the traffic cam tickets near the Tacoma end of SR 167 where the Casino is but this area is a bottleneck since the 25 mph speed limit is ridiculous for State Route travel. Instead of making improvements, DOT is capitalizing on ticketing the public at the very bottleneck they created. So, seriously, how committed to helping the public is WSDOT?

Better on/off ramps, added lanes

SR 167 has been a nightmare for as long as I can remember. I used to commute on I-5 from Tacoma to Seattle and felt like travel times were more consistent and provided more transit options. Now I commute from Puyallup to Bellevue which is roughly the same distance but takes two to three times longer than my commute on I-5 as there were at least two other options besides driving. Until more transit options are provided from Puyallup/Auburn, I foresee SR 167 not improving no matter how many lanes WSDOT adds. I'm not even sure the extended carpool lane will make much of a difference at this point.

Public transportation services from federal way to Renton past 11:30 at night

Bottom line, the area is blowing up and you all are waaaaay behind on this. You need to open up 2 additional lanes north AND south. And hopefully this can be done in the next 3 years. It's already out of control.

less stop and go traffic. End the backup getting onto 512.

Add a couple more lanes, other than the hov lane. Add a better off-ramp to get onto 512 instead of making people merge over with 410 traffic as their trying to get over as well.

Widen it and add many more lanes. Twice as many as you think you need.

Better planning of road construction. First of all, Southbound has a bigger need for an HOV lane than Northbound in Pierce County, yet they started construction on northbound first. Secondly, its been a year since the HOV was paved and painted, and its still not open. Thirdly, why did we not extend to add a third standard lane when we paid so much to have the steel guard rail installed? The planning of development of the existing 167 is extremely poor, and leads to constant traffic at most hours during the day. I often have to take i5 to get to Seattle because 167 has too much traffic and too little lanes. Please plan road development better...

Increase number of lanes in both directions; connect 167 to I-5 to get to Tacoma via a freeway (not River Road or N. Levee Road)

I would travel and shop in other places, but the traffic is so bad it isn't worth going beyond my local community or buying things online. I'd rather support local Washington small businesses, but not if the traffic remains the way it is.

Not a fan of pay as you go lanes. I see the lane being wasted.

Comment Summary

Less stop and go traffic on SR 167 IN BOTH DIRECTIONS! It's gotten harder to use 167 going south as it is north . Stop using old models. Commuter train expansion, number of trains plus mid day trains means more use as a commuter system. State do its job on highways leave local decisions on streets and sidewalks to local areas. You are still behind in your primary responsibilities.

Come drive 167 either north or south bound at just about any time of the day south of Hwy 18...it is a mess all of the time.

I would love to see a focus on safer cycling options to promote a healthier lifestyle and greener environment. Additionally, more public transportation options (especially trains) connecting Tacoma to towns in the 167 corridor. Transportation shouldn't have to come at the cost of the current residents; it should enhance their current situations. I think this is achievable by removing traffic from our highways/byways and directing it towards public transport and cycling.

There is such important farmland surround 167. Let's prioritize that. We can't afford to lose it.

Installing more EV charging stations near park and rides and are inside the park structures for more security.

Put a freaking light rail down the middle that extends to the suburban populations that are going to continue to grow (Orting, Puyallup, Bonney Lake, ETC.) There was a massive median down 167 that could accommodate more mass transit, but instead they widened the shoulder???? DOT always playing catch-up and trying to fix broken places instead of looking ahead and anticipating and planning for growth. Plan ahead and it won't cost as much to go back and try and fix things....

Fix congestions in side streets by off ramps near 167 due to Train stops.

I have lived near hwy 167 for over 35 years. I would rather get a colonoscopy than drive 167!

Go 5 lanes wide each way and make it just like I5 or else this isn't gonna get better

Faster way to get to 167 from Covington

Improvement of the Northbound 167 to Southbound 405 exchange. The off and on ramps merge into the same lane and it's only about 50ft. Make dedicated lanes/ramps for exits and entrances. Don't use them commonly. There is too much traffic today to support that outdated method.

Easier access to Hwy 167 from Hwy 18, I-5.

Easier access from Hwy 167 to Hwy 18, I-5.

Better access from Puyallup to Tacoma.

Public transportation is not safe for those traveling into Seattle for work.

Keeping semi traffic off side streets

Some kind of way to divert or disperse the awful bumper to bumper traffic that can occur any- and everywhere along the route. Seemingly regardless of the time of day, I could be coming home from Renton, or going down to Orting, I'll always have to greatly reduce my speed at some point because of the mass of slow moving vehicles.

