

SR 167 Master Plan

A planning and environmental linkage study

Technical Advisory Committee

Nov. 10, 2021

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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

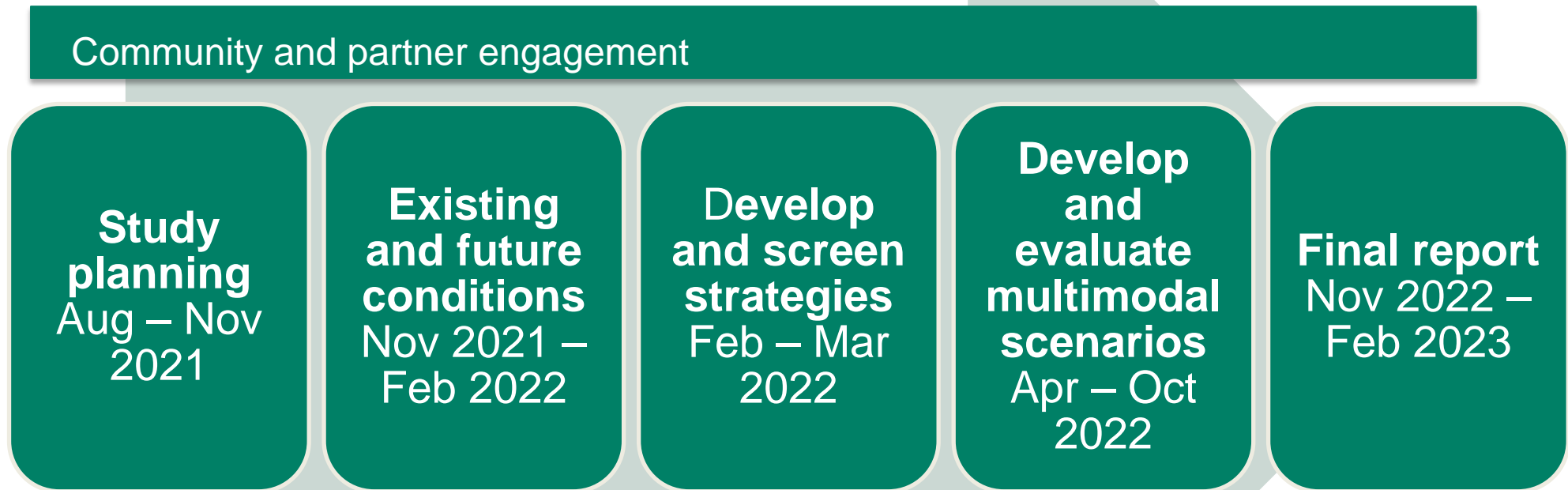
Study Direction

- 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



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.

