

SR 167 Master Plan
Planning and Environmental Linkages Study

Attachment E, Appendix B. Committee Meetings and Events Summaries

Final Study

JUNE 2023



Prepared by:
Washington State Department of Transportation



Policy Advisory Committee Meeting Summaries



SR 167 Master Plan Policy Advisory Committee Meeting

Wednesday, Nov. 17, 2021

3:00 – 4:00 p.m.

Zoom

Policy Advisory Committee members in attendance:

- Commissioner Shiv Batra, Washington State Transportation Commission
- Kim Becklund, King County Metro
- Josh Brown, Puget Sound Regional Council
- Senator Mona Das, Washington State Senate
- Mayor Daryl Eiding, City of Edgewood
- Rep. Jake Fey, Washington State House of Representatives
- Eric Fitch, Port of Seattle
- Councilmember Pat Hulcey, City of Fife
- Chelsea Levy, Sound Transit
- Commissioner Dick Marzano, Port of Tacoma
- Councilmember Valerie O'Halloran, City of Renton
- Mayor-elect Kathy Hayden, City of Sumner
- Mayor Dana Ralph, City of Kent
- Rep. Eric Robertson, Washington State House of Representatives
- Mindy Roberson, Federal Highway Administration
- Senator Rebecca Saldaña, Washington State Senate
- Mayor Shanna Sherrell, City of Milton
- Jen Tetatzin, Pierce County

Technical Advisory Committee members/staff in attendance:

- Chad Bieren, City of Kent
- Rob Brown, City of Kent
- Sheri Call, Washington Trucking Associations
- Ken Davies, City of Puyallup
- Vanessa Dolbee, City of Renton
- Steven Friddle, City of Fife
- Vangie Garcia, City of Renton
- Ingrid Gaub, City of Auburn
- Aaron Halbert, Washington State Transportation Commission
- Aaron Hallenberg, Pierce County Council
- Zenovia Harris, Kent Chamber of Commerce
- Hans Hunger, City of Puyallup
- Caylin Jensen, Senator Chris Gildon's Office
- Alex Krieg, Sound Transit
- Liana Liu, Federal Highway Administration
- Sharon Love, Federal Highway Administration
- Kelly McGourty, Puget Sound Regional Council
- Karen Meyering, King County
- Bryan Roberts, City of Puyallup
- Catherine Rudolph, Pierce County
- Carl See, Washington State Transportation Commission
- Darin Stavish, Pierce Transit
- Greg Vigoren, City of Fife
- Jeff Wilson, City of Puyallup
- Ryan Windish, City of Sumner
- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma
- Eric Wright, Washington Trucking Associations
- Brian Ziegler, Freight Mobility Strategic Investment Board



Presenters and project team members in attendance:

- ☑ Chris Breiland, SR 167 Master Plan Team
- ☑ Amy Danberg, SR 167 Master Plan Team
- ☑ April Delchamps, WSDOT
- ☑ Samantha DeMars-Hanson, SR 167 Master Plan Team
- ☑ Rob Fellows, WSDOT
- ☑ Alex Henry, WSDOT
- ☑ Loreana Marciante, SR 167 Master Plan Team
- ☑ Robin Mayhew, WSDOT
- ☑ Julie Meredith, WSDOT
- ☑ Thomas Noyes, WSDOT
- ☑ Jeff Storrar, WSDOT
- ☑ Wendy Taylor, SR 167 Master Plan Team
- ☑ Karl Westby, SR 167 Master Plan Team

Meeting objectives:

- Discuss roles and responsibilities and committee structure
- Review and discuss Master Plan schedule and committee work plan
- Share key themes from listening sessions
- Introduce evaluation criteria and gather initial feedback

Introduction

Robin Mayhew, Management of Mobility Director, thanked committee members for coming. Amy Danberg, SR 167 Master Plan Communications, facilitated introductions and reviewed the agenda.

Legislative direction

Julie Meredith, Assistant Secretary for Urban Mobility, Access, and Megaprograms, provided a recap of our direction from the Legislature. The project team has just under \$3 million to complete the planning and environmental linkages study (PEL). They will analyze existing and future conditions, incorporate input from PAC members and the communities along the corridor, and identify near, medium and long-term multimodal transportation needs and strategies.

SR 167 Master Plan background and planning steps

Robin provided background information on the SR 167 Master Plan, including clarifying the definition of a master plan, reviewing the PEL, and going over the schedule.

Policy Advisory Committee roles and responsibilities

Robin reviewed the roles and responsibilities of the PAC members, which include attending six additional meetings between now and spring of 2023, reviewing materials and sharing them internally, and engaging in productive communications with one another and project staff.



Community engagement

Amy reviewed the team's partner/community engagement plan and provided a recap of some key themes from the listening sessions the project team recently completed. Their plan includes equity focused community engagement and community-based organization engagement. Key themes they heard were to expand the study area to include the Ports of Tacoma and Sea-Tac airport, create strong communications materials including highly visual and translated work from the beginning, focus on intermodal connectivity, and ensure the movement of goods and people.

Purpose and need

Robin reviewed the problem statement, project purpose and goals. Chris Breiland, SR 167 Master Plan Project Manager, reviewed the study area as well as the approach and areas of influence.

Discussion on the study area:

- Councilmember Valerie O'Halloran, City of Renton, asked if Renton should also be recognized as a Manufacturing and Industrial Center (MIC) due to the presence of Boeing and its large employee population?
- Councilmember Valerie O'Halloran asked if trips are originating or ending in the yellow area on the map, and if the team has information on how many trips are being started there and if the destination is within that area?
 - Chris replied that this includes both trips that have origin and destination in the yellow area and trips that have one end there. They can see how many trips are pass through trips or if they begin or end within the corridor.
- Mayor-elect Kathy Hayden, City of Sumner, commented on traffic congestion on SR 410 in Sumner and asked if a study is being done on that.
 - Chris said they noticed the congestion on SR 410 when they looked at the existing conditions. The yellow shaded area on the map does look at traffic congestion issues. There are many strategies that can be considered for the SR 167 corridor. The team will evaluate traffic that is going through that specific area and how SR 167 affects city and county streets.
- Ingrid Gaub, City of Auburn, added on, saying it's more than what's happening at the interchanges, but you have state routes that are feeding into SR 167. Please look at how those routes are impacting the usage or avoidance of SR 167, SR 516, etc., and how those all feed into SR 167 and serve the area.

Discussion on the goals:

- Mayor Dana Ralph, City of Kent, asked if the goals are for the future state of SR 167 once the plan is fully implemented, or if they are goals for the planning process itself?
 - Robin answered that they are goals for how to implement the vision. The vision is the statement of how we envision it for the future.
 - Mayor Dana Ralph recommended adding something about a robust stakeholder process and to provide transparency throughout the process. She endorsed the practical solutions process as a way to develop the project list to realize the future vision.
 - Robin commented that the team could consider two different types of goals. Some could be longer running goals with sub-components or strategies.
 - Mayor Dana Ralph added that she is excited for where we are in this process and that this work will bring some focus on south King County.
- Sheri Call, Washington Trucking Associations, asked if the project team has discussed truck support facilities such as truck parking as it supports freight movement.
 - Robin answered that this comment did come up at the TAC. There may be some work to consider the recent truck parking planning work.



- Kim Becklund, King County Metro, said that Bullet #5 is of significant value for King County Metro. They have new tools such as the Opportunity Index that help them get granular on who needs their service the most. Similarly, their Zero Emissions goals are robust, and they are investing heavy in south King County to expand and achieve an all-electric fleet.

Next, Chris reviewed the evaluation framework, which includes the key areas where the project team will evaluate strategies and solutions as they relate to their goals.

Next steps

Robin reviewed next steps. TAC members/project staff have received the more detailed evaluation framework and will work with PAC members to compile feedback for the group to discuss at January's meeting. The project team will continue to gather data and finish up listening sessions. Robin thanked everyone for their time and adjourned the meeting at 4 p.m.



SR 167 Master Plan Policy Advisory Committee Meeting

Wednesday, Feb. 2, 2022

9:00 – 10:30 a.m.

Zoom

Policy Advisory Committee members in attendance:

- Robert Barandon, Puyallup Tribe of Indians
- Mayor Nancy Backus, City of Auburn
- Kim Becklund, King County Metro
- Josh Brown, Puget Sound Regional Council
- Mike Dahlem, City of Sumner, Alternate
- Hans Hunger, City of Puyallup, Alternate delegate
- Caylin Jensen, Senator Chris Gildon's Office
- Sharon Love, Federal Highway Administration
- Commissioner Dick Marzano, Port of Tacoma
- Councilmember Valerie O'Halloran, City of Renton
- Mayor Dana Ralph, City of Kent
- Joseph Raetzer, Senator Phil Fortunato's Office
- Mayor Shanna Styron Sherrell, City of Milton
- Darin Stavish, Pierce Transit, Alternate
- Carl See, Washington State Transportation Commission
- Andrew Strobel, Puyallup Tribe of Indians
- Jen Tetatzin, Pierce County
- Greg Vigoren, City of Fife, Alternate
- Councilmember Hans Zeiger, Pierce County

Technical Advisory Committee members/staff in attendance:

- Brianne Bannwarth, City of Renton
- Chad Bieren, City of Kent
- Rob Brown, City of Kent
- Lora Butterfield, Fife Milton Edgewood Chamber of Commerce
- Ken Davies, City of Puyallup
- Steve Friddle, City of Fife
- Vangie Garcia, City of Renton
- Ingrid Gaub, City of Auburn
- Aaron Halbert, Washington State Transportation Commission
- Aaron Hallenberg, Pierce County Council
- Michael Kosa, City of Sumner
- Dustin Madden, City of Milton
- Cecile Malik, City of Auburn
- Kelly McGourty, Puget Sound Regional Council
- Lukas Mraz, Senator Chris Gildon's Office
- Jill Satran, Washington State Transportation Commission
- Lindsey Sehmel, Pierce Transit
- Carl See, Washington State Transportation Commission
- Jacob Sweeting, City of Auburn
- Ryan Windish, City of Sumner
- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma
- Eric Wright, Washington Trucking Association
- Brian Ziegler, Freight Mobility Strategic Investment Board



Presenters and project team members in attendance:

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|--|---|
| <input checked="" type="checkbox"/> Ryan Anderson, SR 167 Master Plan | <input checked="" type="checkbox"/> Loreana Marciante, SR 167 Master Plan |
| <input checked="" type="checkbox"/> Chris Breiland, SR 167 Master Plan | <input checked="" type="checkbox"/> Robin Mayhew, WSDOT |
| <input checked="" type="checkbox"/> Amy Danberg, SR 167 Master Plan | <input checked="" type="checkbox"/> Julie Meredith, WSDOT |
| <input checked="" type="checkbox"/> April Delchamps, WSDOT | <input checked="" type="checkbox"/> Roger Millar, WSDOT |
| <input checked="" type="checkbox"/> Samantha DeMars-Hanson, SR 167 Master Plan | <input checked="" type="checkbox"/> Kristin Sandstrom, WSDOT |
| <input checked="" type="checkbox"/> Alex Henry, WSDOT | <input checked="" type="checkbox"/> Jeff Storrar, WSDOT |
| <input checked="" type="checkbox"/> Ron Judd, WSDOT | <input checked="" type="checkbox"/> Wendy Taylor, SR 167 Master Plan |
| | <input checked="" type="checkbox"/> Karl Westby, SR 167 Master Plan |

Meeting objectives:

- Finalize study area
- Review purpose and need
- Discuss evaluation framework

Introduction

Robin Mayhew, Management of Mobility Director, thanked committee members for coming. Amy Danberg, SR 167 Master Plan Communications, facilitated introductions.

Opening remarks

Julie Meredith, Assistant Secretary for Urban Mobility, Access and Megaprograms, acknowledged the work the project team and Technical Advisory Committee (TAC) members have been doing to move the SR 167 Master Plan, Planning and Environmental Linkages Study forward. She expressed her gratitude for having this time with Policy Advisory Committee (PAC) members to provide them with updates and next steps. She welcomed Secretary Roger Millar to help share additional agency perspective on the Master Plan effort.

Roger Millar, Secretary of Transportation, expressed his hope that the SR 167 Master Plan, Planning and Environmental Linkages Study, will become a model for comprehensive system planning at WSDOT. He emphasized that the PAC's collaboration in this approach is key as this will be a multi-agency and multi-partnership plan. WSDOT knows we also need to listen to and reflect the voices and needs of the overburdened and vulnerable communities along this corridor and in this study area. We know there is an urgency to complete the Master Plan and start building critical projects. We want to complete this master plan in a thoughtful manner, ensuring we have meaningful, inclusive input and prioritizing the needs from these communities that often get left out of public processes. We also know the importance of this critical freight and business corridor to the future of our state. He emphasized the need to be resilient in the face of disasters and demographic changes. He noted how he is looking forward to working with this group on a transparent and collaborative planning process. This is the team's opportunity to develop a transformational plan for the SR 167 Corridor.

Secretary Millar passed it over to Robin to introduce new staff member April Delchamps, SR 167 Master Plan Planning Manager. April reviewed the meeting agenda and objectives. She reiterated that this Policy Advisory Committee (PAC) meeting is the second of seven meetings and there are five additional meetings. The team is currently on step two of the five planning steps, which is existing and future conditions. The next step will be to develop and screen strategies.

Community engagement

Amy provided an update about communications and community engagement. The project team recently completed the draft communications plan, and it is reflective of feedback the listening sessions which



prioritized representation from community-based organizations (CBOs) that represent from overburdened and vulnerable communities. She reminded the group of their overarching approach to community and partner engagement, and then provided an update on the engagement-to-date, what the project team has heard, and what is coming up.

Since the last TAC meeting, the project team was able to generate enough interest from CBOs to commit to participating on the Equity Advisory Committee (EAC) with the first meeting being planned for late February/early March. The committees (TAC, EAC, and PAC) will all act as an advisory group, and the project team will provide space for maximum input. So far, the team has engaged with over 40 organizations about the project. The team recently published [the project website](#).

In the next six months, the project team will launch an online open house in March, and tentatively conduct in-person open houses in April. They will also plan co-creation workshops that will be focused on recruitment from our CBO partners and plan to host them this summer.

Study area update

Robin provided updates on related projects in the study area. Several are in the Governor's proposed budget which include the SR 167 Southbound Auxiliary Lane and SR 167 Toll Upgrade project. She also noted that Olympic Region is kicking off two studies. One is on SR 512 and the other is a south Pierce County study.

April reviewed changes to the study area, reiterating that the final study area is data driven and partner refined. The study area boundary is used for the socioeconomic analysis. Based on feedback from many partners, the study area was formally extended to include the SR 167 extension connecting to the Port of Tacoma. She noted additional updates to the Kent manufacturing and industrial center or MIC boundary. In response to feedback, the next iteration will include the approved and candidate countywide growth centers. The project team will be asking affected jurisdictions to submit data for countywide centers in King and Pierce counties.

Lastly, the SR 167 corridor area has been redefined on the map to include both the SR 167 mainline and the multimodal transportation network accessing and adjacent to the mainline. This edit is in response to feedback about interchanges and access.

Discussion on the study area update:

- Councilmember Valerie O'Halloran, City of Renton, asked if Renton should be identified as a Manufacturing and Industrial Center due to the presence of Boeing.
- April responded that there is a separate PSRC process you have to go through in order to identify something as a MIC but she would be happy to get her the materials.
- Josh Brown, PSRC, said he was happy to follow up with Councilmember O'Halloran after the meeting to discuss.

Review vision, purpose and need

April reviewed the updated vision and goals. She shared how the vision was updated to incorporate feedback since the last meeting. The changes reflect feedback heard at the first TAC and PAC meetings as well as from the listening sessions with CBOs. Some of the edits to the vision included clarifying what the Master Plan will do, ensuring all trip purposes were included, focusing on the need for transit options and active transportation, and incorporating the needs of and feedback from vulnerable and overburdened communities. There were no comments on the updated vision.

Next, April reviewed the updated goals. The SR 167 team incorporated feedback from the same groups as the vision. Key feedback themes mirror the vision feedback with the addition of framing SR 167 in the



context of its role and impact on the greater transportation system, addressing existing and future safety concerns, including freight support facilities and truck parking, and mode specific solutions.

Discussion on goals:

- Hans Hunger, City of Puyallup, brought up practical solutions and State of Good Repair, asking if the plan is constrained by what funding is currently available. How much does that constrain what is in the plan if the need is even bigger?
 - Robin said yes, there is more need than there are resources. That is a big part of why WSDOT has led with this practical solutions conversation. We are identifying needs and doing everything we can to understand the specific needs of the community, freight, and the traveling public. We are looking for solutions that will address those needs, low-cost when possible, and we are looking for all needs to be served, when possible. As we move forward, this evaluation framework will be very important. We're not saying this is a fiscally constrained plan, it is the vision for the future and meeting all goals is the work we have in front of us right now, but we do need to be thinking about resources that are and are not available. It is a vision document for the future.
 - Secretary Millar added that WSDOT's intent is that the strategies identified are scalable. At the end of the day, WSDOT is not the decision maker on this, that is usually the Governor and Legislature if it is state money. We are saying here are the issues on the corridor and here are the goals and strategies to address those issues. Everything should be in the plan, and we will make do with what we have. Each of these solutions will be measured to the goals.
 - Hans commented it sounds like it is not necessarily constrained, but it sounds like it is looking at the need and what funding is available now.
 - Roger agreed and said that in his experience, the big project is the last thing we try after we try the least costly, less time-consuming alternatives.
- Brian Ziegler, Freight Mobility Strategic Investment Board, asked if the TAC considered other improvements to the environment and mentioned there could be an opportunity to improve stormwater runoff.
 - April answered that the TAC did not really get into that. One of the things the project team is striving to do in the existing conditions is to identify the environmental streamline, such as what is in place and where there might be concerns, from historical properties all the way to things like culverts. Where we go from there will be the next steps as we develop the process and metrics.
 - Chris Breiland added that the evaluation framework does include stormwater, stormwater impacts, and benefits. There is a full list of environmental metrics that are consistent with what would be in a planning environmental linkage study, so the project team certainly has that on our agenda to evaluate.
- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma, commented in the chat that the TAC also discussed the need to account for resiliency and asked if this could be included in the goals.
 - April said the team will discuss this. The word resiliency is included in the vision but the team can look to see where it might fit in the goals.
- Councilmember Valerie O'Halloran, City of Renton, said that the need for bioswales and other types of technology to reduce tire compounds getting into our waterways is very important.

Evaluation framework

Chris Breiland, SR 167 Master Plan Project Manager, reviewed changes to the metrics and introduced the screening process. One big shift included a term change from "criteria" to "metrics," which was prompted by TAC comments on using consistent nomenclature from WSDOT's Practical Solutions framework. The metrics were reorganized to match the goals as well.



Other updates included adding countywide growth centers, adding metrics related to equity, adding connectivity analysis focused on active modes to identify barriers, and travel time reliability.

Initial project list

Chris and April reviewed the status of the initial project list, how we got to the list, and that we've asked for feedback on the list from the TAC. This project list came from a review of all the published plans from all jurisdictions. The project team is looking for feedback from the TAC on the initial project list by Feb. 11. TAC members/staff will be working with their PAC representatives to provide feedback.

Discussion on the initial project list:

- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma, said that the draft list does not call out projects that are in the Freight and Goods Transportation System (FGTS) and asked if it would be possible to sort for that.
 - April responded saying she was not sure how simple it would be to add that but she can work with her to identify those and can get her the list to cross reference them.
 - Robin added that they should have a GIS layer for the FGTS.
- Brian Ziegler, Freight Mobility Strategic Investment Board, asked if the team is screening existing local government stormwater improvement plans in order to identify strategies.
 - April said, to her knowledge, they are not doing that. That is not one of the categories. They only looked at projects with transportation elements. She can look into it and get back to him.

Discussion/Q&A

Other questions and comments included:

- Mayor Nancy Backus, City of Auburn, asked how the EAC members were decided on and what outreach was done to form that committee.
 - Amy responded saying that as part of the team's community engagement plan, they did a community profile and an equity analysis, and created a list of CBOs. They mapped those CBOs to the community profile so there was a representative sample, and that is where they recruited from. The project team can send out the list of CBOs, and they will be sending out this final presentation as well.
 - Mayor Backus added that some cities have DEI managers and it might be helpful to include them.
- Commissioner Dick Marzano, Port of Tacoma, asked how many of the CBOs the project team reached out to are based in Pierce County.
 - Amy answered that there were several but they would have to get back to him with an exact number.
- Darin Stavish, Pierce Transit, commented that it would help to know which transit agency the comments from the CBOs were directed towards. He asked if someone on the project team would be able to separate and send them to the appropriate agency or provider (e.g., King County Metro, Sound Transit, Pierce Transit).
 - Robin answered that the project team can go through the comments in the summaries and pull those out.
- Brian Ziegler, Freight Mobility Strategic Investment Board, commented that cities and counties have stormwater advisory committees to provide feedback on water quality and quantity issues.

Next steps



April reviewed next steps, including next steps for engagement, technical work, and upcoming requests for partner feedback. There are multiple engagement and technical tasks underway in the first quarter of the year. The team is wrapping up the listening sessions and starting to plan for the first open house and the first Equity Advisory Committee meeting. The next Policy Advisory Committee meeting will be in March.

Feedback from partners is important. Currently, the preliminary purpose and need document detailing the vision and goals supported by the needs is out for final review to identify any critical issues as well as an internal WSDOT review. The next request for review by partners will be the screened initial project list. In March, the TAC will receive a request to review and comment on the Existing Conditions Report and Scenario Principles.

Items for partner review include:

- Screened initial project list feedback by Feb. 11.
- Existing conditions report in early March.
- Scenario principles anticipated in early March.



SR 167 Master Plan Policy Advisory Committee Meeting

Wednesday, May 4, 2022

9:30 – 11:00 a.m.

Zoom

Policy Advisory Committee members in attendance:

- Mayor Nancy Backus, City of Auburn
- Kelly Chambers, WA House of Representatives
- Hans Hunger, City of Puyallup, Alternate delegate
- Phillip James, Muckleshoot Indian Tribe, Alternate
- Michael Kosa, City of Sumner, Alternate
- Commissioner Dick Marzano, Port of Tacoma
- Kelly McGourty, Puget Sound Regional Council, Alternate
- Jeremy Metzler, City of Edgewood, Alternate
- Councilmember Valerie O'Halloran, City of Renton
- Mayor Dana Ralph, City of Kent
- Mayor Shanna Styron Sherrell, City of Milton
- Darin Stavish, Pierce Transit, Alternate
- Carl See, Washington State Transportation Commission
- David Tomporowski, City of SeaTac, Alternate
- Greg Vigoren, City of Fife, Alternate
- Councilmember Hans Zeiger, Pierce County

Technical Advisory Committee members/staff in attendance:

- Brianne Bannwarth, City of Renton
- Jennifer Barnes, Puget Sound Regional Council
- Chad Bieren, City of Kent
- Kacie Bray, Auburn Area Chamber of Commerce
- Rob Brown, City of Kent
- Ken Davies, City of Puyallup
- Diane Dobson, Renton Chamber of Commerce
- Vanessa Dolbee, City of Renton
- Steve Friddle, City of Fife
- Hayley Gamble, Senate Transportation Committee
- Ingrid Gaub, City of Auburn
- Aaron Halbert, Washington State Transportation Commission
- Aaron Hallenberg, Pierce County Council
- Owen Kehoe, King County Metro
- Shivani Lal, City of Renton
- Cecile Malik, City of Auburn
- Daniel Masterson, Senate Transportation Committee
- David Munnecke, House Transportation Committee
- Letticia Neal, Pierce County
- Jill Satran, Washington State Transportation Commission
- Christine Thomas, House Transportation Committee
- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma
- Eric Wright, Washington Trucking Association

Presenters and project team members in attendance:

- Chris Breiland, SR 167 Master Plan
- Amy Danberg, SR 167 Master Plan
- April Delchamps, WSDOT
- Samantha DeMars-Hanson, SR 167 Master Plan
- Ron Judd, WSDOT
- Loreana Marciante, SR 167 Master Plan



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| <input checked="" type="checkbox"/> Robin Mayhew, WSDOT | <input checked="" type="checkbox"/> Gaius Sanoy, WSDOT |
| <input checked="" type="checkbox"/> Julie Meredith, WSDOT | <input checked="" type="checkbox"/> Jeff Storrar, WSDOT |
| <input checked="" type="checkbox"/> Roger Millar, WSDOT | <input checked="" type="checkbox"/> Wendy Taylor, SR 167 Master Plan |
| <input checked="" type="checkbox"/> Kristin Sandstrom, WSDOT | <input checked="" type="checkbox"/> Karl Westby, SR 167 Master Plan |

Meeting objectives:

- Report out on work to date
- Provide community engagement update
- Review and discuss scenario themes

Introduction

Amy Danberg, SR 167 Master Plan community and partner engagement lead, thanked committee members for coming and facilitated introductions. April Delchamps, SR 167 Master Plan Planning Manager, reviewed the meeting agenda and objectives.