WSDOT seems to have an agenda to make travel worse so one uses mass transit. My work (sales) requires single occupancy vehicle. NOTHING has been really done to address the volumes of traffic increase in the last 20 years.

Add more lanes the length of the entire corridor. One additional general purpose lane and one additional toll lane.

No HOV lanes

Fix the bridge over the river on Stewart Road as well as the bumps that have not been smoothed out from prior construction

Comment Summary

I drive 167 in a semi daily. One of the things I have noticed is when trucks need to stop on the on ramps for ramp meters, the trucks are not able to get up to freeway speed before merging with freeway traffic. This in turn causes freeway traffic to have to slow down, which in some cases is what causes the slowdowns on the freeways.

Add extra lanes.

More useful train system

More lanes.

Easier transitions to arterial roads and syncing of traffic lights on exits

Move quicker and make decisions faster. Adding bike lanes and transit will not fix this issue we need more lanes and better arterial streets.

Longer merging lanes & on/off ramps for major exits or interchanges. More like the HOV overpass onramp to 405 N

Full carpool/HOT lane makes many of the issues a little less frustrating. We know why things get bogged down between 18 and 512, it's because 167 either doesn't have a carpool/HOT lane (northbound) or ends the carpool/HOT lane (southbound). Ask the truckers and they'd love less of us regular commuters out of their right side travel lanes. My niece and nephew are truckers that commute through here so I know their pain.

No trucks allowed in HOV lane

5 lanes each way from Auburn to Renton

Pace the median and add more lanes. Second busiest hiway in the state and it's only three lanes? Typical state mismanagement of the hiway system!

4 lanes each way and get rid of the [redacted] \$ lanes!

Figure out a plan for the interchange on 167 North to get on 405 West as well as the entrance to 167 South from 405 East. These are terrible for commuters pretty much anytime of day starting as early as 0430 with little options to avoid the congestion.

Too many choke points causing traffic jams

More people means more cars. More cars need more lanes and consistent carpools for the whole distance of 167

The Bonney Lake area is growing rapidly. We need improved access (mid-day hours and weekends) from the Bonney Lake Park and Ride to the Sumner station. Additionally, we will need Park and Ride access from McMillin, where the new access road from Tehaleh will meet the 162, to the Sumner station. Light rail from the Sumner station to the Tacoma station would give us access to both Tacoma and Seattle via rapid transit. Please design the 167 corridor with room for bus rapid transit access now, and light rail as a future addition.

I would like to reliably get from Puyallup to Seattle AND back without a car outside of work commute hours.

Remove toll lanes

Expand freeway.

Build more routes

We badly need light rail connectivity till Bellevue via Renton

I would take public transportation more often if it were safer and easier.

Comment Summary

This seems focused on traffic throughput across the area that SR 167 utterly destroyed the moment it was 1st constructed. The White River-Green River valley was strictly marsh until the Howard Hanson dam allowed separating and channeling the rivers. Forgetting this has led to the folly of high density occupation. Auburn, Algona, Sumner, Puyallup cannot sustain mirroring Highline, Tukwila, Burien, Sea-Tac, Renton. These tilt up warehouses are awful and not safe; are not being properly maintained, and do not constitute any long term economic plan, unless you think one or two more decades is all you need to worry about. As we go towards totally electric, you will find that none of this has any real value, which, of course, is why many decades after construction, you are just now getting around to connecting SR167 to I5 in Tacoma. My honest opinion is that you should just make it four general purpose lanes in each direction as we transition to the time when it can all be ripped out. The wasteful wide footprint of this monstrosity is a disgrace.

Light rail

More lanes on 167

Quite wasting tax payer money on light rail and sound transit

You could stop all funding pay every individual over age 20 100k a year and you'd be further a head. The waste if tax payer dollars to allow maybe 3-4% of population to ride mass transit?

Widen lanes , get rid of carpool lanes - if open to everyone better traffic flow, allow shoulder driving during rush hour, use common sense and not career bureaucracy that is completely incompetent

Express Lanes from Sumner to I-405 & Renton. Discounted toll Lanes for daily usage commuters. No more free toll Lanes for anyone without a pass. This is a major problem. People without a pass use the toll lanes because they are free. They slow the flow of traffic, block people from passing as they ride three abreast across all Lanes.

Not sure- the damage to our area is already done. Sumner area is a mess - too much traffic, too many people living in and traveling through town. Nature/farms, etc., destroyed to put in more distribution centers, industrial sites. More housing being built to accommodate more people which puts even more pressure on Hwy 167 and Sumner surface streets.

