SR 167 Master Plan
A planning and environmental linkage study

Technical Advisory Committee
Nov. 10, 2021
Agenda and objectives

Objectives:
- Discuss committee roles and responsibilities and work plan
- Share key themes from listening sessions
- Gather feedback on purpose and need, study area
- Introduce evaluation criteria and gather initial feedback

Agenda:
- SR 167 Master Plan background
- Committee roles and responsibilities and work plan
- Listening session key themes
- Break – 2:45 p.m.
- Purpose and Need
- Study area
- Evaluation criteria
- Discussion
- Next steps
SR 167 Master Plan legislative direction

In 2021, the Legislature reauthorized $2.88 million for the SR 167 Master Plan update.

**Study Direction**
- Analyze existing and future conditions
- Incorporate information from public and stakeholder engagement
- Apply WSDOT’s Practical Solutions approach
- Identify near, medium and long-term multimodal transportation needs and strategies

**Study Completion**
- The SR 167 Master Plan Update will be completed in 2023.
The planning steps

Community and partner engagement

Study planning
Aug – Nov 2021

Existing and future conditions
Nov 2021 – Feb 2022

Develop and screen strategies
Feb – Mar 2022

Develop and evaluate multimodal scenarios
Apr – Oct 2022

Final report
Nov 2022 – Feb 2023
Technical Advisory Committee roles and responsibilities

- Attend and participate in meetings through spring 2023.
- Review and consider background materials in advance of meetings and come prepared with questions and comments.
- Engage in positive, productive communication with other Technical Advisory Committee members and project staff. Recognize that others’ input is valid, even if you do not agree.
- Strive for group consensus. If it is not possible for the group to consent on recommendations, the meeting summary will document opposing opinions.
- Keep your organization’s members, staff, and constituents informed and solicit input for use in SR 167 Master Plan discussions in advance of meetings.
Project Team role

• Provide background materials, data, and collect public input.
• Be present and available at Technical Advisory Committee meetings to answer questions and inform the discussion.
• Consider and address Technical Advisory Committee input when developing solutions.
• Report back to Technical Advisory Committee members on how the project team considered and addressed partner input in decision-making.
# Committee work plan

<table>
<thead>
<tr>
<th>Meeting 1 November</th>
<th>Meeting 2 January</th>
<th>Meeting 3 March</th>
<th>Meeting 4 June</th>
<th>Meeting 5 September</th>
<th>Meeting 6 November</th>
<th>Meeting 7 January</th>
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</thead>
<tbody>
<tr>
<td>Review and discuss committee roles and responsibilities</td>
<td>Final purpose and need</td>
<td>Review and discuss screened strategies</td>
<td>Review and discuss scenario alternatives</td>
<td>Present refined scenarios</td>
<td>Provide recommended solution</td>
<td>Review plan highlights</td>
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<tr>
<td>Draft purpose and need</td>
<td>Final evaluation framework</td>
<td>Define scenario principles</td>
<td>Review and discuss scenario analysis</td>
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<td>Executive Summary</td>
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<tr>
<td>Study area approach</td>
<td>Initial project list</td>
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<td>Next steps</td>
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SR 167 Master Plan - Partner and Community Engagement Process

Equity Focused Community Engagement
- CBO and community briefings
- Community forum/pop-up events
- In-language and online engagement
- Online survey, equity focus group

Legislature/Governor

WSDOT oversight committee
- Muckleshoot Indian Tribe
- Puyallup Tribe of Indians

Equity focused community engagement
- Planning and Environmental Linkages Environment Resource Agencies
- Technical Advisory Committee
- Policy Advisory Committee
SR 167 Master Plan - Partner and Community Engagement

- Listening sessions
  - 22 community-based organizations engaged and invited
  - 9 listening sessions completed
    - Local jurisdictions
    - Transit agencies
    - Freight community
    - Business community
    - Puyallup Tribe of Indians
    - Agriculture and climate interests
    - Renton Inclusion Task Force
  - 31 entities participated

- Key themes
  - Prioritize transit access and availability
  - Highly visual & translated materials
  - Expand study area to include Port of Tacoma and Sea-Tac Airport
Purpose and need
Regional study/project map
Why do we Need a Master Plan for SR 167?

• The SR 167 Corridor is in of the fastest growing areas in the state: More than 70,000 new residents and 67,000 new jobs by 2050
• Growth over the years has resulted in high travel demand and congestion: 45% of the southbound general purpose lanes are congested in the PM peak hour
• SR 167 is the second busiest freight corridor in the state: 10-20% of all traffic on the freeway are trucks; these trucks have more limited route options than other vehicles and trips
• Transit is key to mobility in the corridor: The Sounder S Line is the second busiest transit route in the region and had more than 16,000 weekday boardings in 2019
• The corridor is diverse: About 30% of the population in the study area have household income under $50K while 25% of the population have a household income of over $125K. People of color represent over 40% of the study area population.
• The corridor is changing: Changing demographics and increased density resulting from the Regional Growth Strategy will result in new travel needs along, across, and through the corridor
Master Plan Draft Vision