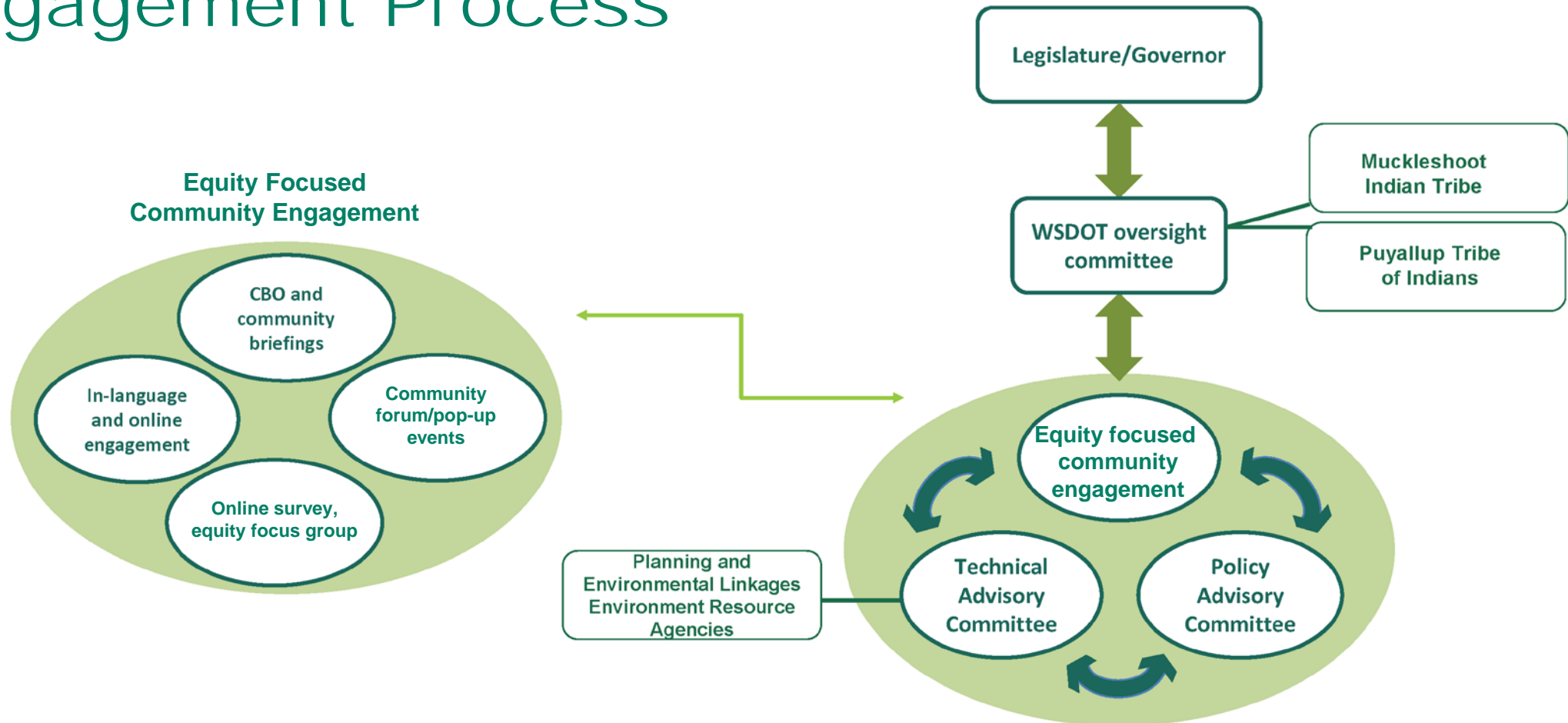
Project Team role

- 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

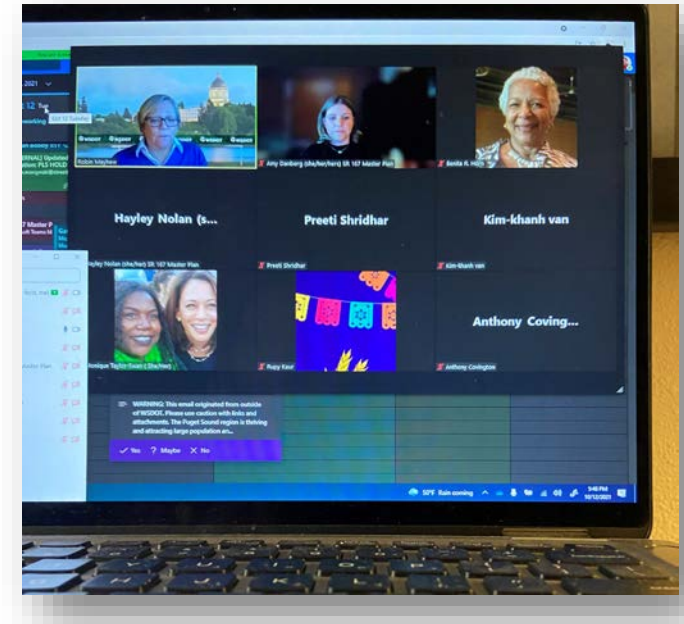
Meeting 1 November	Meeting 2 January	Meeting 3 March	Meeting 4 June	Meeting 5 September	Meeting 6 November	Meeting 7 January
<ul style="list-style-type: none">• Review and discuss committee roles and responsibilities• Draft purpose and need• Study area approach• Draft evaluation criteria	<ul style="list-style-type: none">• Final purpose and need• Final evaluation framework• Initial project list	<ul style="list-style-type: none">• Review and discuss screened strategies• Define scenario principles	<ul style="list-style-type: none">• Review and discuss scenario alternatives• Review and discuss scenario analysis	<ul style="list-style-type: none">• Present refined scenarios	<ul style="list-style-type: none">• Provide recommended solution	<ul style="list-style-type: none">• Review plan highlights• Executive Summary• Next steps

SR 167 Master Plan - Partner and Community Engagement Process



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



What do you hear are the biggest transportation needs for your community or the individuals you represent?

Intermodal connectivity +0	Preloaded Orca cards, specifically for students have been helpful +0	Renton technical college corridor - one bus line that drops off at the college +0	KCM route 907, delay in start time or may not run route from Maple Valley to Renton. Reduced transit service is a concern. +0
Ennemclaw to Renton - one lane and the safety concerns +0	Considerations for senior community; also individuals who are deaf and blind +0	Cascade area - buses stop to late. +0	How is the train going to connect to other modes, will the sounder connect to Renton - if there is the train what will happen to the buses. +0
Buses stop at Fred Myer at Benson - people have to walk down to access Cascade area. +0	Rainier corridor - is too slow so folks +0	Transit center and transit hubs - build in restroom facilities as a health issue. +0	Developments in Black Diamond and infrastructure is lacking coming into Renton or other areas. +0