HWY 167 needs additional capacity. Please add 2 additional general purpose lanes in each direction.

More regular purpose lanes.

Get it done! Both ways, multiple lanes added each way! The carpool lane is ok , but the traffic is bad from 6am to 7pm everyday! You got to get people moving

South sound is rapidly growing- areas like Bonney lake are building hundreds of houses ppr month. Roadways need to be able to accommodate the added traffic north.

More lanes!

Light rail along 167 with transportation hubs with parking garages

Expand the lanes to 5 lanes each way!!!!

Study of SR167 flow today is not an accurate predictor of volume because many in our communities go around and take 167 as a last resort. As traffic improves you are going to get slammed with additional traffic and likely be right back where you started. Do you have any idea the number of people that would/could use 167 if it was even moderately functional right now? Better take your estimates and double them.

I commute to Redmond from Bonney Lake. Current light rail option would require me to go through Seattle which makes no sense, so I drive myself. If there were light rail to East Side directly, I would use that instead.

Carpool lanes with left hand ramps to 410, 512, and 5

Expanded southbound lanes on 167, south of highway 18. This is a large bottleneck area every day.

Comment Summary

Get rid of hov and open up all the lanes the tax payers paid for for all

You need to stop charging the car pool lane when traffic is at its thickest. That is counter productive and clearly all about revenue for your greedy department. The light on the on ramps are also worthless. Turn them off.

No tolls.

Traffic impacts to schools in the area.

At least 3 lanes plus express lane would help.

It should need at least 4 lanes plus express lane to make it better because in the future it's going to be looking like the 405 with two lanes plus express lane from Bellevue to SeaTac.

A redesign of the 167-512 interchange in Puyallup. Extremely dangerous. I often drive to Meridian vs. taking the risky 512 connection. An interchange something like the one connecting Highway 18 with 1-5 in Federal Way.

repair and replacement of the old bridge at 66th Ave E; adjust signage at N. Meridian/River Rd intersection to better reflect correct lane to continue on 167.

Please please please make 3 lanes and HOV 167 past Algona/Pacific

Carpool lanes the entire route

I would really encourage creating more lanes, or finding ways to incorporate new routes in others as alternatives. We have far outgrown 2 lanes years ago and it seems that even on a Saturday at 11, a trip that would normally take an hour has become a 1 hour 45 minute trip

Have express buses go from Tacoma/Lakewood to Renton using a bus way lane back & forth and to the sounder train ! To make connections to SeaTac and Seattle on the train . Keep buses on certain routes to at least 12 midnight (main routes)

Lights and left turn lanes on Valley Avenue and sidewalks on adjacent streets. Ways to by-pass streets that are adjacent to on and off ramps and that get clogged at rush hour (like Meridian at Valley and Milwaukee near Valley. Maybe bypasses that take one further out before dumping off at places like South Hill. Also, for my neighborhood, NOISE ABATEMENT (I live just below where 167 meets 512.

Sound abatement as I live 2 blocks away and have for 40 years. It is non-stop noise and whatever engineering and technology comes along to reduce that is appreciated.

Carpool/HOV lanes need to be continuous, not start/stop. 167 needs 4+ lanes

Please connect it with Hwy 18 directly! Ridiculous to have to exit 167 NB to go west on 18 and vice versa.

Need to fix the southbound traffic problem near Jovita Exit

Instead of expanding one lane, trying expanding two more lanes.

Washington State allows for new homes everywhere but does nothing to expand our roads.

Widening both sides, North and South with an additional lane that isn't carpool.

Train and light rail

Build more general purpose lanes on the available land in the middle of 167

Comment Summary

Make a dedicated lane for 410 interchange from 167 southbound.

Make traffic flow better north of Ellington to SR18 can slow way down due to the reader board overhead and the S lane shift people think they have to drive 30 mph through there.

Need more lanes. Less semi trucks, they are ones who are making the messes on the road

It would be nice to have a public transportation option, but buses/train from Bonney Lake to Renton/Seattle are lacking. Need more parking at train stations so it is an option, and more stops in south King Co/Pierce Co.

Plan and build for the needs both current and future now, dont wait until 10 years after its needed. We need more major arterials or freeways both east-west and north-south to free up traffic all thru the areas that serve this and other major freeways in the northwest. You must plan for more vehicles also, not just ways to defer people from vehicles...must be a good combination of both but never forget most people will not give up their individual freedoms as we all have different shifts and needs.