Opening remarks

Roger Millar, Secretary of Transportation, thanked the group for their ongoing time and engagement on the SR 167 Master Plan, Planning and Environmental Linkages Study and for their support during the 2022 legislative session. He said he knows there is an urgency to complete the Master Plan and start building projects, but WSDOT wants to do this in a thoughtful manner to make sure there is maximum input from the communities. He also emphasized the importance of freight and business for the future of Washington state.

Secretary Millar said he knows the project team needs to listen to and reflect the voices and needs of the overburdened and vulnerable communities along this corridor and in the study area. WSDOT will have these communities as mind as they work to understand and implement the direction in the HEAL Act. The project team has heard the group's feedback and are looking forward to hearing more, including the need for more capacity, a desire to start funding improvements beyond those in Connecting Washington and Move Ahead Washington, concerns about diversion to local roads, lack of transportation options for people, and lack of affordable transportation options. As WSDOT considers new transportation options or options that do not currently exist in the corridor, they are also thinking at a system level to identify solutions that work together to support the land use and manage the effects of climate change. He reiterated that the project team wants the group's feedback while keeping the agency goal in mind.

April reviewed where the project team is at in the planning process. She provided a refresher on the planning study process, which happens in five phases. The project team is currently wrapping up with phase three, and phase four is just starting. Phase three is focused on developing and screening projects and strategies, and phase four is focused on developing and evaluating multimodal, multi-agency scenarios, or packages of those projects and strategies. This summer the team expects to do a several co-creation community forums with the communities up and down the corridor to get detailed input on the scenarios.

Robin Mayhew, Management of Mobility Director, gave an update on the other regional planning efforts and capital projects the project team is coordinating with. WSDOT Olympic Region is kicking off two studies: the SR 512 study and one in south Pierce County. The 167 Master Plan project team is making sure that all our efforts are coordinated, so that the project teams are communicating in in in a way that committee members are hearing the same things at the same time and that they are using similar data.

Community engagement



Amy provided an update about communications and community engagement. The project team is planning to be at fairs and festivals this summer to talk to community members. They are also working with community-based organization (CBO) partners on any events that directly reach the people they serve. As mentioned earlier, the project team is planning for co-creation workshops where they will have a series of workshops with recruitment for those workshops directly through CBOs. In mid-June the project team will launch an online open house to bring the overall study effort to the larger community to present vision and goals and to gather input through a survey.

Amy gave a report-out on the Equity Advisory Committee (EAC), which Henry Yates facilitates, and shared what WSDOT presented at the EAC meetings as well as key takeaways and feedback from the EAC. The project team reached out to over 75 different CBOs that were mapped back to their community profile, and of those 75 CBOs, they heard from 15, and engaged those 15 in listening sessions. The team strived to make sure they had representation from these groups on the EAC. The first two meetings included providing the EAC context on the study, gathering feedback on the vision and goals, community engagement approach, and sharing the equity evaluation framework.

Screened project list

April explained that the initial step of the scenario development process was to review approved and published project lists and apply a first screening. The first screening determined if the project was within the study area and if the project or strategy has the potential for improving mobility along the SR 167 corridor. The initial screened project and strategy list was sent to the Technical Advisory Committee (TAC) for review after the January meeting. This initial step allowed the team to include any projects that are funded in their baseline analysis.

The SR 167 Master Plan team received considerable feedback via the survey, briefings with individual agencies, and emails. The feedback was evaluated and grouped based on type. Many of the comments were focused on small edits and additional information. Other comments were more substantial including deleting projects that are no longer planned and new projects. There were 31 new projects added before the second screening.

The second screening uses the project and strategy list updated to reflect the group's feedback as the starting point. For the second screening, projects and strategies are being qualitatively rated against all the goals except the Practical Solutions and State of Good Repair goal as this evaluation is not cost constrained, nor will projects be updated to be phased in the second screening. The team's objective is to provide a rating on how well the project/strategy advances the goal so they can identify potential candidate projects/strategies for the five scenarios.

Scenario development

Chris Breiland, SR 167 Master Plan Project Manager, reviewed how the scenarios will be used over the next few months. He described the five scenario themes: Baseline, Transportation System Management and Operations (TSMO), Centers, Express Toll Lanes plus Transit, and Strategic Capacity. The project team will develop, analyze, and narrow the scenarios through the rest of the year to develop a recommendation. He explained the purpose of the five scenarios and emphasized the importance of understanding that these scenarios are a means to test and understand impact as the team works toward a recommendation. Chris also shared what kinds of focus or improvements were included in each scenario as a consumer report bubble chart.

Chris explained what the project team is looking for feedback on from the group, including if the themes cover a broad range of options that partners would expect, if their interests seem to be able to fit into one or more of the themes, and if the themes are helpful to organize projects and strategies, or if there are things missing.

Discussion/Q&A

- Mayor Dana Ralph, City of Kent, shared some thoughts from the City of Kent. She said the scenarios are helpful in seeing where we are at. In Kent what we want to make sure we focus on accommodations for freight logistics and an increase/growth in the industry. At the same time, she appreciates the focus on transit. While it is a concern, the reality of how people travel on the corridor is not always conducive to as much transit as you would see in other areas. She expressed concerns about meeting the needs of shift workers and how they need their vehicles for work. Her last request is the scenarios are focused on operational improvements, and she is hoping to see visible improvement to the corridor and connections across the valley as opposed to enhancements with technology which is what they've been getting out of I-405/SR 167 plan. That is what prompted the cities to come together. They need a solid plan for SR 167.
- City Engineer Hans Hunger, City of Puyallup, asked why the TSMO theme looks like it only has a quarter of a circle on freight.
 - Chris said that for the TSMO theme the strategy is to use technology and tolling strategies to improve operations on SR 167. The highest value trips help move some of those more discretionary trips to either different times or different modes so they can improve speed and reliability on SR 167, which is the most efficient way to get freight in and out of the valley. That is why there is less capacity in that option.
 - Hans asked for a narrative on how they assigned the different amounts of effectiveness in the chart that rated the scenarios.
 - Chris clarified the group should think less about how well the scenarios are addressing a specific focus, and more on how much investment or the magnitude of projects are provided in each scenario. For the TSMO scenario, the aim is to reduce traffic on SR 167 through congestion pricing to increase freight reliability, and there is less of a need to build new facilities in the TSMO scenario versus the Centers scenario. For example, the centers scenario may consider a new truck only lane because we are still expecting congestion on the facility, and we would need to provide some specific capacity for that mode.
 - Hans asked if all these things have the same amount overall amount of investment, or if TSMO is a cheaper scenario than the strategic capacity scenario.
 - Chris answered that the team has not done any detailed cost estimation, specifically costs of each scenario have not quantified. It is safe to say that the TSMO strategy will likely have less capital investment on the SR 167 facility, but it will likely have quite a bit more programmatic investments to support mode shifts and allow people to have different options. More detailed cost estimates will happen at the three scenarios step. This is just a quantification or allocation of the projects from the screened approach that we've gone through.
- Mayor Nancy Backus, City of Auburn, echoed Mayor Ralph's earlier comments. She noted her team has given comments on scenarios. She noted the SR 18/SR 167 interchange needs to end up as part of the solution. If there is a transit focus, it can only work with expansion. She would like to see a balanced approach to the solutions/final recommendation.
 - April said that the team does have the staff comments and they are preparing a response. Some are questions, some are concerns.
 - Chris added on to that, saying in terms of types of projects such as the completion of SR 18, the team heard the group loud and clear, but the team did not want to jump ahead of gathering the feedback. As the team moves from five to three scenarios and blends the high-performing projects, that is where the balance will come in. It's a balance in terms of making sure the scenarios are advancing all our goals.
- Councilmember Valerie O'Halloran, City of Renton, said one thing that is not getting enough attention is getting people to transit. She'd like to see solutions to get people out of their cars. She asked about park and rides and how we are getting people to transit hubs, etc.

- Chris answered that access to transit is a big focus of projects team. The centers and the express toll lanes plus transit scenarios have a heavy emphasis on access to transit because they are reliant on people being able to get there. That doesn't just include projects that cities have planned for already, like improving sidewalks and bike facilities. It also considers newer ideas to test. More on-demand shuttles are something the Equity Advisory Committee was pressing the team to consider.
- Carl See, Washington State Transportation Commission, noted the express toll lanes (ETLs) are only planned for the existing SR 167, while the SR 167 New Expressway extension (Puget Sound Gateway Program) will have variable tolling on all lanes. He requested the team ensure the ETL plus transit theme is considering integration between the two toll facilities. He asked if this strategy considers future enhancements for the SR 167 New Expressway that are not currently funded/planned?
 - Chris shared the integration between the two facilities is something that the team has considered, and they have some options, particularly the ETL plus transit scenario and the strategic capacity scenario. The team knows the endpoint of the SR 167 New Expressway highway is a congested location. There are some strategies to address that as well in some of the themes. There are other projects/plans on SR 167 outside of current funded plans that are being explored as suggestions on the project list.
- Michael Kosa, City of Sumner, said that his primary concern was about the ETL plus transit theme, and how all the transit options will interface with each other. Even if you look at potential transit options, there is a lot in the northern portion of the corridor, and some in the tail end, but transit is not really an option that can be realized in Pierce County where there is not much service by existing transit facilities. He had concerns about the limited transit in the Sumner area and that the ETL plus transit theme would not serve the needs of the disadvantaged communities. There needs to be some consideration when making recommendations that while transit may benefit certain areas of the corridor it won't be a benefit in other areas, so think about how it will be served in the southern area.
 - Chris noted it is important to look at how the ETL plus transit scenario would serve the south end of the corridor. This is something the team is looking at, and they need to have some additional conversations with transit agency partners. There are some options in that stretch for how to go beyond what is currently planned. There are still challenges in the southern area of corridor, in terms of limited roadway networks and connectivity and built environment challenges as to why transit is less robust there. Additional transit service and access to transit is something the team is trying to enhance by on-demand connections to core transit services to take advantage of ETLs.

Next steps

April reviewed next steps, including next steps for engagement, technical work, and upcoming requests for partner feedback. The fourth PAC meeting is tentatively planned for July 13.



SR 167 Master Plan Policy Advisory Committee Meeting

Wednesday, July 13, 2022

9:00 – 10:30 a.m.

Zoom

Policy Advisory Committee members in attendance:

- Kim Becklund, King County Metro
- Josh Brown, Puget Sound Regional Council
- Diane Dobson, Renton Chamber of Commerce
- Representative Debra Entenman, 47th District
- Senator Phil Fortunato, 31st District
- Ingrid Gaub, City of Auburn
- Mayor Kathy Hayden, City of Sumner
- Councilmember Pat Hulcey, City of Fife
- Hans Hunger, City of Puyallup
- Representative Cyndy Jacobsen, 25th District
- Caylin Jensen, Senator Gildon Office
- Sharon Love, Federal Highways Administration
- Commissioner Dick Marzano, Port of Tacoma
- Austin Neilson, Sound Transit
- Councilmember Valerie O'Halloran, City of Renton
- Riley Patterson, Muckleshoot Indian Tribe
- Mayor Dana Ralph, City of Kent
- Carl See, Washington State Transportation Commission
- Andrea Reay, Tacoma Pierce County Chamber of Commerce
- Darin Stavish, Pierce Transit, Alternate
- Mayor Shanna Styron Sherrell, City of Milton

Technical Advisory Committee members/staff in attendance:

- Brianne Bannwarth, City of Renton
- Jennifer Barnes, Puget Sound Regional Council
- Chad Bieren, City of Kent
- Kacie Bray, Auburn Area Chamber of Commerce
- Rob Brown, City of Kent
- Ken Davies, City of Puyallup
- Vanessa Dolbee, City of Renton
- Sean Eagan, Port of Tacoma
- Steve Friddle, City of Fife
- Jenna Forty, Wa State Senate Staff
- Hayley Gamble, Senate Transportation Committee
- Aaron Halbert, Washington State Transportation Commission
- Aaron Hallenberg, Pierce County Council
- Owen Kehoe, King County Metro
- Shivani Lal, City of Renton
- Cecile Malik, City of Auburn
- Daniel Masterson, Senate Transportation Committee
- David Munnecke, House Transportation Committee
- Letticia Neal, Pierce County
- Jill Satran, Washington State Transportation Commission
- Lindsey Sehmel, Pierce Transit
- Jim Seitz, City of Renton
- Christine Thomas, House Transportation Committee
- Ryan Windish, City of Sumner
- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma
- Eric Wright, Washington Trucking Association

Presenters and project team members in attendance:



- | | |
|---|---|
| <input checked="" type="checkbox"/> Chris Breiland, SR 167 Master Plan | <input checked="" type="checkbox"/> Morgan Calder, SR 167 Master Plan |
| <input checked="" type="checkbox"/> Amy Danberg, SR 167 Master Plan | <input checked="" type="checkbox"/> Laurence Idos, SR 167 Master Plan |
| <input checked="" type="checkbox"/> April Delchamps, WSDOT | <input checked="" type="checkbox"/> Wendy Taylor, SR 167 Master Plan |
| <input checked="" type="checkbox"/> Henry Yates, SR 167 Master Plan | <input checked="" type="checkbox"/> Robin Mayhew, WSDOT |
| <input checked="" type="checkbox"/> Loreana Marciante, SR 167 Master Plan | <input checked="" type="checkbox"/> Julie Meredith, WSDOT |
| <input checked="" type="checkbox"/> Jeff Storrar, WSDOT | <input checked="" type="checkbox"/> Roger Millar, WSDOT |
| <input checked="" type="checkbox"/> Christina Strand, WSDOT | <input checked="" type="checkbox"/> Kristin Sandstrom, WSDOT |

Meeting objectives:

- Provide an update on Equity Advisory Committee process and feedback
- Provide a community engagement update
- Provide high level insights on tradeoffs from the results of scenario analysis
- Provide opportunity for feedback/discussion on tradeoffs to inform refined scenario development and analysis

Introduction

Amy Danberg, SR 167 Master Plan community and partner engagement lead, thanked committee members for coming and facilitated introductions. April Delchamps, SR 167 Master Plan Planning Manager, reviewed the meeting agenda and objectives.

Opening remarks

Roger Millar, Secretary of Transportation, thanked the group for their ongoing time and engagement on the SR 167 Master Plan, Planning and Environmental Linkages Study. He said he knows there is an urgency to complete the Master Plan and start building projects, but WSDOT wants to do this in a thoughtful manner to make sure there is maximum input from the communities. He also emphasized the importance of freight and business for the future of Washington state.

Secretary Millar said he knows the project team needs to listen to and reflect the voices and needs of the overburdened and vulnerable communities along this corridor and in the study area. The project team has heard our partner's feedback and that we are looking forward to hearing more, including the need for more capacity, a desire to start funding improvements beyond those in Connecting Washington and Move Ahead Washington, concerns about diversion to local roads, lack of transportation options for people, and lack of affordable transportation options. As WSDOT considers new transportation options or options that do not currently exist in the corridor, they are also thinking at a system level to identify solutions that work together to support the land use and manage the effects of climate change. He reiterated that the project team wants the group's feedback while keeping the agency's goals in mind.

Secretary Millar commented on the need for a more resilient transportation system that can bounce back from adversity. He explained a system that is responsive to change and anticipates needs in an effective and efficient way to accommodate issues including climate change, natural disasters, infrastructure failures, cybersecurity threats, and growing accessibility needs. He encouraged the group to think innovatively about transportation solutions and where there are opportunities to provide an increase in the carrying capacity of the system without adding lanes of pavement.

April reviewed where the project team is at in the planning process. She provided a refresher on the planning study process, which happens in five phases. The project team is currently in phase four, which is the longest phase due to extensive outreach focused on developing and evaluating multimodal, multi-agency scenarios. This summer the team expects to do a several co-creation community forums with the communities up and down the corridor to get detailed input on the scenarios.

Community engagement

Henry Yates gave a report-out on the Equity Advisory Committee (EAC) and shared what WSDOT presented at the EAC meetings as well as key takeaways and feedback from the EAC. The project team reached out to over 75 different CBOs that were mapped back to their community profile, and of those 75 CBOs, they heard from 15, and engaged those 15 in listening sessions. The team strived to make sure they had representation from these groups on the EAC. The first meeting reviewed the community profile,



the second discussed the methodology and preliminary results, and the third meeting held discussions on equity priority areas.

- Senator Phil Fortunato, 31st District (Auburn, Edgewood, Sumner, Bonney Lake, Enumclaw, Wilkeson), expressed some concerns about having race as a metric factored into identifying equity priority areas. The project team explained all data points used to identify equity priority areas, only one of which includes racial identity.
- Representative Debra Entenman, 47th District (Kent, Auburn, Covington), added that the importance of considering race and ethnicity in identifying equity priority areas is an attempt to mitigate documented historical disenfranchisement, especially to people who are Black. This situation has overburdened Black communities and it is important to do this work to best enhance transportation access for these communities.

Amy provided an update about communications and community engagement. The project team is planning to be at fairs and festivals this summer to talk to community members. They are also working with community-based organization (CBO) partners on any events that directly reach the people they serve. As mentioned earlier, the project team is planning for co-creation workshops where they will have a series of workshops with recruitment for those workshops directly through CBOs. The project team launched an online open house on June 29 to bring the overall study effort to the larger community to present vision and goals and to gather input through a survey. The online open house and accompanying survey will close on July 29.

Scenario development

Chris Breiland, SR 167 Master Plan Project Manager, reviewed how the team will revise the scenarios over the next few months. He shared information from the initial review of the five scenario themes: Baseline, Transportation System Management and Operations (TSMO), Centers, Express Toll Lanes plus Transit, and Strategic Capacity and discussed key tradeoffs for each scenario. The project team will develop, analyze, and narrow the scenarios through the rest of the year to develop a recommendation. He explained that the team will work through the summer to refine down to three scenarios.

Chris asked the group to share their thoughts on the five refined scenarios, offering them to ask any remaining questions or sharing context they feel is pivotal to the refinement process.

Discussion/Q&A

- Mayor Dana Ralph, City of Kent, shared some confusion on how the conversations from community outreach so far are related to progressing the Master Plan. She explained that she was struggling to understand how feedback on local transportation issues would be applied to the SR 167 Master Plan.
 - The project team responded that discussing local transit issues help the Master Plan team understand how people are travelling within and interact with the SR 167 corridor. This local outreach also helps identify gaps in the corridor and generate ideas for improvement projects or strategies to address the gaps.
- Senator Phil Fortunato expressed concern about the cost of construction for transit only access ramps and creating new infrastructure that is not available to travelers other than transit. He asked for clarification on if that scenario was referencing transit only access ramps or if it would add a separate toll lane?
 - Chris responded that, in this scenario, the idea is to add additional express toll lanes like the direct access lanes on I-405. These toll lanes would be available to everyone who chooses to use them, not just transit.
 - Secretary Millar added that the goal of scenario planning is not to force one option, but it is to discuss the pros and cons so the team can identify what works the best. The more refined scenarios will include knowledge from the advisory committees and from the community.
- Mayor Ralph commented that she was happy to see scenarios addressing the importance of freight and ports, but that the Centers scenario might overburden warehouse cities. These cities already have the burden of maintaining roads due to truck traffic, so directing more traffic onto



these roads through the Centers approach isn't a good idea. She continued to say the TSMO option has great equity considerations but forcing people to take longer trips or not use the highway doesn't improve accessibility and connectivity. Mayor Ralph added that her hope is to evaluate capacity and transit improvements together.

- Commissioner Dick Marzano, Port of Tacoma, asked if the trucking industry moves toward cleaner emissions, will this project be looking into electric charging stations?
 - Chris responded that they have heard similar questions about truck parking. He added that is not necessarily within the project's scope of modelling, but the team knows that accommodating the changing industry is something to consider.
 - Secretary Millar posed a question about hydrogen or e-charging, asking if it would be appropriate as a public sector function or if it should be an opportunity for the private sector to provide those services?
- Senator Fortunato asked to provide a plug-in for hydrogen fuel. He shared that they want to have hydrogen trucks travelling from Wenatchee to the ports, and if they are spending money on electric charging, some money allocated to hydrogen fueling seems appropriate. Senator Fortunato also inquired about adding a second toll lane to SR 167. As a warehouse-based economy, SR 167 shouldn't be a parking lot during the morning commute. He asked for consideration of a truck only lane at peak hours to help resolve the congestion on SR 167 and divert trucks to I-18. He added that they also need an extra off ramp on SR 18 to get people to the Muckleshoot Casino.
 - Chris answered that the scope is system-wide, so the team is evaluating outcomes of changing traffic patterns. He emphasized the likely outcome of needing a specific SR 18 study to fully understand these concerns.
- Jim Seitz, City of Renton, commented that, from a staff perspective, WSDOT has done a great job at listening to the committees and the community. Voters approved a new transit center in Renton at the end of SR 167, and there will be some challenges accessing that transit center (RapidRide I line and BRT system) and this may not be coming out during public outreach but is a concern of access.

Next Steps

April reviewed next steps, including next steps for engagement, technical work, and upcoming requests for partner feedback. The fifth PAC meeting is tentatively planned for November.



SR 167 Master Plan Policy Advisory Committee Meeting #5

Wednesday, November 30, 2022

9:00 – 10:30 a.m.

Zoom

Policy Advisory Committee members in attendance:

- Mayor Nancy Backus, City of Auburn
- Rep. Jake Fey, Washington State House of Representatives
- Senator Phil Fortunato, 31st District
- Caylin Jensen, LA for Senator Gildon
- Councilmember Pat Hulcey, City of Fife
- Michael Kosa, City of Sumner, Alternate
- Commissioner Dick Marzano, Port of Tacoma
- Councilmember Valerie O'Halloran, City of Renton
- Riley Patterson, Muckleshoot Indian Tribe
- Mayor Dana Ralph, City of Kent
- Darin Stavish, Pierce Transit, Alternate
- Carl See, Washington State Transportation Commission
- Jen Tetatzin, Pierce County

Technical Advisory Committee members/staff in attendance:

- Kim Becklund, King County Metro
- Rob Brown, City of Kent
- Steve Friddle, City of Fife
- Ingrid Gaub, City of Auburn
- Aaron Halbert, Washington State Transportation Commission
- Shivani Lal, City of Renton
- Cecile Malik, City of Auburn
- Daniel Masterson, Senate Transportation Committee
- Austin Neilson, Sound Transit Government & Community Relations-South Corridor
- Ralph Rizzo, Federal Highway Administration Washington Division, Olympia
- Lindsey Sehmel, Pierce Transit
- Jim Seitz, City of Renton
- Ellen Talbo, City of Renton
- Ryan Windish, City of Sumner
- Ken Cook



Presenters and project team members in attendance:

- Amy Danberg, SR 167 Master Plan
- April Delchamps, WSDOT
- Daniel Dye, SR 167 Master Plan
- Zachary Howard, WSDOT
- Laurence Idos, SR 167 Master Plan
- Laura Lloyd, SR 167 Master Plan
- Loreana Marciante, SR 167 Master Plan
- George Mazur, WSDOT
- Roger Millar, WSDOT
- Thomas Noyes, WSDOT
- Kristin Sandstrom, WSDOT
- Gaius Sanoy, WSDOT
- Sarah Shannon, WSDOT
- Jeff Storrar, WSDOT
- Christina Strand, WSDOT
- Wendy Taylor, SR 167 Master Plan
- Karl Westby, SR 167 Master Plan
- Henry Yates, SR 167 Master Plan
- Steve Breaux, WSDOT



Meeting objectives:

- Provide an update on community engagement outcomes
- Provide an overview of baseline and three refined scenarios
- Present and discuss the baseline and the three refined scenario analysis
- Review next steps

Introduction

April Delchamps, Planning Manager, provided the official welcome and reviewed the objectives and agenda of the meeting.