What is the SR 167 Master Plan draft vision:
A safe, connected, and equitable multimodal corridor that serves the travel needs of this diverse area. People who live, work, transport goods, and visit the communities along the SR 167 corridor will have a variety of safe, reliable, and convenient travel options that best fit the needs of their individual trip.
Master Plan Draft Goals

What are the 167 Master Plan draft goals:

• Improve future safety conditions
• Manage existing infrastructure
• Manage mobility for local and regional trips, including freight/goods movement
• Transform how people and goods travel to support the Regional Growth Strategy through multimodal and multiagency investments
• Provide a range of equitable and climate focused transportation options
• Identify strategies that are practical, implementable, and fundable in a realistic timeline
SR 167 Draft Study Area

How was the draft study area determined?

How will the study area be used?
SR 167 Draft Study Area

How was the draft study area determined?

How will the study area be used?
SR 167 Draft Study Area

How was the draft study area determined?

How will the study area be used?
SR 167 Draft Study Area

How was the draft study area determined?

How will the study area be used?
# Master Plan Draft Evaluation Criteria

<table>
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<tr>
<th>Goal</th>
<th>Draft Criterion</th>
<th>Relevance to Master Plan</th>
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<tbody>
<tr>
<td>Improve Safety</td>
<td>• Location of high-crash locations, weighted by killed and severe injury crashes</td>
<td>Identifying how different potential strategies align with historic traffic safety issues</td>
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<td></td>
<td>• Location of capital investment strategies</td>
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<tr>
<td>Manage Existing Infrastructure</td>
<td>• Per Capita VMT (excluding freight)</td>
<td>Move more people in on existing infrastructure, with less energy, and fewer GHG emissions</td>
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<td></td>
<td>• Person throughput</td>
<td></td>
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<td></td>
<td>• Maintains or improves existing facility (state of good repair)</td>
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<tr>
<td>Manage Mobility (Roadway)</td>
<td>• Arterial v/c ratios</td>
<td>Evaluate how peak period traffic congestion changes over time and with different strategies</td>
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<td></td>
<td>• Freeway speed and level-of-service</td>
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<td>Transform Travel (Multimodal Performance)</td>
<td>• Daily transit boardings</td>
<td>Performance indicators for transit, pedestrian, bicycle, and freight modes in terms of user</td>
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<td></td>
<td>• Travel mode share</td>
<td>experience and access to major destinations</td>
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<td></td>
<td>• Transit travel times between key hubs</td>
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<td></td>
<td>• Non-motorized system completeness within RGCs and station areas</td>
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<tr>
<td></td>
<td>• Travel times between key freight hubs</td>
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<td>Equitable Access</td>
<td>• Number of jobs within 30, 45, 60 minutes of RGCs and equity priority areas by</td>
<td>Evaluate access by different modes relative to where transportation burdened populations</td>
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<tr>
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<td>vehicle or transit</td>
<td>live and work</td>
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<td></td>
<td>• Number of households (overall and equity priority households) within 30, 45, 60</td>
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<td>minutes of RGCs and MICs by vehicle or transit</td>
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<td>• Population (overall and equity priority populations) within ½ mile of frequent</td>
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<td>transit or demand responsive service</td>
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<tr>
<td>Environmental Impacts</td>
<td>• Greenhouse gas and other air pollutant emissions</td>
<td>Environmental impacts and benefits of potential strategies</td>
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<td>• Sensitive areas impacted (Wetlands, cultural areas, flood hazards, wildlife</td>
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<td>habitat, etc.)</td>
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<td>Practical, Implementable, Fundable</td>
<td>• Capital and program costs</td>
<td>Basis for cost effectiveness evaluation</td>
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Discussion
Committee work plan

Meeting 1
November
• Review and discuss committee roles and responsibilities
• Draft purpose and need
• Study area approach
• Draft evaluation criteria

Meeting 2
January
• Final purpose and need
• Final evaluation framework
• Initial project list

Meeting 3
March
• Define scenario principles
• Review and discuss screened strategies

Meeting 4
June
• Review and discuss scenario alternatives
• Review and discuss scenario analysis

Meeting 5
September
• Present refined scenarios

Meeting 6
November
• Provide recommended solution

Meeting 7
January
• Review plan highlights
• Executive Summary
• Next steps
Next Steps

• Policy Advisory Committee 3-4 p.m. on Nov. 17
• Continue CBO listening sessions
• Finalize purpose and need and evaluation framework
• Develop communications and community engagement plan
More information:

Robin Mayhew, AICP  
Management of Mobility Director  
(206) 464-1264  
MayhewR@wsdot.wa.gov

Chris Breiland, PE  
SR 167 Project Manager  
(206) 576-4217  
BreilaC@consultant.wsdot.wa.gov

Amy Danberg  
SR 167 Master Plan Communications  
(206) 962-9635  
DanberA@consultant.wsdot.wa.gov