Looking decades ahead, as SR 167 is heavily traveled by trucks especially during rush hours, making traffic flow smoother by increasing lanes and utilizing trucks/personal vehicles/passing lane separation and allowing for less hectic incoming/outgoing traffic. I feel that a lot of issues in stop/go traffic for SR 167 is based upon outgoing traffics having to stop at red-light that form a line that extends to the SR 167 itself as well as the heavy truck traffic causing speed differences and merging difficulty. 2 lanes + HOV lane also does not adequately reflect on the amount of traffic traveled during rush hours. Merging I-405 exit 2 to/from SR 167 desperately needs better solution as well.

Improved interchange at SR 18 from all directions.

continuous HOV lanes

Wishing you all the best of luck. This is not an easy task and we appreciate your efforts. Thank you!

3 more traffic lanes in each direction

Open the HOV lanes that have been under construction for 2 years!

Continue southbound HOV lane through to 512. Extend 167 to i5, include multi lane and HOV.

SR 167 does not exist in a vacuum, as you all know. It's time to also invest in a mega project to rebuild the SR 18 viaduct through Auburn and adjacent corridor from just west of the merge zone with SR 167 to the Auburn-Black Diamond Road exit. If that area was redesigned and rebuilt to modern standards and capacity that would also help SR 167 and gridlock in Auburn in general. I think 3-4 through lanes, depending on the spot plus auxiliary lanes and proper length merge zones - particularly eastbound would change corridor conditions.

Arterial bypass

Eliminate the double white lines at the north end. They seem to be a random test area more than a functional safety or efficiency builder.

NB from 15th SW in Auburn there are 2 merging lanes that end approx 1/4 mi from 15th NW in Auburn. Many drivers think they must get into these lanes to exit at 15th NW and when the lane ends they have to get back into the through lane and then exit. Why not extend the 1/4 mi and make it an exit lane which will eliminate this lane changing pattern.

More light rail, more light rail, more light rail. Literally I would be happy if all the roads corroded away as long as I could use light rail to travel everywhere.

Add two more SB lanes on SR167 south of SR18 and another NB lane between Puyallup and Auburn.

More connection rites between I-5 and 167

Comment Summary

At least one more lane in each direction on 167. The addition of the carpool lane in the south will do little to nothing to solve the current traffic flow issues.

The configuration of the SW 180th overpass exit needs to be redone to properly handle the traffic trying to exit and get on 167. The traffic is always backed up around and up from Valley Medical Center (SW 180th and Talbot Road S.). More commercial, townhouses, and senior housing are being built on Talbot Road S., which will make that 167 exits worse. The intersection gets blocked at the light at SW 180th and Talbot Road S., which can be a safety issue for those trying to get to hospital.

Alternative routes for when blockages occur.

Paradas de transporte p blico

Better connection with I5 and reduction in choke points

Fast transit to Bellevue / Redmond. We rarely go to Seattle and having fast, reliable transit to Bellevue would be used a lot.

More lanes, easier on and off ramps-NO clover leaf type of on and off ramps, way to dangerous-they need to go!!!

Free flowing traffic with Sync d traffic signals within 15 miles of every 167 on ramp. Reversible traffic patterns sending all traffic north or south during peak periods would also work, diverting other traffic into west valley.

Please consider better and more frequent mass transit options further outside the study area that connect to it. Living along the 18 in Covington, there are no quick transit options to Tacoma or Seattle for use outside workday schedules. Going to the city on weekends, we pick between 167 and 5 N or S whichever is less traffic. The nearest lightrail is across the valley and why we choose to drive to our final destination most times, because we're already halfway there. Bus service takes nearly two hours.

As you come up with plan(s). please make them accessible to everyone to see. So that we can see what you have planned for. Is it 5yr oriented, 10yr oriented. I don't believe you should think short term. Think long term.... when you look at your plan(s).... Say to yourself "and then what?" will the changes be long term, will they incorporate long term growth in the area. I've lived here all my life and remember when west valley highway was the only road we used to get thru the valley til SR167 came along. Clearly they didn't say to themselves.. and then what? Now, here we are with terrible traffic on 167 during heavy traffic of which 167 cannot currently handle during heavy commute times. i.e. mornings heading North, and evenings heading South. If i need to get to Puyallup in the afternoon, I leave 1 - 1 1/2 hr before.. Why, all it takes is 1 stalled vehicle or a fender bender and 167 comes to a grinding screeching halt.