Planning steps and partner meeting schedule

April Delchamps, Planning Manager, reviewed the project timeline and partner meeting schedule. She pointed out that the project is currently in Phase 4, where the team is incorporating feedback from community members and partners. She noted that the project team is also looking into the future to determine how implementation will be based on the final recommendation.

Updates from sandbox

April Delchamps, Planning Manager, provided additional project updates within the SR 167 study area. She highlighted South Pierce County Multimodal Connectivity study's second Technical Advisory Committee (TAC) meeting and Policy Advisory Committee (PAC) meeting, SR 512 first Stakeholder Advisory Group (SAG), The SR 167 Completion project, and Tacoma to Puyallup Trail project. She shared that the SR 167 Master Plan team is coordinating closely with all the projects mentioned.

Community Engagement Update

Amy Danberg, SR 167 Master Plan Partner & Community Engagement, gave a summary of the different community engagement events that happened in summer. She shared that the team is almost complete with community engagement, with another online open house coming up next Spring. Amy highlighted that the project team reached over 1,000 people in person between all summer events. Common themes the project team heard includes capacity expansion, improved connectivity, and planning for the future.

Fairs and Festivals

Amy shared that the SR 167 Master Plan project team partnered with Gateway and 405 which helped draw people in and get them talking about the future of the SR 167 corridor.

Online Open House

Amy shared that the project team conducted an online open house with a survey attached. The objective was to introduce the study at a high level and gather input from the community. The online open house was in 7 languages and included a phone in option to reduce the barrier for those people without internet access. The team also expanded the postcard mailer to include equity priority areas and diversified online and print advertising to target low-income and people who are Black, and people of color.

Key Feedbacks

Amy shared that the key feedback the team heard from this work includes capacity expansion for SR 167, improved connectivity to I-5, I-405, SR 18, including other interchanges, expanded Sounder services, and comments on planning for the future.



Desired outcomes and demographic

Amy noted that although the feedback received came from a diverse representative, the survey attached was skewed demographically. More people who identify as white and male took the survey, and majority of people who took the survey were from Puyallup, Bonney Lake, and Sumner.

Co-creation workshops

Amy shared about a new approach to engage the community members along the corridor. She highlighted that the five equity focused co-creation workshops utilized partnership with community-based organizations and recruited community members through them to attend the workshops. She mentioned that nearly 70 community members attended both online and in-person workshops.

Key challenges and solutions

Amy shared key challenges that community members mentioned include difficulty understanding toll lanes and prices should consider people with low-income, heavy traffic in the morning and afternoon, lack of connections to local neighborhoods and streets, limited public transportation options, long walking distance to transit, lack of bike infrastructure, and transit options not providing enough benefit to choose over driving.

Amy shared the solutions the community members came up with include capacity expansion to accommodate more traffic, expansion of Commute Trip Reduction (CTR) to accommodate shift workers, more HOV lanes, and more education on toll lanes.

Baseline and Three Refined Scenarios

April Delchamps, Planning Manager, reiterated the vision and goals for the SR 167 Master Plan. She explained that by using the data and feedback gathered from partners and community members, the team went from a baseline with four themed scenarios to three refined scenarios, and ultimately, to a final recommendation.

April reviewed the baseline scenario and a summary of the three scenarios. She mentioned that the baseline scenario includes funded projects and highlighted the projects around and within the SR 167 study area that are fundamental to all the scenarios.

Incorporating Key Feedbacks

Henry Yates, Facilitator, explained that the projects that were included were based off community members and EAC feedback. The feedback on transit, sidewalks, safety, traffic congestion, and tolling were taken into consideration as the team identify the recommended projects in the scenarios.

Three Scenarios

Scenario A

April shared that Scenario A focuses on extensive transit investments by leveraging on transit agency partners and their plans. She shared that it would include additional routes in all directions (north, east, south, west) of the study area. Other projects and strategies will include continuous dual express toll lane between I-405 and SR 410, direct access ramps to Sumner, Kent, and Auburn, rebuilding interchanges to reduce weaving in traffic, arterial improvements to improve access to manufacturing industrial centers, and a bus rapid transit between Puyallup and Renton.

Scenario B



April shared that the focus of Scenario B is mainly on the SR 167 corridor facility. Projects and strategies include interchange improvements to address bottlenecks and freight access, better access to regional centers and manufacturing industrial centers, and more frequent bus routes along SR 167.

Scenario C

April highlighted the difference in Scenario C is a truck-only lane on SR 167 from SR 18 to SR 167 extension. She mentioned that it includes a truck corridor from Port of Tacoma up to highway 18. He shared that this location was chosen due to fast growth in truck trips within the study area and growth in manufacturing industrial land use between Fife, Sumner, and Auburn.

Equity Advisory Committee Feedback

Henry Yates, Equity Advisory Committee Facilitator, reminded the PAC who is invited and attended EAC meetings. He shared that the key feedbacks from the EAC are broken into three categories—Transit, Bicycle and Pedestrian, and Cars and Trucks. He shared that for transit, the team will be recommending extended bus service and additional safe parking for public transits. Henry shared that in terms of Bicycle and Pedestrian feedback, there are language barriers that needs to be addressed when considering signage and other communication. And finally, Henry shared that congestion is a major issue for cars and trucks. He also shared that language barrier is an issue when understanding tolling policies along the corridor.

Analysis of the Scenarios

April Delchamps, Planning Manager, introduced the next part of the presentation, and explained how the team will be presenting the analysis results. She explained that team will be sharing the results related to each of the goals, and across each of the scenarios to summarize what is common in all scenarios and highlight the differences. She noted that the analysis being shared today is a summary of the information presented at the Technical Advisory Committee meeting 3 weeks ago.

Equity Analysis

April shared that all scenarios would have improved bicycle system and growth in access to jobs via transit, especially in equity priority areas. She also shared that a low-income toll program will be recommended, although the decision to implement will be carried out by Washington Transportation Commission.

She shared that the notable difference between the scenarios all stem from the greater level of investment in transit and active modes for Scenario A. This will result in more job accessibility during off-peak hours and greater level of sidewalk system in equity priority areas.

Environmental Analysis

April shared that overall, environmental impacts are similar throughout the corridor. All scenarios would have lower VMT per capita and would address existing environmental conditions along SR 167.

She shared that the key differences include Scenario A having more local roadway projects with potential environmental impact compared to Scenario B and C. And Scenario B and C would have more environmental impact on along SR 167 due to interchange and direct access projects compared to Scenario A.

Safety Analysis

April shared that all scenarios have substantial investments in locations with high crash history in SR 167, including dual ETLs, auxiliary lanes near SR 18, and improvements near SR 410 and SR 512 interchange.



The key differences include Scenario B having higher investments in high-speed area, while Scenario A has more investment in active mode transportation infrastructure and focuses on areas with more serious pedestrians and bicycle crashes.

Multimodal- Active Modes

April shared that in all scenarios, there is an equal investment in bike infrastructure. She also noted that near regional growth centers, there are investments close the remaining gaps for the sidewalk system.

The main difference is the level of system completeness or how much of the system is built out within a mile of SR 167. Scenario A will have a higher level of completeness compared to Scenario B and C.

Multimodal- Transit

April shared that across all the scenarios, there is a significant increase in frequency and span of service to the major origins and destinations that tend to generate the greatest concentrations of transit trips and overlap with equity priority areas and community-identified destinations.

She noted that daily bus boardings on SR 167 are slightly higher for Scenario B compared to Scenarios A or C, because there is more frequent service between some transit hubs, notably Kent, Auburn and Renton, under Scenario B.

Mobility & Economic Vitality- Traffic Congestion

Karl Westby, Traffic Lead, shared that in general, across all scenarios, there is improvement on travel times and speed. He added that Expressed Toll Lanes (ETLs) will potentially reduce congestion and will remain reliable on trip times. He shared that the team has identified complementary projects to manage shifts in travel demand on I-405 and SR 512. He noted that the analysis assumed that HOV3+ and managed toll lanes are part of the ETL concepts.

He mentioned that there is a difference in performance metrics when comparing Scenario C to A and B, which shows slightly lower performance in person throughput and reliable travel times on ETLs.

Mobility & Economic Vitality- Freight Reliability

Karly Westby shared that freight throughput input is comparable between all scenarios. He noted that travel time reliability is similar in all scenarios due to friction in the truck lane. He shared that the difference is seen in Scenario B and C where they reflect more investment in interchanges.

Practical Solutions and State of Good Repair

Karl shared that all scenarios are feasible to implement and maintain. He added that it also increases the resiliency of the multimodal and multi-agency transportation system. He shared that the project cost is all within range of each and up to \$1 billion in difference.

Key Summary Findings

Karl summarized the findings and shared that costs are very similar, but each scenarios offer a unique benefit. He noted that only a few projects drive the difference in cost and results, therefore, there is an opportunity to mix and match projects/strategies for the final recommendation.

What we understand

April summarized what the team understands based on all the analysis and scenarios. She shared the following:

- **Expanded transit access** is key to serving vulnerable and overburdened communities.

- **Transit ridership grows strongly** with increased service levels, frequency, span of service and routes.
- **More capacity on SR 167 reduces delay** on arterials within study area and **improves reliability/resiliency** for freight and regional trips.
- **Express toll lanes** benefit all modes.
- **Interchange improvements** benefit freight and multimodal access to community-identified destinations.
- **Filling gaps in the active mode** network are aligned with feedback from vulnerable and overburdened communities.
- **General purpose** capacity increases per-capita VMT and could shift bottlenecks to other adjacent facilities.

Discussion

- Mayor Dana Ralph, City of Kent, asked where funding is coming from for all the local projects and asked about SR 167 capacity improvements.
 - Karl Westby reiterated that all scenarios would include additional lanes in each direction that will shift local traffic to SR 167. He added that the scenarios will increase capacity in the corridor and will move 30-40% more vehicles and people.
- Mayor Dana Ralph shared a concern regarding toll lanes as a more expensive alternative is not helpful for low-income communities.
 - Karl noted some observations and shared that a two-lane system not only allows more opportunity for better trips, and helps the general-purpose lanes, it also results in significantly lower tolls.
 - Secretary Millar added that the goal of the project is to improve the ability to move people, trucks, and goods along the corridor. He noted that the team is constrained by state law that directs the team what to reduce VMT per capita across the system. He added that funding will come from local and state funding, and in some cases transit agency funding.
- Mayor Dana Ralph shared that they are very supportive of improving transit in the south. She noted that that even though SR 167 and 405 has similarities, they are also very different in terms of commuter traffic being prevalent in SR 167. She appreciated the inclusion of shift workers when gathering feedback from the community.
- Councilmember Valerie O'Halloran, City of Renton, thanked the team for the presentation. She added that she's very pleased to see the Grady Way/ Rainier Ave grade separation concept. She noted that she wants to see a clear connection between I-405 Master Plan and SR 167 Master Plan pertaining to the intersection because it is a highly congested area. She asked a clarifying question if the connection to Valley Medical Center on 43rd interchange is being improved.
 - Karl Westby answered that improvements would address the issue for nonmotorized travelers in that area and identifying a rebuild of the interchange for a permanent solution.
- Councilmember Valerie O'Halloran shared a follow up comment if there are conversations around improvements where I-405 and SR 167 come together in the north.
 - Secretary Millar shared Renton to Bellevue is under construction and there will be significant increase in capacity, particularly in express toll lanes, from SR 167 to 405.

Secretary Millar reminded the committee members that they are not picking a scenario. He added that the members can identify what they like in each scenario that the team can use to move forward with a final recommendation.

- Mayor Nancy Backus, City of Auburn, supported the improvements to state the interchange of 18 and 167 as well as the auxiliary lanes. She shared a concern on the additional toll lanes if they are 3+ toll lanes.
 - Secretary Millar noted that the 3+ is an assumption, and the team will need to look into more studies if it will work with 2+ as well.
- Senator Phil Fortunato opposed any adjustment to tolls based on income. He added that there could be other things to help low-income people and reduce cost. He shared a concern around on route 18 to Auburn, and the congestion around Muckleshoot Casino.
 - Karl Westby noted that common to several scenarios, there's an improvement from SR 167 to SR 18 east bound, that would add an auxiliary lane. He shared that the team is also looking at west bound SR onto south bound SR 167 for a short auxiliary lane to improve traffic flow.
- Senator Fortunato recommended if the merge lane on SR 167 is extended to the off ramp to 15th, would relieve traffic.
 - Karl shared that it has been identified and included in the scenarios.
- Senator Fortunato asked the team if they have any information on the proposed off ramp to Muckleshoot.
 - Karl shared that it is an action item that the team can follow up with.
 - Riley Patterson, Muckleshoot Indian Tribe, shared that he will update team and will share any updates he hears.
- Councilmember Valerie O'Halloran, City of Renton, asked about moving trucks on toll lanes and asked to hear more about it.
 - Karl Westby clarified that the recommendation to increase the limit, from 10,000 pounds, will allow delivery trucks such as UPS to utilize the lane. Secretary Millar added that the intent is no to allow the trucks for free, but it will allow them to have a Good to Go pass and participate in the program.
- Mayor Dana Ralph, City of Kent, showed support towards addition of second express toll lane, and low-income tolling program, SR 167 and central interchange for freight mobility, SR 167 north bound auxiliary lane from 277 St to Willis, and building the missing off ramps on SR 18 and SR 167.
- Ingrid Gaub, City of Auburn, asked in the chat what the max weight is for the medium duty freight to use the ETL.
 - Carl See, Washington State Transportation Commission, answered that 10,000 pounds is current limit. He added that the exact weight increase is still yet to be determined.
- Jim Seitz, City of Renton, shared his concern with interchange in I-405 in Renton since the traffic modeling will bring more congestion across all three scenarios.
 - Karl confirmed that construction under work for the Renton to Bellevue improvements. He added that there are components in both I-405 and SR 167 Master Plan that will be evaluated and ensure that the solutions will sync up.



- Carl See, Washington State Transportation Commission, clarified that the commission is not currently undertaking an assessment for a low-income tolling program. He noted that they are waiting for further directions and potential funding from the legislature.

Next steps

April Delchamps, Planning Manager, shared the next PAC meeting will happen in March 8, and will send a calendar hold soon. She highlighted that the next community engagement will be an online open house in mid-March. She invited the PAC members to reach out and set up a meeting to address questions or concerns.



SR 167 Master Plan Policy Advisory Committee Meeting #6

Wednesday, March 14, 2023

3:00 – 4:00 p.m.

Zoom

Policy Advisory Committee members in attendance

- Mayor Nancy Backus, City of Auburn
- Commissioner Shiv Batra, Washington State Transportation Committee
- Kim Becklund, King County Metro
- Mayor Daryl Eiding, City of Edgewood
- Mayor Kathy Hayden, City of Sumner
- Councilmember Pat Hulcey, City of Fife
- Hans Hunger, City of Puyallup
- Austin Neilson, Sound Transit Government & Community Relations
- Councilmember Valerie O'Halloran, City of Renton
- Sharon Love, Federal Highway Administration
- Mayor Dana Ralph, City of Kent
- Darin Stavish, Pierce Transit
- Jen Tetatzin, Pierce County
- Christine Thomas, Washington State Leg
- Christine Wolf, Northwest Seaport Alliance

Technical Advisory Committee members/staff in attendance

- Brianne Bannwarth, City of Renton
- Chad Bieren, City of Kent
- Rob Brown, City of Kent
- Florendo Cabudol, City of SeaTac
- Eric Chipps, Sound Transit, Principal Transportation Planner
- Aaron Halbert, Transportation Commission
- Ryan Johnstone, City of Bonney Lake
- Michael Kosa, City of Sumner
- Shivani Lal, City of Renton
- Cecile Malik, City of Auburn
- Kelly McGourty, PSRC
- Jeremy Metzler, City of Edgewood
- Andrea Reay, Tacoma-Pierce County Chamber
- Carl See, Washington State Transportation Commission
- Jim Seitz, City of Renton
- Jacob Sweeting, City of Auburn
- Ellen Talbo, City of Renton
- Michael Transue, City of Fife, Lobbyist
- Greg Vigoren, City of Fife



Presenters and project team members in attendance

- Chris Breiland, SR 167 Master Plan
- Dylan Counts, WSDOT
- Amy Danberg, SR 167 Master Plan
- April Delchamps, SR 167 Master Plan
- Chandler Gayton, SR 167 Master Plan
- Lisa Hodgson, WSDOT
- Zachary Howard, WSDOT
- Laura Lloyd, SR 167 Master Plan Team
- Loreana Marciante, SR 167 Master Plan
- George Mazur, WSDOT
- Roger Millar, WSDOT
- Sarah Ott, WSDOT Olympic Traffic Engineer
- Travis Phelps, WSDOT
- Gaius Sanoy, WSDOT
- Sarah Shannon, HDR
- Jeff Storrar, WSDOT
- Christina Strand, WSDOT
- Wendy Taylor, SR 167 Master Plan
- Lucy Temple, WSDOT
- Henry Yates, SR 167 Master Plan

Meeting Objectives:

- Review partner feedback on refined scenarios
- Review recommendation process
- Review and discuss recommendation and analysis
- Provide community engagement update

Introduction

Amy Danberg, provided the official welcome and April Delchamps reviewed the objectives and agenda for the meeting.

SR 167 Master Plan Schedule

April mentioned that we are at the tail end of the schedule and are drafting the Implementation Plan. The meeting covers how WSDOT developed its final recommendation.

Partner Meeting Schedule

April mentioned that this is the 6th PAC meeting and there will be one more in May.

Engagement



Chris Breiland led the engagement overview. Specifically, how WSDOT engaged with community, and the feedback that was heard. WSDOT had dozens of meetings with its committees including the PAC and also attended public events and co-creation meetings. Over 1,000 comments were submitted for the final recommendation.

Of the 1,000 comments that were submitted, these comments helped form the recommendation:

- Importance of transit access and support for more frequent and longer transit service hours
- Concerns about cost of toll lane access and support for the low-income toll program
- Need for reliable truck access and mobility on SR 167; support for second express toll lane and interchange improvements
- Maximizing the benefits of managed capacity on SR 167; support for increasing the weight limit in ETLs
- Concern about growth in traffic congestion on SR 167 and diversion to city streets; support for more managed capacity on SR 167
- Supportive of targeted arterial investments, so long as they do not encourage regional traffic diversion
- Importance of addressing bottlenecks; support for interchange improvements and auxiliary lanes at SR 18, SR 410/512, and SR 516
- Support for BRT on SR 167, but with investments in access to transit throughout the study area
- Supportive of expanded fixed route transit service
- Support for expanded innovative on-demand transit services in lower-density areas
- Support for low-income toll program to enhance equitable access to SR 167
- Importance of transit speed and reliability improvements; support for ETLs, direct access ramps, and arterial transit priority
- Balance investing existing transit service before adding new service
- Importance of filling gaps in regional trail network and providing more ways for people to reach their destination
- Concerns about HOV 3+ in ETLs

The Three Refined Scenarios

Chris Brieland reviewed the three multimodal scenarios and the analysis associated with each scenario.

- Scenario A rates higher with respect to the equity and multimodal goal (active and transit)
 - Active transportation away from SR 167
 - Coverage of sidewalks
 - Rated higher with equity and multimodal goals
- Scenario B rates higher with respect to the mobility and economic vitality goal
 - Focused on SR 167
 - More interchange improvements along SR 167
 - Higher level of investment



- Mobility and economic vitality goals are better with this scenario
- Scenario C performs better than Baseline on all goals, but only has marginal freight benefits
 - Focused on freight
 - Dedicated freight lanes

Developing the Recommended Scenario

Baseline (funded projects)

Chris showed a map of the transit investments that are taking place within the region near SR 167, at state, county, and city levels. Future funded projects and strategies include:

- Express toll lanes on I-405 from Bellevue to Renton
- Southbound auxiliary lane I-5 from SR 516 to 272nd Street
- HOT lane extension from Ellington Road to SR 410 on SR 167
- Widening of the Stewart Road bridge over the White River
- Stride BRT service on I-405
- Link light rail extensions to Federal Way and Tacoma
- Tacoma to Puyallup Trail
- Numerous local projects to address local traffic and freight access issues at intersection and roadways
- Completion of SR 509 near SeaTac
- Southbound auxiliary lane on SR 167 from SR 516 to S 277th Street
- Completion of SR 167 from the Port of Tacoma to SR 161
- Canyon Road Regional Connection project
- RapidRide I Line
- Sounder station access and parking improvements in Kent, Auburn, Sumner and Puyallup
- Upgrade toll equipment to enable distance-based tolling on SR 167 (to be consistent with I-405)
- Numerous local projects to improve sidewalks, ADA facilities, crossing, and reduce the level of bicycle stress

Start with Scenario B

Chris mentioned when building up to the recommendation, Scenario B was the first scenario that WSDOT used as a base for the draft recommendation. It is a dual-express tolling system with interchange improvements throughout the corridor. Started with Scenario B because:

- Strong modeling support specifically with:
 - Traffic congestion
 - Freight movement
 - Ability to complete active mode gaps and barriers caused by SR 167, knitting both sides of the communities across the highway
- Strong support from partners and the community
- Areas of refinement that were found:
 - Equity
 - Transit access and utilization
 - Complete streets on key corridors



- Arterial bottlenecks

Enhancements to Equity

- **Gap:** Scenario A provides stronger benefits to equity populations
 - Number of jobs within 45-60 minutes
 - Population within a half-mile of frequent/all-day transit or on-demand transit
 - Number of midday and evening bus seats per hour
- **Action:** Include the seven transit routes from Scenario A to the Recommended Scenario

Enhancements to Multimodal Access

- **Gap:** Scenario A resulted in higher transit boardings.
 - More than double of the daily transit boardings from Scenario A than Scenario B
- **Action:** Include the seven transit routes from Scenario A to the Recommended Scenario

Enhancements to Complete Streets on Key Arterials

Chris mentioned that there are few arterials that had lack of infrastructure for safety and for people walking, biking and rolling. WSDOT found the challenges below and made recommends actions to mitigate issues. Specifically:

- East Valley Highway in Auburn
 - Add curb, gutter, sidewalk and turn lane where needed
 - Add bicycle and pedestrian connection to connect trails
- West Valley Highway Sumner up to Auburn
 - Add curb, gutter, sidewalk, turn lane where needed, and bicycle facilities
 - Improve access to adjacent freight facilities
- SR 161/Meridian Ave through Edgewood
 - Add low-stress pedestrian and bicycle facilities and BAT lane

Addressing an Arterial Bottleneck

Chris mentioned the last gap found, that the City of Auburn commented on, is the proposed Complete Streets operations at Ellingson Road interchange. GIS data and regional modeling also confirmed.

- **Action:** Include a new project to replace the BNSF bridge and build a complete street improvement with improved freight access under the BNSF tracks

What we heard from the TAC and EAC

Henry Yates the moderator for the Equity Advisory Committee led the discussion on comments from the EAC.

- Equity Advisory Committee feedback
 - Strong support for the Recommended Scenario with an emphasis on:
 - Express toll lanes and more reliable travel options



- Transit service expansion
 - Low-income toll program to ensure access to toll lanes
 - Reiterated the importance of community-identified destinations that are included in the analysis, such as Valley Medical Center and green spaces in the corridor
 - Stress importance of minimizing complexity to apply/enroll in low-income toll program
 - Discussion about regional land-use policies and how they work to strengthen the solutions in the recommendation and reduce the need to drive long-distances
- Technical Advisory Committee feedback
 - Support additional express toll lane capacity on SR 167

DRAFT Recommended Scenario

Chris Breiland discussed the Draft Final Recommended Scenario. Starting with Scenario B which is anchored by the dual express toll lane system with BRT along SR 167, along with nine interchange improvements throughout the corridor.

There is an emphasis on bicycle and pedestrian access and improving the Interurban Trail running parallel to SR 167. Community members mentioned better access and safety for bikeways.

He also noted the recommendation for the statewide low-income toll program. Allowing heavier trucks in the express toll lanes. Both recommendations require collaboration with the Washington State Transportation Commission.