Purpose and need

Regional study/project map

- Legend**
- █ Gateway SR 167 Completion Project
 - █ SR 167 Master Plan
 - █ SR 167 Toll Equipment Upgrade
 - █ Southbound SR 167 Auxiliary Lane
 - █ Southbound SR 167 ETL Extension
 - █ Northbound SR 167 HOV & ETL Extension
 - █ Tacoma to Puyallup Trail
 - █ South Pierce County Corridor Study Area
 - █ SR 512 Corridor Study Area
 - █ Pierce County Canyon Road Regional Connection Project



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 Corridor
- SR 167 Study Area
- Transit Hub
- Regional Growth Center
- Manufacturing & Industrial Center



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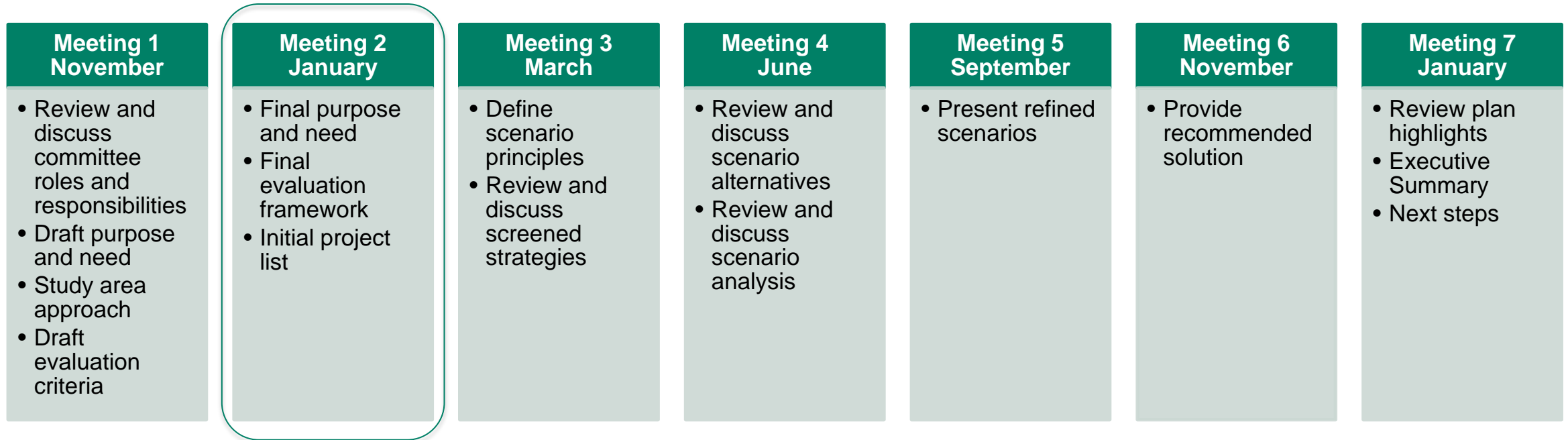


Master Plan Draft Evaluation Criteria

Goal	Draft Criterion	Relevance to Master Plan
Improve Safety	<ul style="list-style-type: none"> • Location of high-crash locations, weighted by killed and severe injury crashes • Location of capital investment strategies 	Identifying how different potential strategies align with historic traffic safety issues
Manage Existing Infrastructure	<ul style="list-style-type: none"> • Per Capita VMT (excluding freight) • Person throughput • Maintains or improves existing facility (state of good repair) 	Move more people in on existing infrastructure, with less energy, and fewer GHG emissions
Manage Mobility (Roadway)	<ul style="list-style-type: none"> • Arterial v/c ratios • Freeway speed and level-of-service 	Evaluate how peak period traffic congestion changes over time and with different strategies
Transform Travel (Multimodal Performance)	<ul style="list-style-type: none"> • Daily transit boardings • Travel mode share • Transit travel times between key hubs • Non-motorized system completeness within RGCs and station areas • Travel times between key freight hubs 	Performance indicators for transit, pedestrian, bicycle, and freight modes in terms of user experience and access to major destinations
Equitable Access	<ul style="list-style-type: none"> • Number of jobs within 30, 45, 60 minutes of RGCs and equity priority areas by vehicle or transit • Number of households (overall and equity priority households) within 30, 45, 60 minutes of RGCs and MICs by vehicle or transit • Population (overall and equity priority populations) within ½ mile of frequent transit or demand responsive service 	Evaluate access by different modes relative to where transportation burdened populations live and work
Environmental Impacts	<ul style="list-style-type: none"> • Greenhouse gas and other air pollutant emissions • Sensitive areas impacted (Wetlands, cultural areas, flood hazards, wildlife habitat, etc.) 	Environmental impacts and benefits of potential strategies
Practical, Implementable, Fundable	<ul style="list-style-type: none"> • Capital and program costs 	Basis for cost effectiveness evaluation

Discussion

Committee work plan



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:

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