Think long and hard.... what will the population in the area look like in 5,10,15 years out? How are you going to handle the growing population in the area surrounding 167. How is your plan going to help in the near time and in the long run. (years from now).

More lanes less mass transit that for the last 3 years has a decrease in ridership

HOV lane starting in Sumner up to Renton on North and South. Wider lanes in Auburn area. Cleaner construction. Lots of construction debris and rocks when driving through SR 167 makes it hard to want to use it. I have a lot of rock chips on my car because of this.

Please run the carpool lanes (2+) all the way down to Puyallup.

Comment Summary

Please consider revisions for the following locations:

When traveling southbound on 167 the forced exit for Stewart Rd/Jovita Blvd E causes major interruption. The combination of an ending carpool/toll lane coupled with this forced exit result in all lanes of traffic needing to merge one lane to the left. This consistently causes large back ups.

The highway interchange encountered when traveling southbound on 167 transitioning to 410 is consistently backed up and dangerous. The design results in frequent close calls due to the speed difference between exiting cars and though traffic.

Lastly, the partial cloverleaf interchange encountered when traveling westbound on highway 18 transitioning to southbound 167 is often very sketchy. The shared lane with vehicles entering and exiting 167 is quite short and awkward and often results in vehicles traveling drastically different speeds attempting to merge together quickly.

Ban semi trucks from the left lanes. They constantly try to pass slower semi trucks and end up blocking both lanes. Do something about the clover leaf at the 405 and 167 interchange. There are so many near collisions from the people getting off 405 to go into Renton and the people trying to get onto 405 South from 167.

The lack of river crossings along River Road to Levee road and the backups that pile up near the ancient bridge at 66th ave.

The road is in bad shape. Seems like maintenance on this highway doesn't happen regularly. It should since it has a toll on it. It should be a nicer road.

Widen it by 4+ lanes

More lanes

I would like to see a proactive approach to working on the road rather than the current reactive one. The amount of traffic is obscene and the state does not seem to actively care or want to solve the issue. This freeway should be widened to 3 lanes plus the carpool in its entirety.

Faster timelines and drainage planning. 167 S Stewart St exit where the HOV lane ends is a hydroplane nightmare.

More lanes

25% or more of Washington residents do not or cannot drive. That should be front and center in all decision making for WSDOT and all public agencies, especially transit and transportation. We will obviously never forget about the cars that use these roads, but we can't forget about creating, walk and bikeable roadways with these users in mind.

Adding HOV lane.

We want to drive our cars! we don't want mass transit. Give us more (4+ Carpool) lanes and more exit/on-ramp options to chose from.

Interchanges better developed most specifically the 167/410/512 which is the biggest yet worst interchange daily. Especially for semi's and work trucks. As well as westbound hwy 18 interchange from 167.

Please open the lanes that are finished and deal with any bottle neck areas as the work on SR167 NB is being completed. And please finish the project quickly. It has been over a year now and the new lanes aren't being used!

Maintain the single white line between hot lanes and regular lanes. Don't double them like 405!! More on/off ramps in auburn: 37th, main st,

Comment Summary

Please open all lanes to all traffic. Way too people and we need to get where we are going.

I have family and friends that won't travel to where I live, Puyallup, due to the horrible traffic on 167. They live in Seattle, Bellevue area. It sucks.

No time during the day if good.

There is always traffic and accidents where 167 ends and connects with 405. It all funnels there!

Utilize all lanes for regular traffic and abandon the toll lane idea

Restricted hot lanes with minimal opportunities to exit and enter, express bypass lanes

Add an extra lane and get rid of the carpool lane

STOP overcharging commuters using hot lanes compared to eastside 405 traffic. Very unfair based on south end demographic's vs 405 corridor.

Remove the illegal homeless camps on the WSDOT properties along Valley Ave. Help Fife cleanup this area. There are extreme environmental hazards with the trash, paint, chemicals, vehicle oil, burning plastics off copper wire and human waste. These conditions are in violation of EPA standards and if they enter the waterways an extensive cleanup will be ordered and overseen by the EPA.

Diamond lanes for 2 or more passengers for the entire SR 167.

Get rid of the paid "HOV" lane and plan on adding a 4th all-traffic lane in both directions in the very near future.

Impact to SR509 for NE Tacoma residence.

Growth. In my area of Fife, it is bulging with empty business parks. Then we are caught off guard when a company like, Amazon, wants to utilize one of them for a distribution center. Which increases truck traffic and personal vehicle traffic because of the added workers.

Keeping semi trucks out of residential areas. Too many accidents caused by speeding semi trucks.