This draft Final Recommended Scenario was presented to the Technical Advisory Committees as well. The scenario has the full spectrum of large scale capital improvements to basic transportation management and implementation strategies.

Master Plan Goals: Analysis

Chris reviewed the recommended scenario compared to the three refined scenarios. The recommended scenario performs strongly in relation to:

- Equity
- Environment
- Safety
- Multimodal – Active Modes
- Multimodal – Transit
 - Coverage
 - Transit boarding
- Mobility and Economic Vitality – Traffic Congestion
- Mobility and Economic Vitality – Freight Reliability
- Practical Solutions and State of Good Repair

Analysis Summary Table



Chris gave a high-level overview of the Summary Table of Scenario Ratings with Respect to Goal Performance Metrics

Key Findings Summary

Chris discussed the key findings, and how the study is data informed and partner and community refined

- **Data informed:** Recommended Scenario advances Master Plan Goals better than any of the Refined Scenarios
- **Partner and Community refined:** Key projects and strategies have been vetted, discussed, and refined based on partner interviews and mapped back to community feedback

Discussion

Secretary of Transportation, Roger Millar, led the group in the discussion portion of the presentation.

Councilmember Valerie O'Halloran, City of Renton, asked: On this recommended scenario project or strategy we build or improve six arterial interchanges with SR 167 can you tell us which six interchanges those are?

- *Answer:* Working from north to south the 180th/43rd interchange in Renton, the 84th or central interchange in Kent, 15th Ave. Northwest interchange in Auburn, the Algona Pacific and Summer Allison Road Stewart Road/Jovita and 24th and the last is the completion of the Valley half interchange or SR 167 interchange extension.

Austin Neilson, Sound Transit, commented that Sound Transit is supportive of the plan. Focusing on how BRT will help future planning.

Mayor Dana Ralph, City of Kent, thanked the team for the work that was done and the feedback that was collected.

Kim Becklund, King County Metro, said, King County Metro is supportive of the plan and thanked the team for their efforts and that the robust community outreach was noticed and appreciated. Kim mentioned that Metro is available to help with any advocacy with the legislature as well.

Mayor Nancy Backus, City of Auburn, also shared her appreciation for the work the WSDOT team conducted.

Councilmember Pat Hulcey, City of Fife, thanked the group for the freight emphasis that took place with the study.

Darin Stavish, Pierce Transit, asked, at what point do we flush out the transit corridor improvements and projects? Namely, identifying the operating agency routing termini type of transit (express high capacity BRT)? When do we turn these concepts for example, new BRT service on SR 167 to Puyallup and Renton, when will we identify the operating agency, what it will look like, whether it is BRT or express?

- *Answer:* That will be in the next phase of the plan once the recommendation is adopted.

Commissioner Shiv Batra, Washington State Transportation Commission, thanked the group for their work and is excited to see the final result.



Eric Chipps, Sound Transit, said, it would be great to show the existing Sounder Commuter rail on the map, so people can see it is another mode of transportation.

Next Steps

Amy Danberg led the group with what will happen next.

- March 15th to April 15th, WSDOT is launching the second Online Open House to inform the public how WSDOT used the feedback that was received. The Online Open House is translated into 7 different languages and will notify community through postcard mailers, print and online advertising, social media, news release and blog story, that the Online Open House is active.

April Delchamps mentioned upcoming committee meeting schedule:

- TAC Meeting #7: May 3 (tentative)
- EAC Meeting #7: May 12 (tentative)
- PAC Meeting #7: May 23 (tentative)

SR 167 Master Plan Next Steps:

- Share draft report in late March/early April
- Document partner support for recommendation
- Develop SR 167 Master Plan PEL report hoping to share in March



SR 167 Master Plan Policy Advisory Committee Meeting #7

Tuesday, March 23, 2023

3:00 – 4:00 p.m.

Zoom

Policy Advisory Committee (or alternate) members in attendance

- Russ Avery, Public Works Director, City of Algona
- Kim Becklund, King County Metro
- Senator Phil Fortunato, 31st District
- Ingrid Gaub, City of Auburn
- Hans Hunger, City of Puyallup
- Cyndy Knighton, City of Tukwila
- Michael Kosa, City of Sumner
- Daniel Masterson, Senate Transportation Committee
- Jeremy Metzler, City of Edgewood
- Austin Neilson, Sound Transit Government & Community Relations- South Corridor
- Mayor Dana Ralph, City of Kent
- Ralph Rizzo, Federal Highway Administration
- Jared Ross, Executive Secretary, Pierce County Building & Construction Trades Council
- Carl See, Washington State Transportation Commission
- Mayor Shanna Styron Sherrell, City of Milton
- Jim Seitz, City of Renton
- Darin Stavish, Pierce Transit
- Christine Thomas, Washington State Legislature
- Greg Vigoren, City of Fife
- David Yaghoobi, City of Pacific

Technical Advisory Committee members/staff in attendance

- Jennifer Barnes, Puget Sound Regional Council
- Chad Bieren, City of Kent
- Kacie Bray, City of Auburn
- Rob Brown, City of Kent
- Eric Chipps, Sound Transit, Principal Transportation Planner
- Aaron Halbert, Transportation Commission
- Ellen Talbo, City of Renton
- Michael Transue, City of Fife, Lobbyist

Presenters and project team members in attendance



- ☑ Chris Breiland, SR 167 Master Plan Lead
- ☑ Amy Danberg, SR 167 Master Plan Partner & Community Engagement Lead
- ☑ April Delchamps, SR 167 Master Plan Team Planning Manager
- ☑ Lisa Hodgson, WSDOT I-405/SR 167 Program Administrator
- ☑ Zachary Howard, WSDOT Management of Mobility
- ☑ Laurence Idos, SR 167 Master Plan Team
- ☑ Ron Judd, WSDOT Policy Director
- ☑ Laura Lloyd, SR 167 Master Plan Team
- ☑ Loreana Marciante, SR 167 Master Plan
- ☑ George Mazur, WSDOT Olympic Region Planning
- ☑ Kristin Sandstrom, WSDOT
- ☑ Amy Scarton, WSDOT Deputy Secretary
- ☑ Sarah Shannon, HDR
- ☑ Jeff Storrar, WSDOT
- ☑ Christina Strand, WSDOT
- ☑ Wendy Taylor, SR 167 Master Plan
- ☑ Rob Woeck, WSDOT I-405/ SR 167
- ☑ Henry Yates, Equity Advisory Committee Facilitator



Meeting objectives:

- Share and understand what is in the draft report
- Share outcomes from Online Open House #2
- Next steps with implementation

Introduction

April Delchamps, Planning Manager, reviewed the objectives and agenda of the meeting. She briefly introduced Amy Scarton, WSDOT Deputy Secretary, and Lisa Hodgson, I-405/ SR 167 Program Administrator, who will share updates on next steps of the project.

Planning steps and partner meeting schedule

April Delchamps reviewed the project timeline and partner meeting schedule. She shared that this is the last Policy Advisory Committee (PAC) and the team is focused on finalizing the report and getting ready to move into implementation. She thanked the committee members for all their work and engagement throughout the planning process.

SR 167 Master Plan Planning and Environmental Linkages Report

Chris Breiland, SR 167 Master Plan Lead, shared that the project team recently completed the SR 167 Master Plan Planning and Environment Linkages (PEL) Report to document the process and findings. He noted that the report is currently with the Federal Highway Administration (FHWA) and a final copy will be sent to the PAC members. He shared that the final study will be available by June 30, 2023.

Chris Breiland outlined each of the chapters for the committee.

Chapter 1

The first chapter includes the Master Plan PEL vision, purpose and need, a description of the requirements and schedule for the study, and a summary of the existing corridor conditions.

Chapter 2

This chapter summarizes the coordination and engagement for the study which included agency, committee, and community engagement. Chris highlighted that the chapter detailed the equity-focused approach that the project team took throughout the planning process.

Chapter 3

The following chapter summarizes the evaluation approach from Vision, Purpose, and Need, to identifying projects and strategies, to developing scenarios, and moving to a final recommendation. Chris shared that this chapter shows how the team narrowed and refined the projects and strategies through the scenario screening process and documents why projects were screened out.

Chapter 4

Chris Breiland shared that this chapter highlights the Final Study Recommendations. The chapter describes the process of developing the Recommendation - starting with Scenario B and then identifying projects and strategies that enhance the performance relative to the Master Plan purpose, vision, and goals. He highlighted several projects that the project team heard a lot about from the partners and the



community related to roadway expansion, transit connections, pedestrian and bicycle connections, local connections, and safety.

- Senator Phil Fortunato, 31st District, asked the team if they can explain how the transit ramps will be implemented. He expressed concern on the cost to benefit ratio and advised that coordination with future projects will need to be explored.
 - Chris shared that direct access ramps will not be exclusive transit ramps. They will be constructed similar to ramps in Federal Way and Bellevue to allow carpools and express toll lane users. He added that it is subject to refinement when it comes to design and will ultimately meet WSDOT's goal to move more people along the corridor.

Chapter 5

This chapter summarizes the environmental resource considerations and is intended to make (National Environment Policy Act) NEPA processes more efficient. Chris Breiland shared that this chapter summarized the existing conditions, potential effects, and next steps for each environmental resource.

Chapter 6

Chris Breiland shared that this chapter summarizes the need for ongoing partnership and collaboration. This section summarizes some of the key concerns that have been raised throughout the Master Plan process in addition to policy decisions that are not within WSDOT's jurisdiction. Specifically, HOV policy and low-income toll program, which are under the jurisdiction of WSTC and securing funding for the robust transit network identified in this Master Plan, which is dependent on our transit agency partners. He also mentioned the projects and strategies would be more effective at locations with higher densities and greater mixes of land use, such as in the designated Regional Growth Centers and Countywide Centers. Community members reiterated the need for a greater amount of affordable housing within the study area, particularly around transit hubs, and measures to address displacement.

Discussion

Amy Danberg, SR 167 Master Plan Partner & Community Engagement Lead, facilitated the discussion.

- Austin Neilson, Sound Transit Government & Community Relations- South Corridor shared about discussion on future of Sound Transit service along the corridor:
<https://www.soundtransit.org/blog/platform/envisioning-new-future-southern-south>
 - Amy Danberg thanked Austin Neilson for sharing the information.
- Senator Phil Fortunato, 31st District, asked if there are plans for improvements on SR 18 and shared his concern with traffic back-ups in the area.
 - Chris Breiland shared that the team did detailed modeling on the bottleneck. He added that there are no specific details, but there will be auxiliary lanes added to SR 18 to alleviate the back-up. April Delchamps added that there needs to be continued coordination with partners on this area.

Equity Advisory Committee report out

Henry Yates, Equity Advisory Committee Facilitator, provided updates from the last Equity Advisory Committee (EAC). He shared that after presenting the final recommendation to the committee, the members were willing to support the plan and its implementation and funding. He noted an additional challenge and concern that members brought up in regard to the mandate for electric vehicles by 2030. He added that although it's unrelated to the final recommendation, it is an issue where additional education is needed.



Community engagement recap

Amy Danberg shared a summary of in-person and virtual engagement by the numbers:

- Reached over 1,000 community members at summer 2022 fairs and festivals
- Two online open houses received 11, 519 visitors
- Materials were published in 7 languages
- There were 2, 732 surveys completed
- Received 1, 189 written comments
- Held 5 co-creation workshops and spoke to almost 70 community members
- Held 20 advisory committee meetings

Second online open house recap

Amy Danberg summarized the outcomes of the second online open house that ran from March 15 to April 15 where 3,566 visitors viewed the website. She shared the objectives for online open house were to:

- Report out on how the team incorporated feedback,
- Provide overview of the study process and scenarios to date, and
- Introduce the recommendation.

She concluded by sharing what the project team heard from community members:

- Many supported the recommendation and would like to see it move forward
- There was ongoing request for transit on the corridor
- Continued concerns on HOV definition at 2 people or more
- There were requests for general-purpose lanes in both directions
- There was appreciation for WSDOT listening to people throughout the process

Moving towards implementation

April Delchamps highlighted the next steps for the planning process. She explained the process of documenting support for the recommendation. She reminded the committee that SR 167 Master Plan-Implementation Plan is unfunded and conversations around funding would fall under the I-405/SR 167 Corridor Program.

April Delchamps introduced Amy Scarton to share big picture takeaways and the next steps, and Lisa Hodgson to walk through the implementation process.

Amy Scarton shared brief comments on behalf of Secretary Roger Millar, Secretary of Transportation, who was unable to attend the meeting. Amy highlighted the important work that started almost two years ago which includes the direction from the Legislature to develop a Master Plan that centered communities traditionally and historically harmed by transportation improvements, the inclusion of HEAL Act, and the collective work of committee members, partners, and the community. She thanked the members for ongoing partnership and the future collaboration to implement the vision for SR 167.

Lisa Hodgson, I-405/SR 167 Corridor Program Administrator, shared details on the implementation process and how the partners can collectively move together towards project delivery. She thanked the committee members for their hard work to establish the vision for the master plan, and shared the next step is looking at detailed cost, project locations, traffic analysis, and prioritizing projects to build first. She noted that funding and phasing is included in the implementation plan. She closed by reiterating the importance of equity priority communities along SR 167 and shared that the I-405/ SR 167 program is committed to continuing the focus on equity as the project moves forward.



Henry Yates reiterated the importance of centering the voices and needs of community members in the equity priority areas and people who have been historically overburdened.

- Jared Ross, Executive Secretary, Pierce County Building & Construction Trades Council, commented in the chat, "Thank You All, Great Discussions, the members of the Pierce County Building & Construction Trades Council look forward to all the future work opportunities."
- Eric Chipps, Sound Transit, Principal Transportation Planner, commented in the chat, "Related to the link provided above by Austin Neilson about Sounder future service planning (and to the 2nd bullet on slide 26), here's text from the ST System Expansion Committee action:

Motion M2023-37

Approved May 11, 2023

Includes direction staff and consultant team to: "update the Sounder South Strategic Plan.....to re-evaluate the Sounder South capital implementation priorities and consider Sounder service schedule adjustments to include off-peak service and weekend service"

This work could lead to a decision to operate more Sounder trips along the SR 167 sooner than was originally anticipated in the Plan and during non-commute periods. Collaboration with BNSF, WSDOT, Amtrak and other partner jurisdictions and agencies will be essential to this planning effort."

Closing

April Delchamps closed the meeting and offered to set up a call or a meeting with anyone to discuss further questions. Amy Danberg thanked the committee members for their time.

Technical Advisory Committee Meeting Summaries



SR 167 Master Plan Technical Advisory Committee Meeting

Wednesday, Nov. 10, 2021

2:00 – 4:00 p.m.

Zoom

Technical Advisory Group members in attendance:

- Brianne Bannwarth, City of Renton
- Robert Barandon, Puyallup Tribe of Indians
- Jennifer Barnes, Puget Sound Regional Council (PSRC)
- Kim Becklund, King County Metro
- Chad Bieren, City of Kent
- Frank Boykin, Tacoma-Pierce County Chamber of Commerce
- Rob Brown, City of Kent
- Lora Butterfield, Fife Milton Edgewood Chamber of Commerce
- Sean Eagan, Northwest Seaport Alliance
- Steven Friddle, City of Fife
- Vangie Garcia, City of Renton
- Ingrid Gaub, City of Auburn
- Jimmy Griess, City of Algona
- Aaron Halbert, Washington State Transportation Commission (WSTC)
- Zenovia Harris, Kent Chamber of Commerce
- Hans Hunger, City of Puyallup
- Justin Johnson, City of Renton
- Owen Kehoe, King County Metro
- David Korthals, King County Metro
- Michael Kosa, City of Sumner
- Doug Levy, City of Renton
- Liana Liu, Federal Highway Administration
- Cecile Malik, City of Auburn
- Salvador Marez, City of Algona
- Jeremy Metzler, City of Edgewood
- Jim Morgan, City of Pacific
- Geri Poor, Port of Seattle
- Bryan Roberts, City of Puyallup
- Carl See, Washington State Transportation Commission (WSTC)
- Darin Stavish, Pierce Transit
- Greg Vigoren, City of Fife
- Kendall Wals, City of Puyallup
- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma

Presenters and project team members in attendance:

- Ryan Anderson, SR 167 Master Plan
- Chris Breiland, SR 167 Master Plan
- Amy Danberg, SR 167 Master Plan
- Samantha DeMars-Hanson, SR 167 Master Plan
- Rob Fellows, WSDOT
- Alex Henry, SR 167 Master Plan
- Loreana Marciante, SR 167 Master Plan
- Robin Mayhew, SR 167 Master Plan
- Jeff Storrar, SR 167 Master Plan
- Wendy Taylor, SR 167 Master Plan
- Karl Westby, SR 167 Master Plan

Meeting objectives:

- Discuss roles and responsibilities and committee structure
- Review and discuss Master Plan schedule and committee work plan
- Share key themes from listening sessions
- Gather feedback on purpose and need, proposed study area
- Introduce evaluation criteria and gather initial feedback

Introduction

Robin Mayhew, Management of Mobility Director, thanked committee members for coming and reviewed the meeting agenda. Amy Danberg, SR 167 Master Plan Communications, facilitated introductions and reviewed ground rules for the meeting.

SR 167 Master Plan background

Robin provided background information on the SR 167 Master Plan, including reviewing legislative direction, clarifying the definition of a master plan, reviewing planning and environmental linkage (PEL), and going over the schedule.

Technical Advisory Committee roles and responsibilities

Robin reviewed the roles and responsibilities of the TAC members, which include attending six additional meetings between now and June 2023, reviewing our materials and sharing them internally, and keeping their policy advisory committee members informed and prepped heading into those meetings.

Committee members noted it would be helpful to have the slide deck in advance of the meetings. Going forward, the project team will aim to send a draft slide deck before each meeting.

A committee member asked if this meeting was being recorded. Amy responded it was not being recorded since we send out a meeting summary and slide deck after each meeting but we will look into that for future meetings.

Community engagement

Amy reviewed the team's partner/community engagement plan and provided a recap of some key themes from the listening sessions the project team recently completed. Their plan includes equity focused community engagement and CBO engagement. The result of the engagement will be presented at this meeting and the policy advisory committee meetings.

Discussion:

- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma, commented that it would be helpful to get high level information on what will be discussed at the policy advisory committee meetings in advance.
 - Amy clarified that those meetings are typically pared down versions of these meetings so there should be no surprises.
- Hans Hunger, City of Puyallup, asked if there are other recently completed master plans we could look at to see what a finished product looks like, or if there is existing working on SR 167 that this would be trying to update.
 - Robin answered that there is a corridor study from 2008. After the meeting, the project team sent the link to that document.



- Darin Stavish, Pierce Transit, asked if the project team would want help with responding to transit specific comments from the public.
 - Robin said that made sense since WSDOT cannot speak on their behalf. The project team will work with King County Metro, Pierce Transit, and jurisdictions if that comes up.
- Carl See, WSTC, asked how this will dovetail with the I-405/SR 167 Program and the Puget Sound Gateway Program?
 - Robin said they have been working closely with Olympic Region and the Megaprograms because their study areas do overlap. There is a slide in the slide deck where they discuss this. In terms of mapping and modeling, they are trying to align those processes to make sure they don't duplicate things and use your time carefully.
 - Carl said it's important to understand how those facilities overlap when planning for the corridor outside of just tolling aspects, to come up with a plan to create a seamless experience for the user.
 - Robin said they are working with the Toll Division as well. There are projects that are underway to help with that such as the 167 Toll Upgrade Project. They are thinking about the long term and how ideas would relate to land use planning within the corridor. All those pieces Carl mentioned would be folded in.

Purpose and need

Robin reviewed the problem statement, project purpose and goals.

Discussion on the "Why a Master Plan?" slide:

- Christine Wolf commented that when we talk about corridor changing demographics and increased density, especially in the south end of the corridor, the team should look at what is happening in the manufacturing and warehousing sector and add some more detail to reflect that.
- Vangie Garcia, City of Renton, suggested reordering the bullets on the Why a Master Plan? slide, specifically moving the last bullet about increased density around the cities up closer to the top of the list, since it is an important part of why there is increased travel demand and congestion.
 - Kim Becklund, King County Metro, echoed Vangie's comments and said it's good to underscore changing demographics and densities in a long-range plan.
- Ingrid Gaub, City of Auburn, commented that they should address the barrier that SR 167 creates across communities to help with connectivity within the state.

Discussion on the vision:

- Kim Becklund commented that Metro has been dialing in on people with the most need and suggested that WSDOT capture the equity piece and focus on where the needs are the greatest.
- Rob Brown, City of Kent, pointed out that the first thing mentioned on the vision slide is safety, but there is nothing about safety in the needs statement. It would be good to make that connection between safety and the mission statement.
- Christine Wolf said that she thinks of transportation as means to a variety of different ends, such as increase equity, grow the economy, or improve quality of life for people who are dependent on the corridor. With goods, freight can't take a bike or a bus, so it's different than other travel. She suggested wordsmithing that part of the vision.
 - Robin agreed the project team and Christine should have a follow-up meeting to discuss how to best describe freight and travel.
- Michael Kosa, City of Sumner, commented that we talk about transporting goods but SR 167 has become a huge freight corridor but this statement seems light on the freight aspect. Reemphasize the freight need and who is connected to that need. As for the work part, people who rely on it tend to not have other options. Building the regional trail network out more is also an important component of transportation.



- Vangie Garcia added that addressing the issues with connecting east to west in the problem statement may address what Ingrid brought up earlier.
- Carl See suggested to emphasize that it will serve the greater network as opposed to just communities along the corridor.

Discussion on the draft goals:

- Geri Poor, Port of Seattle, suggested it may be good to call out technology solutions.
- Vangie Garcia added it may be helpful to clarify what “transform” means here. If we are going to aim for something, what exactly are we aiming for?
 - Robin said the team can brainstorm on how to respond to that. It could be a more detailed definition of the vision statement.
- Christine Wolf said we may want to get clearer about a goal that aims to reduce the carbon footprint of traffic in the corridor. Technology could be a piece of that. She also reemphasized Carl’s point about this being a part of a larger system and how it has a role in ensuring the system can be resilient.

Chris Breiland, SR 167 Master Plan Project Manager, reviewed the study area as well as the approach and areas of influence.

Discussion on the study area:

- Vangie Garcia said she would like to see a more detailed map and was curious what that beige area was.
 - Chris clarified it was intentionally vague.
- Ingrid Gaub commented that, in line with what Vangie was saying, she has concerns about where it incorporates the SR 18 interchange and how long on each side of the corridor you are looking at. SR 18 has some limitations at the moment. You may need to look further than just one mile to see if that can influence SR 167.
 - Chris said the influence of SR 18 and I-5 as well as other highways is going to be included in terms of how much travel demand changes if we are affecting those other routes along the way.
 - Vangie added that the influence of SR 169 is part of why she raised her question too.
 - Chris said the team will look at that and share when we get to the existing conditions.
 - Michael Kosa echoed those comments and would like to see more regarding connecting routes like SR 512.
- Owen Kehoe, King County Metro, asked if the study is focused on state-owned facilities or can improvements on city streets be considered in the project list?
 - Chris said they are going off the community’s and PSRC’s greater vision to bring forth the vision they outlined. Those types of investments aren’t necessarily going to be WSDOT investments but they will help advance the vision of the corridor. We will highlight those.
 - Robin confirmed that yes, WSDOT would even support grant opportunities to support local jurisdictions investments or transit line investments partnered together.

Evaluation criteria

Chris introduced the evaluation criteria categories.

Discussion on evaluation criteria:

- Ingrid Gaub brought up the transformative travel piece. There is a lot of work that needs to be done with transit agencies, especially King County Metro, such as looking at equity and how that might change their services in the south King County area. That might play into how SR 167

provides those services and connections that aren't necessarily part of their current plans. It would be good to track what's going on at Metro and sync up some of the metrics they are using.