SR 167 is a useless freeway during peak commuting times. I don't understand why anyone uses it for north/south travel most times. You need to build a freeway that extends SR 167 at Sumner that goes along the valley into Orting and Graham and Buckley. Open the HOT lanes to all drivers to ease the traffic flow. And complete three (3) lanes of traffic in each direction from Auburn to Puyallup.

Local and express lanes. Express lanes for people

So do not get off at local exits and just need to travel the whole/most of the length of the road to get elsewhere and local lanes for people who need to get off at the exits. Look at examples in Maryland and DC.

Fix the SR167 & 512 interchange. It is terrible during the evening commute

How does the extension of 167 effect the Puyallup and Fife area environmentally? Does it negatively effect our farmlands? We need to protect the farmlands we have left.

The biggest consideration would be to develop a project that would connect SR 167 from where the freeway ends in Puyallup and connect that all the way to I-5 either in Tacoma or Fife. If this could be accomplished, then there would be better traffic flow in the Puyallup-Fife-Tacoma area.

inevitable massive growth

I am never going to ride public transit unless it feels absolutely safe, and right now, it is very far from that. I think that it feels like you are throwing good money after bad...

Comment Summary

My spouse and I are recent retirees. We want to be less dependent on our cars. We want to be able to ride ebikes as much as possible around the area and still feel safe from motor vehicles.

I would like to see the area be more ebike friendly. Including safe places to lock bikes when we are shopping or at Medical facilities.

More lanes in each direction without tolls at all hours.

Table 2. Online Open House #2 Comments**Comment Summary**

The best solution to fix HWY 167 is adding 1 or 2 additional general purpose lanes in each direction from Highway 512 to I405. Toll lanes don't work. One only has to look at I-5 as that facility is built correctly (4 general purpose lanes in each direction) and moves a lot of people and freight daily. Adding a truck toll lane is stupid and a joke and will make traffic much worse. Please don't make the same mistake that they are making on I-405 from Renton to Bellevue which desperately need's general purpose lanes, and they are adding a toll lane this time around.

Since this is the first I have heard about all this..

Only things I would like to input is an idea of an offramp from Hwy 18 to 167 South and eliminate need to exit Hwy 18, to get on to West Valley to then get on to 167 South; and making a safer entrance for Hwy 18 traffic merging on to 167 south rather than having exiting traffic of 167 trying to exit at the same time as entering traffic from 18.. it's a really nasty choke point.

Do it! Don't wait, let's go!

I think you are wasting a lot of money. Adding a burden on low income families and increasing carbon emissions. Tolls are a huge burden on low income families. It caters on to rich elites that can afford it. Build regular lanes on express lanes. You're increasing carbon emissions because transit carries very little traffic (especially since 2019) and you won't make cars move faster. More idling means more carbon emissions. Add regular travel lanes. Upgrade the 18/167 interchange so travel can go any direction without going on surface streets.

I approve and support WSDOT's SR 167 Master Plan. The aspect that I support for WSDOT's SR 167 Master Plan is that express lanes will be implemented.

if we are going to widen 161 up the hill, consider filling between the bridge over the railroad and the hill to remove the large sag. this will allow for improvement in the grade and alignment of the highway up the hill.

The Hwy 167 Master Plan of 2008 was a great plan. This new plan is a joke and the people in charge are idiots and they should be fired. It seems to me that by adding toll lanes instead of general purpose lanes they are creating more congestion. Adding 1 or 2 general purpose lanes is the best solution to the congestion issues on Hwy 167. The dirty little secret with toll lanes as they need congestion to make them work. It is awful that the Texas company where some of the toll revenue goes is against general purpose lanes, that way the more the congestion the more toll revenue. That's exactly what's going on here, What a joke. WSDOT has already screwed up I405 as we were promised 2 additional general purpose lanes, instead adding a worthless toll lane. We will fight this and get the word out!

Recommendations are not looking at future. Investment should be on expansion of more lanes on 167, as well as technology enhanced lanes with consideration to EV autos. Your plans currently barely cover a small current situation, leaving a much greater need.

"Is the only way to have a sustainable economy is to have growth?"

The plans are well thought out. I travel SR 167 less than once each month, but because of disabilities and health issues am unable to use public transportation.

"Eliminating River Road as a truck route is my biggest concern.

PLEASE get this done in my lifetime -- we've been promised this for a long time.

Dont forget Algona and how west valley can help local traffic at peak times of day. The west valley hwy 18/167 interchange could be improved in multiple ways by reducing lights and implementation of traffic circles. Same thing at west valley and jovita. This would prevent backups on 18 and 167 offramps if traffic could flow smoothly at those locations.

Comment Summary

At night 167 turns into an all out racing zone. I live on a housing estate adjacent from the freeway and the amount of high powered, illegal racing cars almost nightly is a severe safety risk. Along with the illegal noise pollution levels of these vehicles. I hope something is done to address the illegality going on 7 days a week.

I feel like there should be emphasis on the safety of SR 167 going into Interstate 405 since the way up and down is on the same road creating safety issues and congested traffic. There is also a lot of backlog caused at the end of the Northern part of SR 167 because of a traffic light. This kind of backlog and congested traffic happens mainly during office hours. I think there needs to be a closer re-examination of what to improve on. Also, I feel like we should remove/re-exam the need for the double lines running from the north to about the middle of SR 167. It feels largely unnecessary and instead creates congestion. The other side doesn't have it so why this side.

Whatever we can do that is forward thinking will help with the traffic on 167. The improvements you e suggested sound great. Good for business and the environment.

Completion of 167 to Tacoma long overdue, and widening to relieve congestion on 167 is badly needed. The traffic in Puyallup is horrendous.

Itâ€™s disappointing during the enhancements the carpool lane was taken out at the on ramp to N-SR-167 from Ellingson Rd. For a family of four we used to have direct access to SR-167 via the carpool lane and now we have to stop and wait. Other times the traffic light to that on ramp is on in middle of afternoon to evening hours when traffic control is not needed.

Iâ€™m thankful that the needs of a variety of citizens and modes of transport might be met when this proposal comes to fruition.

"As an occasional bus rider on 578 Sumner to Seattle, I see little return on Scenario A. Very few riders are on 578 between Puyallup and Federal Way even though current transit time to Seattle is not much longer than by car.

I support a truck only lane M-F 8-5.

Expansion of merge capabilities and reducing backups is of great importance. Improving outdated interchanges so they flow better with future demand also.

Stop making people pay twice for highway use. Tab fees for plate management only. Focus on general use lanes. Raise gas tax. No sales tax on road construction materials. No mileage tax, intrusive.

Start moving dirt. We want this project completed NOW.

Keep high-occupancy level at 2 persons per vehicle, and not 3 as it is from Bellevue North. It's too confusing to have different requirements in different areas. Leave it at 2 until there are 2 people in the majority of vehicles, then change it to 3 for HOV lanes.

Living in Fife, Traffic is often a deterrent when requesting family friends to visit the area.. This is not a new phenomena. I've lived in many areas of Puget Sound my whole life and have witnessed the prejudice towards South end Travel the entire time. The south end traffic problems are well known by local citizens to be more pronounced and frustrating than other areas of King, pierce, snohomish counties. The consistent overall traffic slowdowns are a hassle at a minimum and a nightmare at other times. It's a substantial reason , if not the number one reason why property values in the South are much lower than other puget sound areas, The Traffic is just awful down here . I am optimistic that discussed changes might alleviant some of this .

While I appreciate the focus on transit in Scenario A, I think a majority of community members are invested in driving to work, and so Scenario A would not have the greatest impact. I think Scenario B or C would be the best options.

double deck the entire length of 167 so trucks would have their own freeway

Comment Summary

I generally like these proposed recommendations. One clarification I think needs to be added: Where the proposal mentions "Complete street enhancements" on West Valley Highway between 15th St NW and Edgewood Drive, it must also include reconstruction of the main roadway where necessary. Much of this length has not been repaved in years because of the cost of needed repairs and the roadway is literally crumbling apart. At least the northern end of this stretch needs a complete rebuild according to the City of Auburn. It doesn't make any sense to me to add enhancements without fixing the roadway as well.

Glad to see that WSDOT is listening to the affected people and taking steps to alleviate our concerns

I am concerned that these projects don't focus enough on reconnecting communities. Freeway lids have become common on WSDOT projects on I90 and on corridors north of I90. However, WSDOT has yet to give the same kind of consideration to communities south of Lake Washington. Further, the plan needs to prioritize the list of improvements to build first those improvements that provide alternatives to driving on SR 167. Those improvements are far lower cost and can provide a much larger benefit to cost ratio than the highway widening projects that will cost billions of dollars. The interurban trail is an excellent parallel alternative to SR 167 but is underutilized because it lacks sufficient low-stress active transportation facility connections. In most cases these connections can be made for a tiny fraction of the cost of updating an interchange. These facilities can also save users' lives.