- Kim Becklund appreciated the interest in better understanding future transit planning and service investments. Kim said she could come back at the next meeting with more information on this.
- Jennifer Barnes, Puget Sound Regional Council, said she was happy to help if the team needs support from PSRC on the modeling effort. As part of their long-term planning for the regional transportation plan, they are doing a lot of mapping and providing tools/resources related to equity for various population groups. The work PSRC is doing may be on track to support this work too, so the groups should sync up to discuss.
- Cecile Malik, City of Auburn, commented it would be good to have King County Metro and Pierce Transit talk with each other to figure out a way to provide a better connection. She also asked if the project team is going to be evaluating impact that the current congestion has on local roadways, since as congestion gets bad people find other roads to use.
 - Chris said they are looking at arterial capacity ratios to see how different solutions affect traffic up and down the corridor within that one-mile range. They are also looking at a few of those parallel routes that are just outside that one-mile range, such as West Valley Highway for example. They will see if they need to adjust the boundary based on that.
- Michael Kosa commented that Sumner is not looped into the Pierce Transit service area and wanted to make a note of that. Pierce Transit is aware of that. Sumner has Sounder service and Sound Transit service but not Pierce Transit service. As the evaluation criteria is built out, something needs to be evaluated for communities that are outside of the Pierce Transit service area.
- Christine Wolf commented that there are lots of trips by people with toolboxes and gear (plumbers, electricians, etc.). Maybe there is a way to tease out percentages based on land use?
 - Chris said they may have an opportunity to quantify commercial vehicles in their next round of data collection either directly or through land use.
- Kim Becklund suggested devoting some time to a robust transit discussion among all the providers.
- Carl See encouraged comments that were made about transit being a primary factor in terms of equitable access, but in some cases transit is not always an option for people. We should make sure there is some connection/criteria around ensuring the system is usable for those who need to use it, such as the low-income toll study WSTC recently completed. Also, how can we make the area less reliant on using SR 167? From a land use perspective, are there opportunities to think about how we can support SR 167 in a way that's productive, allowing for better multi land use?
 - Kim Becklund added it would be nice to review trip model predictions and current and future land use.
- Geri Poor commented on the point on the bottom that mentions practical, implementable fundable projects and asked if it was possible to assess the benefit of investments.
 - Chris clarified that the aim of that piece is to make sure they are being cost effective, so it is in line with her thinking.
- Geri Poor noticed that the per capita under the "managing existing infrastructure" piece excludes freight and asked which of these draft criteria will get to the movement of freight?
 - Chris said they took freight out of per capita VMT because they want to make land use more efficient and have less vehicles, but that is not always relevant for freight. Looking at freight use is under "manage roadway mobility." That includes how freight gets from point a to point b. Chris said he'd welcome ideas on other metrics since they don't want to miss anything there given how important freight is on this corridor.
- Geri Poor asked if they are planning on tackling truck parking and safety as part of this. It is not related to this slide but she would be happy to meet with the project team to discuss some ideas.



- Michael Kosa echoed the comment on truck parking.
- Christine Wolf commented it would be great to talk about travel time reliability. That drives a lot of the parking demand. It would be great to have a broader conversation about this and it ties in with the technology improvements and truck parking issue Geri mentioned.

Next steps

Robin reviewed next steps, including the first Policy Advisory Committee on Nov. 17. They only have an hour with them so she encouraged TAC members to brief their PAC members before the meeting so they can move through information fairly quickly. TAC members are welcome to attend the PAC meeting but engagement should come from the executive or elected member. The project team will continue to gather data and finish up listening sessions. Robin thanked everyone for their time and adjourned the meeting at 4 p.m.



SR 167 Master Plan Technical Advisory Committee Meeting #2

Wednesday, Jan. 19, 2022

2:00 – 4:00 p.m.

Zoom

Technical Advisory Group members in attendance:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Brianne Bannwarth, City of Renton | <input checked="" type="checkbox"/> Hans Hunger, City of Puyallup |
| <input checked="" type="checkbox"/> Jennifer Barnes, Puget Sound Regional Council (PSRC) | <input checked="" type="checkbox"/> Owen Kehoe, King County Metro |
| <input checked="" type="checkbox"/> Chad Bieren, City of Kent | <input checked="" type="checkbox"/> Michael Kosa, City of Sumner |
| <input checked="" type="checkbox"/> Kacie Bray, Auburn Area Chamber of Commerce | <input checked="" type="checkbox"/> Chelsea Levy, Sound Transit |
| <input checked="" type="checkbox"/> Rob Brown, City of Kent | <input checked="" type="checkbox"/> Sharon Love, FHWA |
| <input checked="" type="checkbox"/> Lora Butterfield, Fife Milton Edgewood Chamber of Commerce | <input checked="" type="checkbox"/> Jeremy Metzler, City of Edgewood |
| <input checked="" type="checkbox"/> Eric Chipps, Sound Transit | <input checked="" type="checkbox"/> Letticia Neal, Pierce County |
| <input checked="" type="checkbox"/> Diane Dobson, Renton Chamber of Commerce | <input checked="" type="checkbox"/> Geri Poor, Port of Seattle |
| <input checked="" type="checkbox"/> Vanessa Dolbee, City of Renton | <input checked="" type="checkbox"/> Carl See, Washington State Transportation Commission (WSTC) |
| <input checked="" type="checkbox"/> Steven Friddle, City of Fife | <input checked="" type="checkbox"/> Sarah Shannon, HDR |
| <input checked="" type="checkbox"/> Vangie Garcia, City of Renton | <input checked="" type="checkbox"/> Darin Stavish, Pierce Transit |
| <input checked="" type="checkbox"/> Ingrid Gaub, City of Auburn | <input checked="" type="checkbox"/> Jacob Sweeting, City of Auburn |
| <input checked="" type="checkbox"/> Reema Griffith, Washington State Transportation Commission (WSTC) | <input checked="" type="checkbox"/> Greg Vigoren, City of Fife |
| <input checked="" type="checkbox"/> Aaron Halbert, Washington State Transportation Commission (WSTC) | <input checked="" type="checkbox"/> Ryan Windish, City of Sumner |
| | <input checked="" type="checkbox"/> Christine Wolf, Northwest Seaport Alliance and Port of Tacoma |
| | <input checked="" type="checkbox"/> Eric Wright, Washington Trucking Associations |

Presenters and project team members in attendance:

- Chris Breiland, SR 167 Master Plan
- Amy Danberg, SR 167 Master Plan
- April Delchamps, SR 167 Master Plan
- Samantha DeMars-Hanson, SR 167 Master Plan
- Rob Fellows, WSDOT
- Alex Henry, SR 167 Master Plan
- Loreana Marciante, SR 167 Master Plan
- Robin Mayhew, SR 167 Master Plan
- Jeff Storrar, SR 167 Master Plan
- Wendy Taylor, SR 167 Master Plan
- Karl Westby, SR 167 Master Plan

Meeting objectives:

- Finalize study area
- Review purpose and need
- Discuss evaluation framework
- Introduce project list



Introduction

Robin Mayhew, Management of Mobility Director, thanked committee members for coming. Amy Danberg, SR 167 Master Plan Communications, facilitated introductions and reviewed ground rules for the meeting.

Planning steps and partner meeting schedule

April Delchamps, Planning Manager, reviewed the planning steps and partner meeting schedule. She reiterated that this Technical Advisory Committee (TAC) meeting is the second of seven meetings and there are five additional meetings. The team is currently on step two of the five planning steps, which is existing and future conditions. The next step will be to develop and screen strategies.

Community engagement

Amy provided an update about communications and community engagement. The project team recently completed the draft communications plan, and it is reflective of feedback from traditionally underserved or historically marginalized communities. She reminded the group of their overarching approach to community and partner engagement, and then provided an update on the engagement-to-date, what the project team has heard, and what is coming up.

Since the last TAC meeting, the project team was able to generate enough interest from Community Based Organizations (CBOs) to commit to participating on the Equity Advisory Committee (EAC) with the first meeting being planned for late February. The committees (TAC, EAC, and PAC) will all act as an advisory group, and the project team will provide space for maximum input. So far, the team has engaged with over 40 organizations about the project. In the next six months, the project team will publish their webpage, launch an online open house in March, and tentatively conduct in-person open houses in April. They will also plan co-creation workshops that will be focused on recruitment from our CBO partners and plan to host them this summer.

Discussion:

- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma, said it would be helpful to have a more direct connection to the tribes when engaging with them than what is shown on the slide.
 - Amy clarified that this slide shows the formal government to government relationship with WSDOT and the tribes. WSDOT has invited the tribes to participate in the committee meetings, but we also need to recognize the formal relationship that exists.
 - Robin added that we have tribal government participation planned for both the government to government and committee levels. We have invited the tribes to be in the conversation directly, but we also want to make sure we have the formal coordination as well.

Study area update

April reviewed changes to the study area, reiterating that the final study area is data driven and partner refined. The study area boundary is used for the socioeconomic analysis. Based on feedback from many partners, the study area was formally extended to include the SR 167 extension connecting to the Port of Tacoma. She noted additional updates to the Kent manufacturing and industrial center or MIC boundary. In response to feedback, the next iteration will include the approved and candidate countywide centers. The project team will be asking affected jurisdictions to submit data for countywide centers in King and Pierce counties.



Lastly, the SR 167 corridor area has been redefined on the map to include both the SR 167 mainline and the multimodal transportation network accessing and adjacent to the mainline. This edit is in response to feedback about interchanges and access.

Discussion on the study area updates:

- Vangie Garcia, City of Renton, asked for clarification on what data the project team will ask for regarding active transportation.
 - April answered that they are looking for the boundary but also facilities like nonmotorized facilities. They want to understand what bicycle and pedestrian facilities are within these countywide centers. The project team is still figuring out what data sets they need but it could be like what jurisdictions have already shared for other efforts.
 - Vangie noted that Renton has provided data sets to WSDOT as part of the active transportation regional plan.

Review purpose and need

April reviewed the updated vision and goals. She shared how the vision was updated to incorporate feedback since the last meeting. The changes reflect feedback heard at the first TAC and PAC meetings as well as from the listening sessions with CBOs. Some of the edits to the vision included clarifying what the Master Plan will do, ensuring all trip purposes were included, focusing on the need for transit options and active transportation, and incorporating the needs of and feedback from vulnerable and overburdened communities.

Discussion on the updated vision:

- Eric Chipps, Sound Transit, asked for clarification on the last statement that says, “reduce physical barriers of the current system.” Does it mean the freeway is blocking people from getting across it, those kinds of barriers?
 - April answered that yes, it means those kinds of barriers, and barriers for all modes.
- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma, said the last sentence was confusing and that a word or two may be missing.
 - April responded that they would revisit the sentence structure so it is more understandable.
 - Vangie agreed with Christine’s comments.

Next, April reviewed the updated goals. The SR 167 team incorporated feedback from the same groups as the vision. Key feedback themes mirror the vision feedback with the addition of framing SR 167 in the context of its role and impact on the greater transportation system, addressing existing and future safety concerns, including freight support facilities and truck parking, and mode specific solutions.

Discussion on the updated goals:

- Darin Stavish, Pierce Transit, asked about goal number four and whether they meant intra-state or inter-state.
 - April clarified that they meant across state lines.
 - Darin further added that State of Good Repair is a proper name so it should be capitalized.
- Vangie Garcia, City of Renton, asked the project team to consider moving “improve existing and future safety conditions” closer to the top.
- Eric Chipps, Sound Transit, suggested that the project team change “address the needs of vulnerable and overburdened communities” to “prioritize the needs of vulnerable and overburdened communities” since they said prioritize in the updated vision.



- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma, urged the project team to make sure we're not just maintaining freight mobility but hopefully improving it since it is an important aspect of our transportation system.

Evaluation framework

Chris Breiland, SR 167 Master Plan Project Manager, reviewed changes to the criteria (metrics) and introduced the screening process. One big shift included a term change from "criteria" to "metrics," which was prompted by TAC comments on using consistent nomenclature from WSDOT's Practical Solutions framework. The metrics were reorganized to match the goals as well.

Other updates included adding countywide growth centers, adding metrics related to equity, adding connectivity analysis focused on active modes to identify barriers, and travel time reliability.

Discussion on the evaluation framework:

- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma, said that instead of using numbers under goals, the team could use terms like equity or environment, it may help elected officials understand where they are in the program. She also added that every one of these metrics under number three are focused on people movement and not freight movement. She recommended that under the third metric about supporting growth strategy they should come up with at least one or two freight measures. Her last point, on number four, was that she could see having a lane configuration that would include provisions for freight and that is not mentioned here.
 - Chris thanked Christine for her feedback and said that they have potential to look at scenarios that could include things like truck only lanes and ways to prioritize freight movement. Those are not included but are still available to evaluate through the metrics they have. The project team will discuss adding additional metrics.
- Darin Stavish, Pierce Transit, asked about the metric "bus seats per hour" as he had not heard of that before.
 - Chris answered that as they were looking at transit accessibility pieces, there was frequency of buses per hour but that misses out on transit as a whole, such as a train or longer bus for example that has more seats per hour than a typical bus. It is more about the transit capacity per hour than gross frequency.
 - Darin suggested changing that to say "transit vehicle seats" with "buses and trains" in parentheses.
- Darin asked for clarification on the travel costs for a vehicle and if that's for a personal vehicle or a private vehicle.
 - Chris answered that those would be normal operating costs per month whether it's a private automobile or a transit vehicle.
- Darin said he assumed these goals are longer term goals since 2021 data is an anomaly.
 - Chris said that is correct. A lot of these are to sort out the different scenarios the team will be evaluating.
- Carl See, Washington State Transportation Commission (WSTC), asked if there is a weighting/prioritization of the metrics for each goal or if that is to be determined?
 - Chris answered that they have not yet weighted the goals or metrics within those goals. It is still a bit too early and whether or not to use weighting will be determined later. If it is used at all, weighting is used judiciously in these sorts of evaluations.
- Eric Wright, Washington Trucking Association, pointed out, under the first metric, that number of essential destinations/services is listed, and you may want to consider also looking at warehousing and distribution as a part of the freight conversation. It may help understand the freight that's passing through. He clarified he was thinking both inbound and outbound



distribution. As part of the freight conversation, looking at transit and where it is going, how many places, clusters, etc., might help with the conversation.

- Christine added on to Eric's point, saying that the availability of jobs is also an equity issue. Jobs in maritime, manufacturing, transportation, and logistics typically pay more than service jobs. It will be important to ensure that those jobs can grow, which means supporting freight mobility.
- Eric Chipps, Sound Transit, asked about the second bullet under number one and what they are measuring.
 - Chris clarified that the second bullet is about the number of essential destinations within a certain amount of time by mode. He noted that equity priority areas will be defined based on the area they are evaluating. They cannot speak to how large they expect the areas to be because the evaluation is still in progress. It is a bit of a balancing act because when it is evaluated regionally or more with generic statistics from an equity population perspective, a lot of the area lights up. The evaluation will hopefully not get into too much detail but look at some standard deviations of how much concentration there is relative to the region at large to try to narrow that down. At the same time, there are equity populations widely distributed throughout the area, but they are first looking at where the concentrations are slightly higher.
 - Eric noted that he was also thinking about the fact that there could be large areas and that could dilute the meaningfulness of a statement like number of vehicle seats per hour that travel through an equity priority area.

Initial project list

Chris and April reviewed the status of the initial project list, how we got to the list, and asked for feedback on the list. This project list came from a review of all the published plans from all jurisdictions. The project team is looking for feedback from TAC members on the initial project list by Feb. 11.

Next steps

April reviewed next steps, including next steps for engagement, technical work, and upcoming requests for partner feedback. There are multiple engagement and technical tasks underway in the first quarter of the year. The team is wrapping up the listening sessions and starting to plan for the first open house and the first Equity Advisory Committee meeting. The next Policy Advisory Committee meeting is Wednesday, February 2.

Feedback from partners is important. Currently, the preliminary purpose and need document detailing the vision and goals supported by the needs is out for final review to identify any critical issues as well as an internal WSDOT review. The next request for review by partners will be the screened initial project list. In March, the TAC will receive a request to review and comment on the Existing Conditions Report and Scenario Principles.

Items for TAC member review include:

- Feedback on the purpose and need as well as the evaluation framework by Jan. 28.
- Screened initial project list feedback by Feb. 11.
- Existing conditions report in early March.
- Scenario principles anticipated in early March.

April clarified that they are looking for critical feedback and they do not need a thumbs up from every member. Robin and April thanked everyone for their time and adjourned the meeting at 4 p.m.



SR 167 Master Plan Technical Advisory Committee Meeting #3

Wednesday, March 30, 2022

2:00 – 4:00 p.m.

Zoom

Technical Advisory Group members in attendance:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Brianne Bannwarth, City of Renton | <input checked="" type="checkbox"/> Cecile Malik, City of Auburn |
| <input checked="" type="checkbox"/> Jennifer Barnes, Puget Sound Regional Council (PSRC) | <input checked="" type="checkbox"/> Jeremy Metzler, City of Edgewood |
| <input checked="" type="checkbox"/> Chad Bieren, City of Kent | <input checked="" type="checkbox"/> Leticia Neal, Pierce County |
| <input checked="" type="checkbox"/> Kacie Bray, Auburn Area Chamber of Commerce | <input checked="" type="checkbox"/> David Paine, City of Kent |
| <input checked="" type="checkbox"/> Rob Brown, City of Kent | <input checked="" type="checkbox"/> Tom Pierson, Tacoma Pierce County Chamber of Commerce |
| <input checked="" type="checkbox"/> Lora Butterfield, Fife Milton Edgewood Chamber of Commerce | <input checked="" type="checkbox"/> Geri Poor, Port of Seattle |
| <input checked="" type="checkbox"/> Eric Chipps, Sound Transit | <input checked="" type="checkbox"/> Carl See, Washington State Transportation Commission (WSTC) |
| <input checked="" type="checkbox"/> Ken Davies, City of Puyallup | <input checked="" type="checkbox"/> Lynsey Sehmel, Pierce Transit |
| <input checked="" type="checkbox"/> Ingrid Gaub, City of Auburn | <input checked="" type="checkbox"/> Jim Sietz, City of Renton |
| <input checked="" type="checkbox"/> Reema Griffith, Washington State Transportation Commission (WSTC) | <input checked="" type="checkbox"/> Angie Stahlnecker, City of Milton |
| <input checked="" type="checkbox"/> Aaron Halbert, Washington State Transportation Commission (WSTC) | <input checked="" type="checkbox"/> Darin Stavish, Pierce Transit |
| <input checked="" type="checkbox"/> Hans Hunger, City of Puyallup | <input checked="" type="checkbox"/> Jacob Sweeting, City of Auburn |
| <input checked="" type="checkbox"/> Owen Kehoe, King County Metro | <input checked="" type="checkbox"/> David Tomporowski, City of SeaTac |
| <input checked="" type="checkbox"/> Michael Kosa, City of Sumner | <input checked="" type="checkbox"/> Ryan Windish, City of Sumner |
| <input checked="" type="checkbox"/> Cyndy Knighton, City of Tukwila | <input checked="" type="checkbox"/> Christine Wolf, Northwest Seaport Alliance and Port of Tacoma |
| <input checked="" type="checkbox"/> Andrew Leach, City of Sumner | <input checked="" type="checkbox"/> Eric Wright, Washington Trucking Associations |
| <input checked="" type="checkbox"/> Sharon Love, FHWA | <input checked="" type="checkbox"/> David Yaghoobi, City of Pacific |

Presenters and project team members in attendance:

- Chris Breiland, SR 167 Master Plan
- Amy Danberg, SR 167 Master Plan
- April Delchamps, SR 167 Master Plan
- Rob Fellows, WSDOT
- Loreana Marciante, SR 167 Master Plan
- Robin Mayhew, SR 167 Master Plan
- Jeff Storrar, SR 167 Master Plan
- Wendy Taylor, SR 167 Master Plan
- Karl Westby, SR 167 Master Plan
- Henry Yates, SR 167 Master Plan

Meeting objectives:

- Report out on existing conditions
- Provide community engagement update
- Report out on initial project list feedback
- Introduce and discuss scenario development



Introduction

Amy Danberg, SR 167 Master Plan Communications, facilitated introductions and reviewed ground rules for the meeting. April Delchamps, Planning Manager, provided the official welcome and reviewed the objectives for the meeting.

Planning steps and partner meeting schedule

April Delchamps, Planning Manager, reviewed the planning steps and partner meeting schedule. She reiterated that this Technical Advisory Committee (TAC) meeting is the third of seven meetings and there are four additional meetings. As discussed previously, the planning study process happens in 5 phases. She explained that each phase has overlap and that broad timelines were provided for each phase. April provided a status update that Phase 2 is wrapping up and Phase 3 is at the midpoint. Phase 4 is just starting. She further explained Phase 3 is focused on developing and screening projects and strategies, and Phase 4 is focused on developing and evaluating multimodal, multi-agency scenarios. This summer we expect to host several co-creation community forums with the communities up and down the corridor to get detailed input on the scenarios.

April also reviewed engagement with the Technical Advisory Committee, Equity Advisory Committee, and Policy Advisory Committee that has been completed, is underway, or is planned in each of these phases. A theme you will see throughout the Master Plan process and carrying forward to implementation is partnership.

Robin Mayhew, Management of Mobility Director, shared an update on internal WSDOT coordination across all the studies and projects in this geographic area. She noted Olympic Region is kicking off the SR 512 study and will kick off the South Pierce County Corridor study soon. She reviewed the good news following this legislative session that the Puget Sound Gateway Program and the I-405/SR 167 Corridor Program received full funding. She also noted the Tacoma to Puyallup Regional Trail received full funding.

Existing and Future Baseline Report Summary

Chris Breiland, SR 167 Master Plan Project Manager, provided a summary of the Existing and Future Baseline Report. He noted April emailed the report out to the Technical Advisory Committee on March 18. He shared the comment period for the report ends on April 1.

He also provided an overview of how we will use this data. The data is fundamental to our scenario development process. It shows the opportunities and constraints to mobility across the study area and opportunities and constraints to investing in projects and strategies to improve mobility.

- Data is pre-pandemic data
- Highlight key take-aways from each chapter in about a minute or less

Community engagement

Amy Danberg, SR 167 Master Plan Community and Partner Engagement lead, provided an update on partner and community engagement communications. She reminded the group of their overarching approach to community and partner engagement, and then provided an update on the engagement-to-date, what the project team has heard, and what is coming up.

She shared since the last TAC meeting, the project team hosted the first Equity Advisory Committee (EAC) meeting and Henry Yates, the EAC facilitator, will provide an update on the feedback heard at that meeting. She noted the team is preparing for an online open house this spring and that she was looking



to the TAC members to help share and encourage engagement in the online open house from their communities.

Amy reviewed the upcoming proposed meeting dates for the TAC, Policy Advisory Committee (PAC), and EAC. She also reviewed the final key themes of what the project team heard from the listening session work. She also thanked members of the TAC who provided additional contacts for community-based organizations within the corridor. Two of those groups have been added to the EAC membership.

Amy turned it over to Henry to recap the feedback from the first Equity Advisory Committee meeting.

Equity Advisory Committee update

Henry Yates, SR 167 Master Plan Equity Advisory Committee Facilitator, reviewed the feedback from the first meeting.

Key pieces of feedback on the **study goals included:**

- Consider engaging subject matter experts, such as blind people, people using wheelchairs, deaf people, etc., to evaluate the effectiveness of WSDOT's proposed solutions.
- Any project that is providing more roadway capacity is also going to induce demand. How do we get to the Environment Goal (greenhouse gas emissions/environmental impacts) in a substantive way?
- The goals would be improved if Networking/Connecting with active mobility facilities were included in the list (interconnectivity between modes).
- 43 percent of people in the study area are Black, Indigenous, and people of color (BIPOC). Make sure that the data includes the income of the growing group of people moving south (lower income people of color) because the BIPOC families and the low-income families are no longer able to afford to live in Seattle. WSDOT mentioned BIPOC communities moving south, and how that trend is going to continue. The data-driven approach to WSDOT's work should include the economic trend of the people moving south and how that income/audience will increase in the coming years. The data being used should reflect these changes as much as possible.

Henry also reviewed the feedback on the **Community Profile**, which included how it is important to include people without housing in the analysis because various organizations on the Equity Advisory Committee represent homeless populations. The EAC also mentioned the United Way may be a good resource for calculating people living without housing.

He reviewed the feedback on the **Minority Population map**. He noted the mobility disparities will look different between Asians and Native Hawaiian and Pacific Islanders (NHPI) with NHPIs bearing the greatest disparities within the Asian and NHPI subgroup.

Henry shared the EAC's feedback on the **Limited English Proficiency Population map**, which included how the map would benefit from including literacy levels because some people may not know English and may also not be literate in their native language. The EAC also noted the map area around the Port of Tacoma and State Route 161 might be skewed because people do not live in these areas.