The biggest problem area on 167 is the constant slowdown/backup for 167 northbound traffic at the 405 southbound interchange where traffic weaving is required. An over ramp to avoid that back up would allow a smoother interchange flow for those heading to I-5 or to the airport.

Looking forward to less backups in peak travel hours after completion of this project.

Prohibit large trucks from being in any lane besides the right lane. Enforce the speeding and dangerous driving of semis and large trucks more often.

I vote for master plan

[Redacted].Twenty five years too late and by the time its finished it will be outdated.I can tell you when WSDOT will know when they finished their study on the 167 project.When they've spent their budget allotment.

[Redacted] the masses for a few

I like these plans. But I think they did not consider Military Road area. There is no transit, no sidewalks and many other things that should be considered for a road that could be considered as a parallel route to SR 167 and I5 in a significant portion of the scope of this study.

your maps in this presentation are not good especially for those who live close to the potential changes Was not able to zoom in and see how these changes affect my property Concerned about sound and offramp placing Not good

I like the extension of the express toll lanes through the whole of SR 167, along with widening the existing lanes. Also appreciate the parking improvements at the Auburn Sounder transit station as well.

I would like to see a light rail (or other mass transit option) for express travel between Auburn and Federal Way to access light rail station. Additionally, a light rail/Sounder rail option from Auburn (and arguable the rest of the SR 167 corridor) straight to Bellevue would be great too since as a tech worker, I'd see myself traveling more to the Eastside for commute than Seattle.

Not sure we need bicycle lanes. Expansion more lanes is helpful.

Need more pedestrian bridges. There are many dense communities where they have to walk miles south or north to be able to cross over the 167 freeway. Eg. From James St in Kent to 405 Freeway. Please consider building foot bridges such as S 192nd St. and S 23rd St. It will help improve equality to those who don't have cars, increase walkability, and access to community resources.

Comment Summary

"Looks very thorough. You've all done a great job. One suggestion: I would appreciate fewer "" educated/politically correct"" words. (Not everyone has the same education.)

The 167/512/410 interchange needs to have ALL the weaving in all directions eliminated, not just toll lanes. Most traffic will use gp lanes and that weaving traffic is what causes the backups. it's expensive, but complete flyover lanes are needed.

It is truly a difficult collection of data to sit and dissect. Summations and footnoting to original source info would have made this much easier and I know there is much I have not clearly interpreted.

Where in the [redacted] is light rail? Need light rail from auburn to Renton to Bellevue. Hard to believe there is no light rail planned from Renton to bellevue along 405 corridor when thereâ€™s even an old rail right of way! Start serving south king county like north KC!

"I noticed there were only 70 comments so far. This is surprisingly low for a plan that has such a huge impact to so many people. I have not talked to anyone in my community that is aware that this master plan effort is underway.

Link light rail. Have it run to downtown and east side.

No more Express Toll. Should be Carpool with Good To Go pass for those who can afford it.

"How close will the finished product (State Route) to Freeman Road?

We live just up the hill (east) of the Milton Way / Freeman Road / 20th Street Intersection on 20th Street/Yuma. Thanks"

I like to extend 4-5 lines each way. Because High Way 5 was so much cars all day long.

please make the bus to sumner faster

Would like to see a permanent acquisition of a rail corridor for Sounder service and future high speed rail.

I hope Link can run on the expanded right of way of SR 167.

Community feedback indicates a desire for night/weekend transit (sounder) service that is not immediately referenced in the master plan. Increasing sounder utilization in general would mitigate many of the traffic issues identified and provide immediate benefit to the entire study area. Highly recommend expansion of service to include 1) additional morning/afternoon service times during the week, 2) night/weekend service, especially during summer event season, and 3) improved multi modal transit to rail stations including bike, parking, and bus. Appreciate your focus on this important community initiative!

Put in more lanes from Puyallup to Fife connection then what is currently needed so it is built for expansion

Multimodal improvements and greater access to transit options along this corridor will help to provide a larger variety of transportation options along 167. While truck travel times are important, I feel that these resources would be better spent on more transit options to reduce the number of single occupancy vehicles that are only used because there are no other reliable, efficient alternatives for traveling along the SR167 Corridor.

"I like proposal A the whole Fife area needs active transportation and transit investment; Transit helps bring people out of poverty.

B seems pretty bad since climate change exist, Also added noise pollution, ""Build it and they will come"" more people will start running. the people who live by the 167 will have to deal with more issues from the 167

C same as B above, but trains are more efficient then trucks use rail not rubber!"