He shared the EAC's feedback on the Foreign-Born Population map, which included engage the Sikh community to ensure they are represented in data.

Henry reviewed what the SR 167 Master Plan team shared with the EAC which included census-driven data in relation to the SR 167 Master Plan Study Area; plans for future EAC member involvement, including an opportunity to share information presented at EAC meetings with constituents; EAC members have unlimited access to WSDOT and consultant staff between EAC meetings, and the commitment to address each item noted at the EAC meetings.



Equity Advisory Committee takeaways

Henry also provided details on the SR 167 Master Plan team's key takeaways from the first EAC meeting. The takeaways included how different communities have different levels of engagement and understanding of the SR 167 Master Plan process. There is a need to interact more with some of the communities that have not been a part of transportation planning work previously. The study area is dynamic, and we will learn about current trends and concerns from community members throughout the SR 167 Master Plan process.

Henry wrapped up by sharing how the SR 167 Master Plan team is seeking insights from EAC members. Those key insights included issues members are aware of related to equity and community engagement that WSDOT has not recognized. Confirmation of issues WSDOT has identified if the EAC members also recognize them as issues. Lastly, sharing any community outreach approaches members or their community-based organizations have implemented that they believe have been especially successful in reaching their constituents.

Christine Wolf, Northwest Seaport Alliance, commented in the chat regarding the population map that some of the maps in the draft show populations in the MICs where there is little or no housing.

Chris Breiland, SR 167 Master Plan Project Manager, responded the data will get somewhat skewed if you take the whole manufacturing and industrial center (MIC) and apply that to a smaller population that's around the fringe of it. And we don't want to lose the data for the people who are there.

Screened Project List Update

April Delchamps provided an update on the screened project list. She noted the initial step of the scenario development process was to review approved and published project lists and apply a first screening. The first screening determined if the project was within the study area and if the project or strategy has the potential for improving mobility along the SR 167 corridor. The initial screened project and strategy list was sent to the TAC for review after the January meeting. This work allows us to include any funded or soon to be constructed projects in the near-to-midterm in our baseline analysis.

The SR 167 Master Plan team received considerable feedback via the survey, briefings with individual agencies, and emails. April thanked the committee members for their time and energy reviewing and responding to the survey.

April further explained the feedback was evaluated and grouped based on type. Many of the comments were focused on small edits and additional information such as comments on updating the project description; updating funding status; identifying completed, soon to be completed, and upcoming construction projects; indicating potential partnerships and needed steps; indicating duplicative projects; and flagging projects as having a safety component. Other comments were more substantial including deleting projects that are no longer planned and new projects.

April noted that the team is finalizing the project list updates and will follow-up on the comments and feedback in the coming weeks.

April also shared the second screening will use the updated project and strategy list as the starting point. The team will qualitatively rate projects and strategies against all the goals except the Practical Solutions and State of Good Repair goal as this evaluation is not cost constrained. Projects will not be phased in the second screening. The team's objective is to provide a 1 to 4 rating on how well the project or strategy advances the goal so that we can identify potential candidate projects/strategies for the five scenarios.



Scenario development

April Delchamps re-oriented everyone to the SR 167 Master Plan process and how each step and feedback loop builds off and informs the next. The first two meetings and listening sessions focused on three key tasks in the process, the vision, the goals supported by the needs, and the metrics. Feedback was essential to these steps and will now inform the scenario development.

She reviewed the vision and how it has been updated to reflect multiple rounds of feedback and was presented at the last Policy Advisory Committee (PAC) meeting where discussion indicated overwhelming support. She also shared, similarly, the updated goals were presented and endorsed at the last PAC meeting with comments supporting the process and updated goals.

April then reviewed the metrics and that they had been shared at the last TAC meeting and presented in a summary format at the PAC. The SR 167 Master Plan team received considerable feedback on the metrics from many partners, many of which had interest in either expanding the number of metrics or refining the metric for a more specific evaluation related to their interest. She noted the team made some refinements, but we couldn't accommodate all the requests for change without generating an overly complex set of metrics. April turned the conversation over to Chris to go over the next steps in scenario development and the role of the final metrics.

Scenario development timeline

Chris Breiland, SR 167 Master Plan Project Manager, shared we are at a critical point in the Master Plan process, which is the development of scenarios to test. He began by sharing how the scenarios will be used over the next few months. He noted the team is currently creating five scenarios and will share the evaluation of those five scenarios in June. Over the summer, the team will narrow the scenarios down to three. Finally, the team will develop, analyze, and narrow the scenarios through the rest of the year to develop a final recommendation.

He then provided an overview of the next few months. We've gone through Screening #1 where we were answering the question about whether the project or strategy is within the study area. He noted we are in the middle of Screening #2. We will apply the second screening, refine the project list, and conduct a qualitative review for each goal by using the reviewed metrics. The team will develop the Scenarios using the Screening #2 info, existing conditions data, and principles and themes.

Scenario purpose

Chris described the purpose of the scenarios. The scenarios organize the 200-plus projects identified in earlier phases; test outcomes and progress toward the goals under deliberately different investment decisions; understand the types of projects and combinations that transform transportation in the corridor (as measured by the metrics); and provide information to help refine to a smaller set of scenarios that will be subject to more detailed analysis. Chris noted it is important to understand that these scenarios are a means to test and understand impacts as we seek to narrow towards a recommendation.

Chris then explained where the Scenarios came from. The development of the initial five scenario themes were informed by the vision, goals, and metrics. They were also informed by three key principles - the scenarios needed to be multimodal, multiagency, and advance the goals for the Master Plan. He also noted the scenarios needed to have varying levels of multimodal capacity expansion on and off SR 167 and varying levels of demand and system management.

He then reviewed the key questions he was looking for the TAC members to answer over the coming weeks:

- Do the themes cover the broad range of options you would expect?
- Do you see your interests being able to fit into one or more of the themes?



- Are the themes helpful to organize projects and strategies, are there things we are missing?

Chris introduced the scenario themes and reviewed the potential type of projects that would roll up into each theme.

1. **Baseline:** Complete the fully funded projects within the study area
2. **Transportation System Management and Operations (TSMO):** Efficiency and traffic management; complementary multimodal projects
3. **Centers:** Demand management and multimodal access improvements to and within designated centers
4. **Express Toll Lanes + Transit:** SR 167 express toll lanes with expanded transit; complementary multimodal projects
5. **Strategic Capacity:** Refreshed look at the 2008 Corridor Master Plan with complementary multimodal projects

He then asked the TAC members the following questions:

- Is there anything we're missing?
- Do you see your interest represented in one or many of the themes?

Christine Wolf, Northwest Seaport Alliance, asked regarding performance metrics, how are we evaluating mode switches? Further, evaluating scenarios with current performance metrics, is there a more qualitative filter or more overarching quantitative filter that would be applied with the analysis? Chris Breiland recognized that there's a few trip purposes and few types of trips that cannot shift their modes, and in some cases are restricted on the facilities that they can operate on, and we have some performance metrics that will see to isolate those trips.

Carl See, Washington State Transportation Commission, commented that he thinks it does help to frame up some of the distinctions here between the different themes. He noted regarding the ETL plus transit theme that a portion of the SR 167 corridor is not ETLs, but fully tolled. He wondered if the theme should be retitled "Tolling plus transit." Chris Breiland responded that is great feedback and I think that's a good reminder to us all that the corridor is not just the part that's there today.

Eric Chipps, Sound Transit, asked if the baseline scenario is consistent with the baseline report? Chris Breiland responded yes. It's the funded projects in the report. Eric went on to ask about whether the scenarios are mutually exclusive and why we wouldn't produce a scenario that has all black dots across the goals – meets all of the needs. Chris replied things are not mutually exclusive, we are trying to balance between being aspirational/not financially constrained and being realistic with environmental, land use, and cost considerations.

Jim Seitz, City of Renton, noted he found the I-405 cost-benefit analysis helpful in planning for future improvements and that he hoped that same approach would be utilized in the SR 167 Master Plan Study. He specifically noted scenario 5 related to strategic capacity. Chris shared that we will be getting to some level of the cost-benefit analysis, but we are not at that point in the study. Jim went on to say the elected officials appreciated seeing the cost-benefit analysis as well because it is a more objective way of looking at things.

Next steps

April closed the meeting by sharing the next Equity Advisory Committee meeting is on April 22, and the next Policy Advisory Committee is scheduled for May 4. The focus of the next TAC meeting will be reviewing and discussing the scenario analysis. Additionally, community outreach is planned between Meeting 4 and Meeting 5 of the TAC and PAC.



She also noted there are multiple engagement and technical tasks planned for the second quarter of 2022. The draft Existing and Future Baseline Conditions report detailed earlier is currently out for TAC comment. Comments are due by Friday, April 1. There are two requests for TAC comments planned in the next six weeks.

1. The TAC comment period for the scenario themes shared earlier will run from Friday, April 1 to Friday, April 15.
2. The comment period for the rated project list (the post screening #2 list) and the five scenarios with projects/strategies is anticipated in early May.

The SR 167 Team is currently planning for an online open house and survey that is anticipated to start in April.

The meeting was adjourned.



SR 167 Master Plan Technical Advisory Committee Meeting #4

Wednesday, June 29, 2022

1:00 – 4:00 p.m.

Zoom

Technical Advisory Group members in attendance:

- Jennifer Barnes, Puget Sound Regional Council (PSRC)
- Chad Bieren, City of Kent
- Kacie Bray, Auburn Area Chamber of Commerce
- Rob Brown, City of Kent
- Florendo Cabudol, City of Seatac
- Eric Chipps, Sound Transit
- Ken Davies, City of Puyallup
- Diane Dobson, Renton Chamber of Commerce
- Sean Egan, Port of Tacoma
- Steve Friddle, City of Fife
- Ingrid Gaub, City of Auburn
- Aaron Halbert, Washington State Transportation Commission (WSTC)
- Hans Hunger, City of Puyallup
- Phillip James, Muckleshoot Indian Tribe
- Owen Kehoe, King County Metro
- Shivani Lal, City of Renton
- Nathe Lawver, Pierce County Building and Construction Trades
- Cecile Malik, City of Auburn
- Jeremy Metzler, City of Edgewood
- Leticia Neal, Pierce County
- David Paine, City of Kent
- Riley Patterson, Muckleshoot Indian Tribe
- Carl See, Washington State Transportation Commission (WSTC)
- Lynsey Sehmel, Pierce Transit
- Jim Sietz, City of Renton
- Darin Stavish, Pierce Transit
- Christina Strand, Community Transit
- Greg Vigoren, City of Fife
- Ryan Windish, City of Sumner



Presenters and project team members in attendance:

- Nazmul Alam, WSDOT
- Chris Breiland, SR 167 Master Plan
- Amy Danberg, SR 167 Master Plan
- April Delchamps, SR 167 Master Plan
- Daniel Dye, SR 167 Master Plan
- Rob Fellows, WSDOT
- Alex Henry, WSDOT
- Loreana Marciante, SR 167 Master Plan
- Robin Mayhew, SR 167 Master Plan
- Marissa Milam, SR 167 Master Plan
- Gaius Sanoy, WSDOT
- Jeff Storrar, SR 167 Master Plan
- Wendy Taylor, SR 167 Master Plan
- Karl Westby, SR 167 Master Plan
- Henry Yates, SR 167 Master Plan

Meeting objectives:

- Provide an update on Equity Advisory Committee process and feedback
- Provide opportunity to supplement equity community feedback
- Provide results of scenario analysis
- Provide opportunity for feedback on scenario projects/strategies
- Provide an update on community engagement

Introduction

April Delchamps, Planning Manager, provided the official welcome and reviewed the objectives for the meeting.

Planning steps and partner meeting schedule

April Delchamps, Planning Manager, reviewed the planning steps and partner meeting schedule. She reiterated that this Technical Advisory Committee (TAC) meeting is the fourth of seven meetings and there are three additional meetings. As discussed previously, the planning study process happens in five phases. She explained that each phase has overlap and that broad timelines were provided for each phase. April explained we are fully into Phase 4 and the team is focused on developing and evaluating multimodal, multi-agency scenarios. This summer we expect to host several co-creation community forums with the communities up and down the corridor to get detailed input on the scenarios.

Equity Advisory Committee update

Loreana Marciante, SR 167 Master plan Environmental and Equity Analysis Lead, provided an update on the work with the Equity Advisory Committee to date. Including the work to define the Equity Priority Areas for the SR 167 Master Plan study. She noted the team looked at the HEAL Act definitions to identify vulnerable and overburdened populations. The equity analysis will focus on maximizing benefits and minimize impacts for these communities. She further shared how the equity priority areas were initially developed through statistical methodology and finalized through EAC input.

- Hans Hunger, City of Puyallup, asked about the details on how the thresholds for the equity priority areas were distinguished. What is the difference between a medium or high threshold?



Loreana Marciante explained the team used a standard deviation statistical analysis. We calculated the average for each indicator in the Puget Sound region (lowest threshold) and then created the medium and higher thresholds based on standard deviation (1 standard deviation and 1.5 standard deviation respectively). The higher threshold was chosen to focus our analysis on the communities where need might be highest (i.e. higher concentration of vulnerable populations). The Census blocks highlighted on the map have at least one indicator above the high threshold, and therefore are considered an equity priority area in the SR 167 study area. The EAC brought up some other populations that might be worth considering, including homelessness or beneficiaries of Medicaid/Medicare. Where data was available, we used the same methodology, and the results were consistent with the initial results. Homelessness is more challenging because there is less data available, particularly at the local level. However, the team is considering the challenge qualitatively where possible.

Henry Yates, SR 167 Mater Plan Equity Advisory Committee Facilitator, provided an update on takeaways from the Equity Advisory Committee by reviewing the committee's feedback on the equity priority areas, transit challenges, and noted important transportation projects and solutions.

- Ingrid Gaub, City of Auburn, shared she doesn't disagree with anything the Equity Advisory Committee brought up but would like to clarify some questions about Auburn. For Valley Medical Center, be sure you are clarifying if it is the Multi-Care Auburn Medical Center to avoid confusion. Community members might remember it as Valley, but it is not called that today.
- Darin Stavish, Pierce Transit, noted a couple clarifications: Bonney Lake opted out of Pierce Transit service (as did Orting and other cities in that area) years ago, which is why they don't have transit service today, because they don't pay for it. As you do outreach in the equity communities, make it clear that if they were interested in opting back into the transit service, that will have to be a process through local elected officials and a vote of the people.
- Ryan Windish, City of Sumner shared that Sumner doesn't have transit through Pierce Transit, but we are looking at shuttle service options to access the north end of SR 167. He also expressed the need to replace the White River Bridge that connects to their manufacturing and industrial center and consider the gap in bike and pedestrian access with the existing bridge.
- Carl See, Washington State Transportation Commission, asked if the Equity Advisory Committee shared thoughts about tolling and beneficial suggestions? Amy Danberg, SR 167 Master Plan Community and Partner Engagement shared there was a question and discussion about tolling and options for low-income folks. Chris Breiland added the Equity Advisory Committee did broadly discuss accessibility for using the facility and other questions about how long the toll would last and what it was being used for. Most of the discussion was about how things might change in the future.

Scenario Analysis Results

Chris Breiland and April Delchamps led a series of short presentations and discussion on the scenario analysis results. April started by recapping feedback the team received on the five scenarios.

Chris explained the team is still in the initial scenario evaluation stage working to refine from five down to three scenarios. Chris introduced the scenario themes and reviewed the potential type of projects that would roll up into each theme.

1. **Baseline:** Complete the fully funded projects within the study area
2. **Transportation System Management and Operations (TSMO):** Efficiency and traffic management; complementary multimodal projects
3. **Centers:** Demand management and multimodal access improvements to and within designated centers



4. **Express Toll Lanes + Transit:** SR 167 express toll lanes with expanded transit; complementary multimodal projects
5. **Strategic Capacity:** Refreshed look at the 2008 Corridor Master Plan with complementary multimodal projects

Transportation System Management and Operations Scenario

Chris Breiland explained the results of the TSMO scenario.

- Rob Brown, City of Kent, noted the traffic modeling didn't look at the arterial traffic, but in the TSMO scenario they rely heavily on arterial routes. He would like to understand how greenhouse gas emissions would be reduced with this scenario when shifting traffic to arterial roads.
 - Chris Breiland shared major parallel facilities were modeled and the amount of traffic that shifted to adjacent arterials was quantified. Even though there is more vehicle travel on city arterial streets, there is an overall reduction in VMT across the entire study area, which is why there would be fewer greenhouse gas emissions.
- Cecile Malik, City of Auburn, noted the projects identified by different jurisdictions don't consider the need for other projects to make the scenarios work.
 - Chris Breiland shared we would need to find more ways to manage the arterial system through this scenario, but clarified that there were systemwide improvements to arterial capacity and assumed traffic signal optimization that were modeled. The SR 167 team will be looking for what other projects will need to happen as we hybridize the scenarios. April Delchamps added these scenarios are helping us understand where there are gaps. It helps us consider additional capacity improvements to balance our system.
- Sean Egan, Port of Tacoma noted that when he looks back to the evaluation results and Master Plan goal of equity, there is a pro for transit and a con for equity when thinking about what happens to freight during tolling and how this impacts arterial roads which in turn has a negative impact on equity since community roads will be freight routes.
 - Chris Breiland shared the modelling showed that truck travel speed and reliability would be much improved along SR 167 since the facility would be congestion priced and trucks could take advantage of less congestion. There were negative freight access implications for exiting SR 167 to arterial streets, which were more congested. This arterial congestion is considered a negative equity impact.
 - Sean Egan followed up to add there will be large variations on who will be willing to pay. Secretary Millar talked about how building SR 167 was to get freight off local roadways, so he mentioned having trucks have a reduced or no rate to keep them on that facility and to be mindful of impacts on local communities.

In addition to the discussion, comments were collected on a virtual Ideaboardz. The team was looking to hear which projects or strategies had the most benefit to achieve our goals and whether there were mobility gaps that could be addressed by projects or strategies from the other scenarios.

Here are the comments and some notes on the discussion when reviewing the comments.

- "Substantially expanding transit" cannot happen until we can find more funding for operations, given current funding levels.
 - Chris Breiland responded to this comment by noting WSDOT does not have funding for any of the projects or strategies in the scenarios, but these funding gaps will be identified along with potential revenue sources during the final recommendations.

- Same for increased frequencies or longer spans of transit service; both are directly tied to Operations funding.
- However...Speed and Reliability improvements, such as queue jumps, TSP, "Transit/HOV Only" lanes, are all great suggestions!
- Does not seem to provide any consideration for freight, which may come as a surprise or disappointment to some users/interests.
- Are there non-motorized/trail options along the SR167 corridor that leverage bike, pedestrian, and non-traditional modes (e-bikes/scooter)?
- All-lane variable tolling may be a challenge for some of the disadvantaged communities in the area (language barriers, economics, etc.)
- Concern: All lane tolling having an impact on freight movement bypassing the highway and into local roads arterials which may impact local comm
- Completing the Interchange of SR167 and SR18 to move traffic that is diverting to local streets to move between two highways
- Impacts of full corridor tolling in small truck drivers
- Impacts of full corridor tolling on an area of the Region that has a higher % of equity communities that would be impacted by this

Projects or strategies with most benefit to achieve our goals +

<p>"Substantially expanding transit" cannot happen until we can find more funding for operations, given current funding levels.</p> <p>+2</p>	<p>Same for increased frequencies or longer spans of transit service; both are directly tied to Operations funding.</p> <p>+0</p>	<p>However...Speed and Reliability improvements, such as queue jumps, TSP, "Transit/HOV Only" lanes, are all great suggestions!</p> <p>+1</p>	<p>Consideration: dedicate toll funds to fund transit expansion (operation and improvements) and arterial improvements and maintenance</p> <p>+0</p>
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Are there mobility gaps that could be addressed by projects/strategies from other scenarios? +

<p>Does not seem to provide any consideration for freight, which may come as a surprise or disappointment to some users/interests.</p> <p>+0</p>	<p>Are there non-motorized/trail options along the SR167 corridor that leverage bike, pedestrian, and non-traditional modes (e-bikes/scooter)?</p> <p>+0</p>	<p>All-lane variable tolling may be a challenge for some of the disadvantaged communities in the area (language barriers, economics, etc.)</p> <p>+0</p>	<p>Concern: All lane tolling having an impact on freight movement bypassing the highway and into local roads arterials which may impact local comm.</p> <p>+0</p>
<p>Completing the Interchange of SR167 and SR18 to move traffic that is diverting to local streets to move between two highways</p> <p>+1</p>	<p>Impacts of full corridor tolling in small truck drivers</p> <p>+0</p>	<p>Impacts of full corridor tolling on an area of the Region that has a higher % of equity communities that would be impacted by this</p> <p>+0</p>	

Centers Scenario

Chris Breiland explained the results of the next scenario, the Centers scenario.

Discussion on Centers scenario:

- Eric Chipps, Sound Transit, noted he is assuming a reduction in single occupant vehicles (SOVs) is happening from a reduction in local trips. Can you share more on how regional models deal with these improvements?
 - Chris Breiland shared regional models cannot model the impacts of new active mode infrastructure. We have essentially captured a mode shift from SOV to other modes as part of our modeling through post-processing the trip generation/mode split. This corridor has slightly longer trips than other corridors in the region, so as we move people away from using it for shorter trips, it opens more longer travel capacity.
- Leticia Neal, Pierce County asked for elaboration on the con listed talking about decreasing freight capacity.
 - Chris Breiland shared a few road diet projects would reduce the number of lanes on roads used to access manufacturing and industrial centers that would need to be considered.

Idea Board comments:

- Shift in mode split is definitely a positive result!
- Expanding CTR to all employers could have a significant negative impact on small business and the regional economy
- Good balance of trade-offs for this scenario.
- Positive thoughts regarding the truck lane for freight
- Less demand on arterials than TSMO Scenario
- Need to look further at impacts of road diet projects
- An alternative to CTR to all employers: keep to business with 100 + employees but regardless of shift times (include off-peak) travel?
 - April response – Understanding how to expand this to more than just work trips, like school or discretionary, there is ongoing dialogue to look at this.
- Considerations of trucks in ETLs may be well served with assessment what size of trucks to allow, and possible considerations of when to allow trucks.

Projects or strategies with most benefit to achieve our goals 

Shift in mode split is definitely a positive result! +1	Good balance of trade-offs for this scenario. +0	Positive thoughts regarding the truck lane for freight +1	Less demand on arterials than TSMO Scenario +0
Considerations of trucks in ETLs may be well served with assessment what size of trucks to allow, and possible considerations of when to allow trucks. +0			

Are there mobility gaps that could be addressed by projects/strategies from other scenarios? 

Expanding CTR to all employers could have a significant negative impact on small business and the regional economy + 0	Need to look further at impacts of road diet projects + 0	an alternative to CTR to all employers: keep to business with 100+ employees but regardless of shift times (include off-peak travel?) + 0	Concerned that while VMT may be reduced somewhat, average trip time increases from congestion along SR 167 and on roadways that access it. + 0
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Express Toll Lanes and Transit Scenario

Chris explained the results of the next scenario, Express toll lanes and transit scenario.

Discussion on express toll lanes and transit scenario:

- Ryan Windish, City of Sumner asked for more information about the environmental impact from widening SR 167?
 - Chris Breiland shared how the team we will be doing a more detailed environmental screening. From the current existing conditions report, the key issues along SR 167 are wetlands and managing stormwater runoff. While we have space to add lanes along the corridor, we aren't sure if we have the space to deal with stormwater and wetland impacts. We may also be redistributing traffic in the higher priority equity areas, and we will need to consider human impacts.
- Carl See, Washington State Transportation Commission asked what kind of impact will toll rates and removal of bottle necks have on I-405 rates and traffic flow?
 - Chris Breiland noted he did not specifically evaluate how I-405 express toll lanes are impacted by this scenario, but the flow issues on I-405 are built into results and we can certainly look deeper into this.
- Rob Brown, City of Kent, asked are traffic areas going to or through equity areas?
 - Chris Breiland shared at the general level, areas seeing an increase in traffic are mostly in the southern portion of SR 167. The initial analysis results indicate that there is more traffic on SR 167 through equity priority areas, but the analysis at this point was not detailed enough to evaluate how much of the additional SR 167 traffic was coming from/to equity priority areas as opposed to just passing through.
- Sean Egan, Port of Tacoma noted some feedback from the EAC that talked about connectivity between eastbound SR 18 and southbound SR 167 and how there is no direct ramp to link those interchanges. I am assuming that this scenario would not include a project for that connection. Of these scenarios, which one of these would include this project.
 - Chris Breiland shared that project is a gap for this scenario. That ramp connection is modeled for the next scenario.
- Carl See, Washington State Transportation Commission, shared in thinking about Express Toll Lanes and tolling, what about SR 512 and SR 18. What might it mean to have tolling on those between I-5 and SR 167 as routes that are also heavily congested? Pushing bottlenecks is sometimes helpful but also creates new challenges on other facilities.
 - Chris Breiland shared we are coordinating a study for SR 512 that hasn't kicked off yet, but we are sharing results and scenarios with that study. The SR 18 connection is outside of our scope but looking at traffic shifts on that corridor is certainly something that is

included in the modeling and can be summarized in the future. Shifts in traffic can create other bottlenecks we can't see yet, so we should be able to find those relocations of traffic more explicitly in upcoming analyses.

- Eric Chipps, Sound Transit shared how transit is using Express Toll Lanes, over 12,000 daily trips, but there is an assumption that other services are still operating and are not included in that number?
 - Chris Breiland noted his assumption is correct. Eric asked a follow-up question, so the enhanced east-west routes, were there increased routes? Chris Breiland shared east-west routes perform higher in this scenario.

Idea board comments:

- EB 18 to SB 167 as a gap for this scenario
- SR 512 and SR 518 and tolling on those corridors as routes that are congested
- Review impacts on connecting corridors (405)
- SR-167 is not very useful for existing transit routes

Projects or strategies with most benefit to achieve our goals

Would like to know what transit stops/stations are assumed for the 167 BRT route. For a full-corridor-length BRT route to work efficiently with ETL lanes, unimpeded access/egress for buses at interchanges would be

Are there mobility gaps that could be addressed by projects/strategies from other scenarios?

EB 18 to SB 167 as a gap for this scenario 	SR 512 and SR 518 and tolling on those corridors as routes that are congested 	Review impacts on connecting corridors (405) 	SR-167 is not very useful for existing/established transit routes 
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Strategic Capacity Scenario

Chris explained the results of the next scenario, Strategic capacity scenario.

Discussion on strategic capacity scenario:

- Eric Chipps, Sound Transit, asked would this scenario move the Express Toll Lanes? We are widening the roadway so impacts would be on the outside, not really working within the medians. The implication could be more safety impacts from weaving through the additional lanes.
 - Chris Breiland shared the big point is that the footprint of the roadway is getting wider, but the focus is the type of expansion. Eric follow-up and asked when talking about freight only on the Centers scenario, is that a new dedicated lane? Chris replied, yes, that would be a dedicated lane.

- Cecile Malik, City of Auburn, noted it sounds like most scenarios include adding at least one toll lane. Does the Master Plan consider where the tolls are invested and how other improvements and connections are made along the corridor? Is that part of the Master Plan or will it come later when the final scenario is decided? Given that several scenarios include an added toll lane, think about does the Master Plan include direction on how to fund additional improvements within the corridor.
 - Chris Breiland shared the current state policy for the SR 167 and I-405 corridors, but we are not letting that limit our discussion. The idea of expanding the policy to include investments on other facilities along the corridor feels possible. April Delchamps added that we're thinking outside the box, even past what is currently feasible. She agreed keeping this idea for consideration makes sense, but this is not a funding plan where we can dictate the cost and funding of every additional improvement project.
- Carl See, Washington State Transportation Commission, flagged the complexities as the state moves to bond toll revenues. It's not a hard stop on the reconsideration of how to use the funds or conditions for tolling. It is certainly a barrier since the Legislature chooses how to use those funds. I suggest looking into what steps could be taken to provide flexibility.

Idea board comments:

- Completion of the SR18/SR167 interchange.
- Gap in transit improvements and in active transportation improvements
- Consider pairing variable tolling with expansion to mitigate some impacts of induced demand (and to fund improvements)

Projects or strategies with most benefit to achieve our goals

Completion of the SR18/SR167 interchange. 	Consider pairing variable tolling with expansion to mitigate some impacts of induced demand (and to fund improvements) 
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Are there mobility gaps that could be addressed by projects/strategies from other scenarios?

Gap in transit improvements and in active transportation improvements 
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Community engagement Update

Amy Danberg provided an update on outreach, focusing on the launch of the online open house, including the notification process. She noted the team would be out in the community at fairs, festivals, and farmers markets throughout the summer.

Next steps



April closed the meeting by sharing the next Policy Advisory Committee is scheduled for July 13.

She reminded the group that the online open house launched and to share the open house and survey with their networks.

The meeting was adjourned.



SR 167 Master Plan Technical Advisory Committee Meeting #5

Wednesday, November 9, 2022

2:00 – 4:00 p.m.

Zoom

Technical Advisory Group members in attendance:

- Jennifer Barnes, Puget Sound Regional Council (PSRC)
- Chad Bieren, City of Kent
- Kacie Bray, Auburn Area Chamber of Commerce
- Rob Brown, City of Kent
- Florendo Cabudol, City of SeaTac
- Eric Chipps, Sound Transit
- Ken Cook, City of Puyallup
- Ken Davies, City of Puyallup
- Diane Dobson, Renton Chamber of Commerce
- Ingrid Gaub, City of Auburn
- Aaron Halbert, Washington State Transportation Commission (WSTC)
- Ryan Johnstone, City of Bonney Lake
- Michael Kosa, City of Sumner
- Owen Kehoe, King County Metro
- Shivani Lal, City of Renton
- Sharon Love, Federal Highway Administration
- Cecile Malik, City of Auburn
- Riley Patterson, Muckleshoot Indian Tribe
- Carl See, Washington State Transportation Commission (WSTC)
- Jim Seitz, City of Renton
- Darin Stavish, Pierce Transit
- Jacob Sweeting, City of Auburn
- Ellen Talbo, City of Renton
- Jen Tetatzin, Pierce County
- Ryan Windish, City of Sumner
- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma



Presenters and project team members in attendance:

- ☑ Chris Breiland, SR 167 Master Plan
- ☑ Dylan Counts, WSDOT
- ☑ Amy Danberg, SR 167 Master Plan
- ☑ April Delchamps, SR 167 Master Plan
- ☑ Daniel Dye, SR 167 Master Plan
- ☑ Zachary Howard, WSDOT
- ☑ Laurence Idos, SR 167 Master Plan
- ☑ Laura Lloyd, SR 167 Master Plan
- ☑ Julie Meredith, WSDOT
- ☑ Loreana Marciante, SR 167 Master Plan
- ☑ George Mazur, WSDOT
- ☑ Gaius Sanoy, WSDOT
- ☑ Jeff Storrar, SR 167 Master Plan
- ☑ Christina Strand, WSDOT
- ☑ Wendy Taylor, SR 167 Master Plan
- ☑ Karl Westby, SR 167 Master Plan
- ☑ Henry Yates, SR 167 Master Plan

Meeting objectives:

- Provide an update on community engagement outcomes
- Provide an overview of baseline and three refined scenarios
- Present and discuss the baseline and the three refined scenario analysis
- Review next steps

Introduction

April Delchamps, Planning Manager, provided the official welcome and reviewed the objectives and agenda of the meeting.

Planning steps and partner meeting schedule

April Delchamps, Planning Manager, reviewed the project timeline and partner meeting schedule. She reiterated that this Technical Advisory Committee (TAC) meeting is the fifth of the seven meetings scheduled. April pointed out that the project is currently in Phase 4, where the team is focused on developing and evaluating multimodal, multi-agency scenarios. Phase 5 shifted for a few months for the report to be delivered, but still on schedule. The project team is also looking into the future to determine how implementation will be based on the final recommendation.

Updates from sandbox

April Delchamps, Planning Manager, provided additional project updates within the SR 167 study area. She highlighted South Pierce County Multimodal Connectivity study just had their second Technical Advisory Committee (TAC) meeting, followed by a Policy Advisory Committee (PAC) meeting, and an online open house. The SR 167 Master Plan project team meets monthly with the two study teams to coordinate planning efforts.

April also provided updates on Gateway SR 167 Completion Project, Tacoma to Puyallup Trail, SR 167 facilities.



Community Engagement Update

Amy Danberg, SR 167 Master Plan Partner & Community Engagement, gave a summary of the different community engagement events that happened in summer. A detailed summary for tabling at fairs and festivals, the first online open house, and co-creation workshops were sent to the committee members prior to the meeting. The team is almost complete with community engagement, with another online open house coming up next Spring. Amy highlighted that the project team reached over 1,000 people in person between all summer events. Common themes the project team heard includes capacity expansion, improved connectivity, and planning for the future.

Fairs and Festivals

The SR 167 Master Plan project team partnered with Gateway and 405 which helped draw people in and get them talking about the future of the SR 167 corridor.

Online Open House

The project team also conducted an online open house with a survey attached. The objective was to introduce the study at a high level and gather input from the community. The online open house was hosted in seven languages and included a phone in option to reduce the barrier for those people without internet access. The team also expanded the postcard mailer to include equity priority areas and diversified online and print advertising to target low-income and people who are Black, and people of color.

Key Feedbacks

Amy shared that the key feedback we heard from this work includes capacity expansion for SR 167, improved connectivity to I-5, I-405, SR 18, including other interchanges, expanded Sounder services, and comments on planning for the future.

Desired outcomes and demographics

Amy noted that although the engagement in the online open house came from a representative sample of the community, the survey attached was skewed demographically. More people who are white and male took the survey, and majority of people were from Puyallup, Bonney Lake, and Sumner. The comments did come from a diverse age range.

Co-creation workshops

Amy also shared that the project team conducted five equity focused co-creation workshops along the corridor. The project team utilized partnership with community-based organizations and recruited community members through them to attend the workshops. There were a lot of lessons learned from using this approach as well as feedback from the community. Nearly 70 community members attended both online and in-person workshops.

Key challenges and solutions from the workshops

Some key challenges that community members mentioned includes difficulty understanding toll lanes and prices should consider people with low-income, heavy traffic in the morning and afternoon, lack of connections to local neighborhoods and streets, limited public transportation options, long walking distance to transit, lack of bike infrastructure, and transit options not providing enough benefit to choose over driving.

Some solution community members shared includes capacity expansion to accommodate more traffic, expansion of Commute Trip Reduction (CTR) to accommodate shift workers, more HOV lanes, and more education on toll lanes.



Baseline and Three Refined Scenarios

April Delchamps, Planning Manager, reiterated the vision and goals for the SR 167 Master Plan. She explained that by using the data and feedback gathered from partners and community members, the team went from a baseline with four themed scenarios to three refined scenarios, and ultimately, to a final recommendation.

Baseline Scenario & Fundamental Projects

Chris Breiland, Project Manager, reviewed the baseline scenario and a summary of the three scenarios. He mentioned that the baseline scenario includes funded projects and highlighted the projects around and within the SR 167 study area that are fundamental to all the scenarios.

Scenario A

Chris shared that Scenario A focuses on extensive transit investments by leveraging on transit agency partners and their plans. This will include additional routes in all directions (north, east, south, west) of the study area. Other projects and strategies will include continuous dual express toll lane between I-405 and SR 410, direct access ramps to Sumner, Kent, and Auburn, rebuilding interchanges to reduce weaving in traffic, arterial improvements to improve access to manufacturing industrial centers, and a bus rapid transit between Puyallup and Renton.

- Darin Stavish, Pierce Transit, asked if SR 167 BRT is with King County Metro.
 - Chris responded that the SR 167 BRT is not on any transit agency's current plans. Conversations with transit agency partners are ongoing to see if this aligns with their goals. April added that at this moment, no transit agencies have been identified.

Scenario B

Chris shared that the focus of Scenario B is mainly on the SR 167 corridor facility. Projects and strategies include interchange improvements to address bottlenecks and freight access, better access to regional centers and manufacturing industrial centers, and more frequent bus routes along SR 167.

Scenario C

Chris highlighted that what's different in Scenario C is a truck-only lane on SR 167 from SR 18 to SR 167 extension. It creates a truck corridor from Port of Tacoma up to highway 18. He shared that this location was chosen due to fast growth in truck trips within the study area and growth in manufacturing industrial land use between Fife, Sumner, and Auburn.

Incorporating Key Feedback

Henry Yates, Equity Advisory Committee Facilitator, introduced how feedback received from the committee, and people that live along the corridor were incorporated into the scenarios. He shared the key feedback the team heard on transit, bicycle and pedestrian, and cars and trucks in the corridor. Henry mentioned that the feedback from each category were connected to projects in each scenario. For example, to address the challenge of transit not being reliable or accessible, the projects included in the scenarios include new east-west transit routes, new on-demand transit services, and connections to regional destinations along the corridor.

Analysis of the Scenarios

Chris Breiland, Project Manager, explained that the team will first share the results related to each goal, across each scenario. Then, the team will summarize what is common across all scenarios and highlight the differences.



Equity Analysis

Laura Lloyd, Equity and Environmental Lead, shared that all scenarios will have improved bicycle system and grown in access to jobs via transit, especially in equity priority areas. She also shared that a low-income toll program will be recommended although the decision to implement will be carried out by Washington Transportation Commission.

She shared that the notable difference between the scenarios all stem from the greater level of investment in transit and active modes for Scenario A. This will result in more job accessibility during off-peak hours and greater level of sidewalk system in equity priority areas.

Environmental Analysis

Laura Lloyd, Equity and Environmental Lead, shared that overall, environmental impacts are similar throughout the corridor. All scenarios would have lower VMT per capita and would address existing environmental conditions along SR 167.

She shared that the key differences include Scenario A having more local roadway projects with potential environmental impact compared to Scenario B and C. And Scenario B and C would have more environmental impact on along SR 167 due to interchange and direct access projects compared to Scenario A.

Safety Analysis

Chris Breiland, Project Manager, shared that all scenarios have substantial investments in locations with high crash history in SR 167, including dual ETLs, auxiliary lanes near SR 18, and improvements near SR 410 and SR 512.

The key differences include Scenario B having higher investments in high-speed area, while Scenario A has more investment in active mode transportation infrastructure and focuses on areas with more serious pedestrians and bicycle crashes.

Multimodal- Active Modes

Chris Breiland, Project Manager, shared that in all scenarios, there is an equal investment in bike infrastructure. Near regional growth centers, there are investments close the remaining gaps for the sidewalk system. For the Interurban Trail, safety improvements will include lighting, security, and improved access/crossing.

The main difference is the level of system completeness or how much of the system is built out within a mile of SR 167. Scenario A will have a higher level of completeness compared to Scenario B and C.

- Jen Tetatzin, Pierce County, asked in the chat if there is a good reference that defines WSDOT's "level of completeness" standard.
 - Chris responded that the level of system of completeness is not a WSDOT standard or term and was identified for this study. System completeness is defined as having a sidewalk on at least one side of an arterial with the study area or one mile of SR 167.

Multimodal- Transit

Chris Breiland, Project Manager, shared that across all scenarios, transit travel times between transit hubs, expanded service hours, direct access ramps to Kent and Auburn and on demand transit services in Equity Priority areas.



Mobility & Economic Vitality- Traffic Congestion

Karl Westby, Traffic Lead, shared that in general, across all scenarios, there is improvement on travel times and speed. He added that Expressed Toll Lanes (ETLs) will potentially reduce congestion and will remain reliable on trip times. He shared that the team has identified complementary projects to manage shifts in travel demand on I-405 and SR 512. And assumed that HOV3+ and managed toll lanes are part of the ETL concepts.

He mentioned that there is a difference in performance metrics when comparing Scenario C to A and B, which shows slightly lower performance in person throughput and reliable travel times on ETLs.

Karl showed a series of graphics that illustrated congestion levels in year 2030 on general purpose lanes and express toll lanes during morning and afternoon peak hours, traveling northbound and southbound:

- *Northbound Travel GP Lane- AM Peak Period:* with No Build (Base) condition, there is heavy congestion in middle and south of corridor. Scenarios A, B, and C shows improvements in traffic, however it pushes traffic up north to Renton area. He also noted in Scenario C, there is some congestion south of SR 18 due to lack of ETLs.
- *Northbound Travel ETL- AM Peak Period:* with No-Build (Base) condition, there is heavy traffic throughout the corridor. Scenarios A and B alleviates the congestion across the corridor with exception of moderate congestion as it approaches I-405. Scenario C, with a single ETL south of SR 18, there are still moderate congestions.
- *Southbound Travel GP- PM Peak Period:* No-Build (Base) will have heavy traffic across the corridor. Scenario A and B shows major improvements due to added ETL capacity and auxiliary lanes, but still has congestion south of SR 18. Scenario C shows heavy congestion approaching south SR 516 and SR 18 due to auxiliary lanes ending and ETLs going from two lanes to one, causes traffic to weave and causes backups.
- *Southbound Travel ETL- PM Peak Period:* No-Build (Base) shows moderate to heavy congestion. With Scenario A and B, congestion is cleared up. The single lane in south of SR 18 causes moderate congestion.

Karl also shared another set of data that showed person throughput at key locations. All three scenarios showed an increase between 23%-56%. Data on vehicle delay was also shown and he shared that AM delay reductions are from 80% to 87% reduction in peak period delay, while PM peak is reduced from 70% to 80%.

- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma, asked in the chat if major arterials were accounted in the data.
 - Karl responded that this primarily focused on SR 167 corridor and major connecting highways. Chris Breiland also added in the chat that there is a separate set of metrics for delay on the local street system, but they are not based on the VISSIM model that Karl is speaking to. However, the patterns are very similar on arterials.
- Christine Wolf followed up with a question in the chat and asked what the SR 18 interchange improvements would do to the corridor, eastbound, since it is causing congestion in all scenarios.
 - Chris responded by sharing that building an auxiliary lane from eastbound SR 18 to eastbound 164 could potentially alleviate the congestion.

Mobility & Economic Vitality- Freight Reliability

Karly Westby shared that freight throughput input is comparable between all scenarios. He noted that travel time reliability is similar in all scenarios due to friction in the truck lane. The difference is also seen in Scenario B and C where they reflect more investment in interchanges.

Practical Solutions and State of Good Repair



Chris Breiland, Project Manager, shared that all scenarios are feasible to implement and maintain. He added that it also increases the resiliency of the multimodal and multi-agency transportation system. The project cost is all within range of each and up to \$1 billion in difference.

Key Summary Findings

Chris Breiland summarized the findings and shared that costs are very similar, but each scenarios offer a unique benefit. He noted that only a few projects drive the difference in cost and results, therefore, there is an opportunity to mix and match projects/strategies for the final recommendation.

Discussion

Amy Danberg opened the space for discussion and asked the TAC members if they have any clarifying questions or initial reactions.

- Jim Seitz, City of Renton, thanked the team for a thorough presentation. He shared a concern about the heavy traffic congestion approaching I-405 in all scenarios and recommended that the team to look at the I-405 Program and if there are planned projects that could be noted in the plan. He added that maybe more analysis or study needs to be done to address the issue.
 - Karl responded and shared that there is a 405 Master Plan with improvements around Tukwila. He also noted that a lot of the traffic congestion is northbound, going west to Tukwila.
- Michael Kosa, City of Sumner, thanked the team for all the work and through presentation. He asked about funding for the scenarios, specifically in Scenario A. He also shared a concern that only on-network improvements will be constructed and asked if off-network improvements are picked up by WSDOT. What would implementation look like?
 - April Delchamps, Planning Manager, responded by sharing that since this is a multi-agency plan, the team leans on partner agencies to get implementation done. She noted that at this point, the team has not identified the funding piece and it would be the next step in the plan. The rest of the team added that the next steps would be creating a funding and phasing plan similar to the approach done with the I-405 Master Plan.
- Michael Kosa followed up with what that the funding look like on a local level.
 - The team responded by sharing the funding and phasing plan didn't assume the partners fully take on funding projects and strategies.
- Ryan Windish, City of Sumner, asked in the chat what direct access ramps are.
 - Chris Breiland responded that for this project, direct access ramps refer to on- and off-ramps directly from the Express Toll Lanes to a local street or another highway.
- Eric Chipps, Sound Transit, asked a follow up question and asked if the direct access ramps are being utilized in the modeling.
 - Chris Breiland answered yes, including buses that carries about 30-45 passengers based on the model.
- Eric Chipps clarified an assumption in the modeling if scenarios had new routes from an unidentified agency traversing the entire corridor. He commented that this is adding a lot of trips in the corridor and noted that Sounder is the best option for transit along SR 167 right now since it is reliable and covers the entire corridor as well.
 - Chris Breiland answered that on Scenario A & C there are new routes that traverses the entire corridor and utilizes the direct access ramps. Amy included that the team also



heard feedback from the community about the Sounder about having expanded hours outside of usual commute time frame.

- Jim Seitz, City of Renton, asked if all scenarios have all HOT/HOV lanes? He shared a concern on how residents and transits, especially in Renton, can access those facilities directly.
 - Chris Breiland answered that between I-405 and SR 18, there are HOT/HOV lanes. However, south of SR 18, Scenario A and B will have the dual express toll lane while Scenario C will have a single express lane and a truck-only lane. Chris also addressed that in the modeling work, there are areas of entry to access the express toll lanes, but it may not be a direct access point.
- Ingrid Gaub, City of Auburn, shared that Auburn is happy the completion of the SR 18 interchange in all scenarios. She also asked what the impact to the local streets is so they can evaluate the projects. How much lift is on the local agencies versus state and federal agencies in all scenarios?
 - Chris Breiland responded and said that are maps of local streets that shows vehicle hours of delay. The team will share those maps to the members.
- Ingrid followed up with another question and asked what are the direct access ramps are connecting to and what are the benefits? She is unsure if buses will be able to maneuver on Main Street due to limited turn movement capabilities and narrow streets.
 - Chris responded that all direct access ramps are centered around transit centers and growth centers. In Auburn, it will provide connection to downtown and transit stations. The team will follow up with more details and more planning and alternatives analysis would need to be completed.
- Michael Kosa, City of Sumner, asked if there is a project list for each scenario that the cities can have after the meeting?
 - April Delchamps, Planning Manager, shared the team has a preliminary list so far of projects that can be shared.
- Jim Seitz, City of Renton, asked for more information on a few cross sections of the mainline facility and major overpasses to give people a sense of total number of lanes
 - Chris Breiland, Project Manager, is working on it and will share it very soon.
- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma, thanked the team for a job well done in presenting the information that is currently available.
 - Eric Chipps echoed the comment.
- Ryan Windish, City of Sumner, asked if any of the transit partners are currently working on any on-demand transit services especially in Equity Priority Areas.
 - Eric Chipps, Sound Transit, responded no, they are currently not in that business, but willing to help with promotion of services.
 - Owen Kehoe, King County Metro, shared that Ride Pingo service is in Kent, however, there is no funding to expand it.
 - Darin Stavish, Pierce Transit, answered that they have runner service, however, there is no funding to expand it.
- Jim Seitz, City of Renton, asked if there is a slide on equity versus congestion. Is there a relationship between the impact of each scenario and where the congestion will happen? He shared a concern that it's important to lower the impact of congestion in equity priority areas as planning continues.
 - Chris Breiland, Project Manager, that the team has the data to evaluate it.



Next steps

- April Delchamps, Planning Manager, shared that in the next meeting, the team will provide the recommendation and additional community engagement updates over the next months. She invited the TAC members to reach out and set up a meeting to address questions or concerns.



SR 167 Master Plan Technical Advisory Committee Meeting #6

Wednesday, February 15, 2023

2:00 – 4:00 p.m.

Zoom

Technical Advisory Group members in attendance:

- Lisa Ballard, King County Metro Speed and Reliability
- Robert Barandon, Puyallup Tribe of Indians
- Chad Bieren, City of Kent
- Kacie Bray, Auburn Area Chamber of Commerce
- Rob Brown, City of Kent
- Florendo Cabudol, City of SeaTac
- Eric Chipps, Sound Transit
- Ken Davies, City of Puyallup
- Ingrid Gaub, City of Auburn
- Aaron Halbert, Washington State Transportation Commission (WSTC)
- Hans Hunger, City of Puyallup
- Ryan Johnstone, City of Bonney Lake
- Alex Krieg, Sound Transit
- Owen Kehoe, King County Metro
- Michael Kosa, City of Sumner
- Jeremy Metzler, City of Edgewood
- Carl See, Washington State Transportation Commission (WSTC)
- Jim Seitz, City of Renton
- Jacob Sweeting, City of Auburn
- Ellen Talbo, City of Renton
- Greg Vigoren, City of Fife
- Ryan Windish, City of Sumner
- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma

Presenters and project team members in attendance:

- Manuel Abarca, WSDOT Olympic Region
- Jason Beloso, WSDOT Rail, Freight, and Ports
- Chris Breiland, SR 167 Master Plan
- Amy Danberg, SR 167 Master Plan
- April Delchamps, SR 167 Master Plan
- Lisa Hodgson, I405/SR167 Program Administrator, WSDOT
- Zachary Howard, WSDOT
- Dan Hoyt, WSDOT
- Laurence Idos, SR 167 Master Plan
- Laura Lloyd, SR 167 Master Plan
- Loreana Marciante, SR 167 Master Plan
- George Mazur, WSDOT
- Thomas Noyes, WSDOT
- Kaitlynn Pecha, WSDOT NWR Traffic
- Gabe Philips, WSDOT
- Gaius Sanoy, WSDOT
- Jeff Storrar, SR 167 Master Plan
- Azim Sheikh-Taheri, WSDOT
- Wendy Taylor, SR 167 Master Plan
- Lisa Temple, WSDOT
- Pamela Vasudeza, WSDOT
- Karl Westby, SR 167 Master Plan
- Rob Woeck, WSDOT
- Brian Wood, WSDOT Active Transportation
- Henry Yates, SR 167 Master Plan



Meeting objectives:

- Review partner feedback on refined scenarios
- Review recommendation process
- Introduce draft recommendation and analysis
- Provide community engagement update
- Review next steps

Introduction

April Delchamps, Planning Manager, provided the official welcome and reviewed the objectives and agenda of the meeting.

Planning steps and partner meeting schedule

April Delchamps, Planning Manager, reviewed the project timeline and partner meeting schedule. She reiterated that this Technical Advisory Committee (TAC) meeting is the sixth of the seven meetings scheduled. April pointed out that the project is at the end of Phase 4, where the team is focused on developing and evaluating multimodal, multi-agency scenarios. She shared that the team is starting to draft the final report that will go out in late April or early May. The project team is also looking into the implementation plan, but it is currently unfunded.

Updates from sandbox

April Delchamps, Planning Manager, provided additional project updates within the SR 167 study area. She highlighted SR 512 Corridor Study having their second stakeholder advisory group, the South Pierce Study had their second TAC meeting, and other construction projects along SR 167—Gateway 167 stage 2, toll equipment upgrades, and Northbound HOV lane.

What we learned from the three refined scenarios

Chris Breiland, Project Manager, gave a brief summary of the three refined scenarios:

- Scenario A rates higher with respect to the equity and multimodal goal (active and transit)
- Scenario B rates higher with respect to the mobility and economic vitality goal
- Scenario C performs better than Baseline on all goals, but only has marginal freight benefits

He shared that the team is closely coordinating with SR 512, I-405, and Puget Sound Gateway programs team and crucial to the success of the project. He also recapped the equity analysis results, person throughput evaluations, and the speed ranges by facility and mode.

Feedback that informed the recommendation

Chris continued to share how feedback from partners and the community is an important part of the process and is highly valued. He highlighted that the team's process is data-driven, but partner-refined and community-informed. He shared about the multiple ways feedback was received including committee meetings, summer in-person events, and online open house.

He concluded by reading important feedback that informed the recommendation, which includes importance of transit access, concerns about toll lane access, need for truck access and mobility, concerns on traffic back-ups, and interchange improvements.

Developing the Recommended Scenario



Chris Breiland walked through the process of how the study team developed the recommended scenario. He shared that it started with Scenario B due to good results from modeling and strong overall support from stakeholders. However, there was room for growth and refinement in areas based on additional data and comments.

Enhancements to Equity

Chris explained that this area, Scenario A showed stronger benefits to equity populations by providing access to jobs within equity priority areas and expanding transit. He shared that the team would include the seven transit routes from Scenario A to the Recommended Scenario.

Enhancements to multimodal

Chris shared that the transit route expansion that benefits the equity metrics also improved a key multimodal access metric: daily transit boardings. The action to expand the transit routes also strongly benefits the total number of people riding transit.

Enhancements to complete streets on key arterials

Chris shared about three corridors emerged from discussions with stakeholders and review of adjacent land uses: East Valley Highway, West Valley Highway, and SR 161/Meridian Ave. The team would include complete streets improvements from Scenario A into the recommended scenario.

Addressing an arterial bottleneck

Chris shared the discussions with Auburn and the arterial analysis data, some of the recommended scenario improvements could exacerbate traffic congestion and high levels of traffic stress on Ellington Road. The team will address the bottleneck caused by the BNSF railroad bridge and complete street improvement with improved freight access under BNSF tracks.

Recommended Scenario

Chris briefly explained what is included in the recommended scenario by highlighting key projects and strategies that were common to all scenarios. It contains all of Scenario B projects with a few elements from Scenario A and Scenario C. Altogether, it is similar in scale to scenarios shared by the team previously, but with stronger performance.

Discussion

Amy Danberg opened the space for discussion and asked the TAC members if they had any clarifying questions or initial reactions.

- Hans Hunger, City of Puyallup, asked if the map shown for the recommendation scenario is inclusive of all the trail system?
 - Chris clarified that there are also baseline improvements and projects that are assumed and the recommended scenario is building on top of those projects.
 - Laura added in the chat that the "Baseline Scenario" represents the "No Action Alternative" for the PEL Study.
- Michael Kosa, City of Sumner, appreciated the effort the study team has put in for the recommended scenario. He brought up that there were a few things that weren't addressed after they provided comments, specifically on East and West Valley Highway. He shared his concern on the two north and south (green lines) that appears to not go anywhere. He added a concern that there are no upgrades to get to 410.
 - Chris clarified that the projects would extend the cross-section of a multimodal street that ends at the edge of Sumner, and there is no intention to add vehicle capacity towards Sumner.

- Michael followed up with a suggestion to change the color of the line from green to brown to avoid miscommunication visually.
- Ryan Windish, City of Sumner, echoed the concerns about Sumner. He also shared his concern on direct access ramps and asked for an example around the state where it's been implemented.
 - Chris shared that a nearby example is on I-5 in Federal Way that provides direct access to HOV lanes and Federal Way Transit Center. There are also examples in Snohomish County, Bellevue, and Kirkland.
- Owen Kehoe, King County Metro, brought up the issue with BRT service in SR 167. He noted that it is not in their plan or Sound Transit's, and asked how it will be funded.
 - April answered that it will be similar to I-405. She noted that this recommendation is based on community feedback. She added that funding will be part of the implementation process.
- Alex Krieg, Sound Transit, shared his concerns about the 21 new enhanced transit routes, specifically where the funding is coming from and making sure that the team is not setting up expectations that can't be met.
 - April shared that the Equity Advisory Committee (EAC), co-creation workshops, and equity community partners provided feedback on the need for transit service, especially in evenings and industrial areas. She added that these are planning level estimates.
 - Chris further explained the internal process/ methodology to arrive at the estimates shared.
- Michael Kosa, City of Sumner, commented that there's a lot of transit lines north of the corridor compared to the south end of the corridor. He asked if this is a visionary or realistic approach considering the political landscape in certain regions.
 - April noted that this is a visionary, but attainable plan. She emphasized that there are already efforts in place by partners, and this is building on top of that.
 - Chris shared that Pierce County is also in support, while trying to enhance the service in their own community. He added that there are things not captured in the list since the team is still in the early stages of planning.
- Lisa Ballard, King County Metro Speed and Reliability, typed in the chat, "It would be great to see a transit-focused planning effort so we can answer some of these questions."
 - April shared that the team has been working with different transit partners brainstorming strategies and help with implementation of projects.
- Eric Chipps, Sound Transit, asked if the BRT would only serve where transit locations are marked in the Recommended Scenario map (Puyallup, Summer, Auburn, Kent). He also followed up and asked if there was a cost estimate built into the budget for direct access ramps.
 - Chris elaborated that the way the BRT service assumed it would connect with all Sounder stations with a few more stops. Chris also mentioned that the cost is included in the estimate.
 - Eric asked how much of the BRT cost in I-405 was funded through the Master Plan since Sound Transit funded majority of it.
 - April shared that she doesn't have the exact numbers. Lisa Hodgson, WSDOT, shared the overall process of both SR 167 and I-405 Master Plans and how state and local agencies work together to fund projects.
 - Eric asked a follow up question in regard to direct access ramps whether Sound transit or other transit agencies would need to contribute to that funding since they would also take advantage of it as an agency.
 - Chris shared that the team has identified some costs that are assumed to support the infrastructure, but the details have not been sorted out.
 - Eric also asked if Ellingson Road project identified is about the railroad bridge.
 - Chris confirmed that is the project.



- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma, shared her appreciation in acknowledging the difficulty and tradeoffs on acquiring traditional tracks in the BNSF main line.

Analysis

April introduced the Recommended Scenario analysis and highlighted the importance of understanding how it meets the master plan goals.

Equity Analysis Summary

Chris shared that the Recommended scenario performs well with respect to equity overall. The scenario has less overall sidewalk investments in equity priority areas, compared to Scenario A, but does better than baseline. He noted that most of the Scenario A difference in system completeness is in less dense areas of the study area and highlighted the increase in evening bus service—a major point of feedback from the co-creation workshops.

Environmental Analysis

Chris summarized that overall, there are potential environmental impacts throughout the project corridor. He added the recommended scenario would have similar effects to Scenario A and B.

Safety analysis

Chris shared that the recommended scenario performs well with respect to the safety metrics, and noted the investments in areas with history of crashes both on SR 167 to reduce speed differentials and off-facility in areas with high active mode crash history.

Multimodal Active Analysis Mode

Chris shared that recommended scenario performed well with respect to active modes because the investments are more concentrated than Scenario A. He added that a lot of the improvements are at interchanges and crossing of SR 167, and strong investment in bike facilities.

Multimodal- Transit Analysis

Chris shared that based on the modeling, land use patterns in the future supported expanded transit service on SR 167. It also had good ridership results and strong community and stakeholder support. He highlighted that the recommended scenario has the highest ridership of any scenarios, compared to baseline.

- Hans Hunger, City of Puyallup, asked a clarifying question if “growth in daily transit boardings” refers to an increase from baseline.
 - Chris confirmed and answered yes.

Mobility and Economic Vitality- Traffic Congestion

Chris noted that the dual ETLs work well to increase person throughput in a way that doesn't result in VMT growth per capita while benefiting all modes. He added that compared to the refined scenarios, the recommended scenario has some additional performance benefits based on refined modeling and coordination with other WSDOT programs.

- Carl See, Washington State Transportation Commission, asked a clarifying question if there an outlook towards 2035 or 2040 for general purpose.
 - Chris recognized that it is not possible to build all the improvements by 2030 since it will take time. He shared that the team did not want to overload the system from the modeling standpoint. He emphasized that the benefit of having the dual express toll lane is it would handle the growth and manage the demand.



- Carl commented that it will be helpful to provide context that it would be unlikely to get to “green” by 2030 to avoid miscommunication.
- Jim Seitz, City of Renton, asked if there is a list of projects that need to be implemented that would help reach the point of “green” as shown in the model.
 - Chris will connect with the I-405 team to get the list used for the modeling.
- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma, asked if there is a difference in results between a vehicle weighing 10K lbs. vs 20K lbs. when doing the analysis.
 - Karl Westby, SR 167 Master Plan team, shared that the study did not look into the specifics.

Mobility & Economic Vitality- Freight Reliability

Chris shared that compared to baseline, all scenarios benefit freight travel time and access. He added that all scenarios have improvements at major bottlenecks like SR 18 and SR 410/512. He highlighted a surprising finding where freight travel time reliability was not that different for Scenario C with the truck lane due to similar speeds.

Practical Solutions and State of Good Repair

Chris shared that all scenarios are feasible to implement and maintain. He noted that any project outside of the baseline would require new funding to implement for any of the modes.

Chris closed the analysis by highlighting the key value of the entire process—it is data informed (recommended scenario advances Master Plan Goals better than any of the Refined Scenarios) and partner and community refined (key projects and strategies have been vetted, discussed, and refined based on partner interviews and mapped back to community feedback).

Discussion

Amy opened up the time to time for clarifying questions and initial reactions to the recommended scenario. She recapped what was heard so far and shared a poll (for information purposes only) to capture where people are.

- Ingrid Ingrid Gaub, City of Auburn shared her appreciation on the presentation. She shared her concern on the HOV 3+ change and would like to follow up.
 - Amy thanks Ingrid for the comment.
- Lisa Ballard, King County Metro Speed and Reliability, wanted to comment whether operating BRT on SR 167 is the right choice from the perspective of transit agencies.
 - Chris shared that the team would have further discussions with transit partners.
- Michael Kosa, City of Sumner, commented that further coordination with transit agencies would be good. And added that they are supportive of the team’s effort to improve the SR 167 corridor.
- Jim Sietz, City of Renton, asked if there is there going to be a formal document for formal feedback.
 - Amy answered that it will be addressed at the end of the presentation.
- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma, echoed Michael’s sentiments.

Next steps

Amy shared about the upcoming second online open house where the information is shared to the wider community and give them an opportunity to comment on the recommended scenario.

Laura shared the PEL report and outlined the process to get the study done.

April shared about the upcoming committee meetings where the same information will be shared. She concluded that the next steps would include partner briefings, document partner support for recommendation, and develop the SR 167 Master Plan PEL Report.



- Jim Sietz, City of Renton, asked a follow-up on how to submit a formal comment.
 - April shared that the team will still need to figure out a process that will make sense.
 - Amy added that any comments made by partners will be documented in the PEL report.
- Ellen Talbo, City of Renton, asked what the best estimate is of when the team will know whether or not an implementation plan will be funded.
 - April shared that there are no dates at this time and WSDOT is still seeking funding.
- Ryan Windish, City of Sumner, asked in the chat if the study was exempt from SEPA review.
 - Laura Lloyd, SR 167 Master Plan team, answered that it is a Planning PEL study and will not go through SEPA review.



SR 167 Master Plan Technical Advisory Committee Meeting #7

Wednesday, May 3, 2023

2:00 – 4:00 p.m.

Zoom

Technical Advisory Group members in attendance:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Lisa Ballard, King County Metro Speed and Reliability | <input checked="" type="checkbox"/> Geri Poor, Port of Seattle |
| <input checked="" type="checkbox"/> Brianne Bannwarth, City of Renton | <input checked="" type="checkbox"/> Andrea Reay, Tacoma-Pierce County Chamber of Commerce |
| <input checked="" type="checkbox"/> Jennifer Barnes, Puget Sound Regional Council (PSRC) | <input checked="" type="checkbox"/> Sarah Shannon, HDR |
| <input checked="" type="checkbox"/> Chad Bieren, City of Kent | <input checked="" type="checkbox"/> Carl See, Washington State Transportation Commission (WSTC) |
| <input checked="" type="checkbox"/> Rob Brown, City of Kent | <input checked="" type="checkbox"/> Jim Seitz, City of Renton |
| <input checked="" type="checkbox"/> Douglas Budzynski, City of Bonney Lake | <input checked="" type="checkbox"/> Christina Strand, Community Transit |
| <input checked="" type="checkbox"/> Ken Davies, City of Puyallup | <input checked="" type="checkbox"/> Darin Stavish, Pierce Transit |
| <input checked="" type="checkbox"/> Mario Garnier, Fife Milton Edgewood (FME) Chamber | <input checked="" type="checkbox"/> Andrew Strobel, Puyallup Tribe of Indians |
| <input checked="" type="checkbox"/> Hans Hunger, City of Puyallup | <input checked="" type="checkbox"/> Jacob Sweeting, City of Auburn |
| <input checked="" type="checkbox"/> Cyndy Knighton, City of Tukwila | <input checked="" type="checkbox"/> Greg Vigoren, City of Fife |
| <input checked="" type="checkbox"/> Michael Kosa, City of Sumner | <input checked="" type="checkbox"/> Ryan Windish, City of Sumner |
| <input checked="" type="checkbox"/> Cecile Malik, City of Auburn | <input checked="" type="checkbox"/> Christine Wolf, Northwest Seaport Alliance and Port of Tacoma |
| <input checked="" type="checkbox"/> Jeremy Metzler, City of Edgewood | <input checked="" type="checkbox"/> David Yaghoobi, City of Pacific |

Presenters and project team members in attendance:

- Amy Danberg, SR 167 Master Plan Partner & Community Engagement
- April Delchamps, SR 167 Master Plan Planning Manager
- Samantha DeMars-Hanson, Gateway Program
- Zachary Howard, WSDOT
- Laurence Idos, SR 167 Master Plan
- Blake Jones, HNTB
- Laura Lloyd, SR 167 Master Plan
- Loreana Marciante, SR 167 Master Plan
- Wendy Taylor, SR 167 Master Plan
- Lucy Temple, WSDOT
- Rob Woeck, I-405/SR 167 Corridor deputy Program Administrator
- Henry Yates, SR 167 Master Plan Equity Advisory Committee facilitator



Meeting objectives:

- Share outcomes from online open house #2
- Share and understand what is in the draft report
- Discuss next steps

Introduction

April Delchamps, Planning Manager, provided the official welcome and reviewed the objectives and agenda of the meeting. April also introduced Rob Woeck, the I-405/ SR 167 Deputy Program Administrator who will lead the next phase of the project.

Planning steps and partner meeting schedule

April Delchamps, Planning Manager, reviewed the project timeline and partner meeting schedule. She shared that this is the last Technical Advisory Committee (TAC) and the team is focused on finalizing the report and getting ready to move into implementation. April thanked the committee members for all their work and engagement throughout the planning process.

Community engagement recap

Amy Danberg, Partner & Community Engagement Lead, shared a summary of in-person and virtual engagement by the numbers:

- Reached over 1,000 community members at summer 2022 fairs and festivals
- Two online open houses received 11, 519 visitors
- Materials were published in 7 languages
- There were 2, 732 surveys completed
- Received 1, 189 written comments
- Held 5 co-creation workshops and spoke to almost 70 community members
- Held 18 advisory committee meetings

Feedback that informed the recommendation

Amy shared how feedback from the committee and community members helped form the final recommendation. She highlighted the common themes which included importance of transit access, concerns about toll lane access, need for truck access and mobility, concerns on traffic back-ups, and interchange improvements.

Second online open house recap

Amy summarized the outcomes of the second online open house that ran from March 15 to April 15. She shared the objective for online open house was to:

- Report out on how the team incorporated feedback,
- Provide overview of the study process and scenarios to date, and
- Introduce the recommendation.

She concluded by sharing what the project team heard from community members:

- Many supported the recommendation and would like to see it move forward
- There was ongoing request for transit on the corridor



- Continued concerns on HOV definition at 2 people or more
- There were requests for general-purpose lanes in both directions
- There was appreciation for WSDOT listening to people throughout the process

Final report outline

Laura Lloyd, SR 167 Master Plan Equity and Environmental Lead, shared that the project team recently completed the SR 167 Master Plan Planning and Environment Linkages (PEL) Report to document the process and findings. She continued by sharing that the Federal Highway Administration (FHWA) is currently reviewing the document and a copy was sent to committee members. She mentioned that the final report will be available by June 30, 2023.

Laura and April outlined each of the chapters for the committee.

Chapter 1

Laura shared that this would include the Master Plan PEL vision, purpose and need, a description of the requirements and schedule for the study, and a summary of the existing corridor conditions.

Chapter 2

This chapter would include a summary of coordination and engagement for the study which includes agency, committee, and public engagement. Laura highlighted that the chapter detailed the equity-focused approach that the project team has taken throughout the planning process.

Chapter 3

The following chapter would summarize the evaluation process from Vision, Purpose, and Need, to identifying projects and strategies, to developing scenarios, and moving to a final recommendation.

Chapter 4

April shared that this chapter would highlight the Final Study Recommendations. The chapter would describe the process of developing the Recommendation - starting with Scenario B and then identifying projects and strategies that enhance the performance relative to the Master Plan purpose, vision and goals.

April highlighted several projects that the project team have heard a lot about from the partners and the community.

Chapter 5

This chapter would summarize the environmental resource considerations and is intended to make NEPA processes more efficient. Laura shared that this chapter summarized the existing conditions, potential effects, and next steps for each environmental resource.

Chapter 6

April shared that this chapter would summarize the ongoing coordination and partnership needs. The chapter would describe the project prioritization framework and would include topics for continued collaboration.

Next Steps



April highlighted the next steps for the planning process. She shared about the upcoming committee meetings, the plan to document partner support, and finalizing the SR 167 Master Plan PEL Report.

April introduced Robert Woeck, I-405/SR 167 Corridor Deputy Program Administrator, to talk about the transition to implementation phase.

Rob shared how implementation typically looks to provide understanding of what the committee members and the project team are collectively moving towards. Rob talked about the collection of projects and strategies in the draft scenario that stakeholders worked on establishing, and highlighted the importance of continued collaboration to fund and fulfill the vision.

Rob concluded that the project team will continue to analyze impacts to the corridor and arterial traffic, and will package strategies together to maximize the benefits. He shared that the project team will convene with the Program's Interagency Working and Executive Advisory Groups in May.

Discussion

Jim Seitz, City of Renton, requested that the team include feedback on I-405 bottlenecks in the planning process.

- Amy responded and confirmed that the feedback from draft recommendation to final recommendation is included in the process and will be reflected in the final report as well.
- Jim Seitz followed up that the City of Renton would like to coordinate with someone from WSDOT to offer funding for the implementation plan.
 - April Delchamps responded that the request was not made in time and WSDOT did not receive any funding.

Hans Hunger, City of Puyallup, asked if the level of effort for each project recommendations for sequencing for projects is available to provide partners who are implementing projects guidance.

- Rob Woeck confirmed that sequencing work will be included in the implementation plan.

Lisa Ballard, King County Metro Speed and Reliability, asked which transit agency the transit speed and reliability data around I-405 was based on.

- Jim Seitz, City of Renton, answered that it is based on Sound Transit's access to the new transit center in south Renton.

Michael Kosa, City of Sumner, asked about WSDOT's added northbound HOV lane through Sumner and wanted to confirm if there is a plan to add a southbound HOV lane. He asked what the expectations around the effort are.

- April Delchamps confirmed that it is part of the baseline funded project. Rob included that both projects would need to be forward compatible in order for them to be implemented.

Christine Wolf, Northwest Seaport Alliance and Port of Tacoma, thanked the project team and shared her gratitude for the process.

Closing

April closed the meeting by reiterating the next steps and offered to set up a call or a meeting with anyone to discuss further questions.

Equity Advisory Committee Meeting Summaries



SR 167 Master Plan Equity Advisory Committee Meeting #1 Summary

Friday, February 25, 2022

11:00 a.m. – 1:00 p.m.

Zoom meeting

Equity Advisory Committee members in attendance

1. African Community Housing & Development
2. IDIC Filipino Senior & Family Services
3. Puyallup Tribe of Indians
4. Asian Counseling and Referral Service
5. Orion Industries
6. Atlantic Street Center
7. Center for Independence
8. Community Member in Renton
9. ForeverGreen Trails
10. Tilth Alliance
11. Renton Inclusion Task Force
12. Sound Generations (Hyde Shuttle)
13. Community Member in Renton
14. African Community Housing & Development
15. Somali Community Services of Seattle

Presenters and project team members in attendance

1. Ryan Anderson, SR 167 Master Plan
2. Amy Danberg, SR 167 Master Plan
3. April Delchamps, SR 167 Master Plan
4. Samantha DeMars-Hanson, SR 167 Master Plan
5. Alex Henry, SR 167 Master Plan
6. Laura Lloyd, SR 167 Master Plan
7. Loreana Marciante, SR 167 Master Plan
8. Julie Meredith, Assistant Secretary Urban Mobility, Access and Megaprograms
9. Henry Yates, Facilitator

Meeting Objectives

- Introduce the SR 167 Master Plan process.
- Understand the vision and goals for the SR 167 Master Plan.
- Discuss roles and responsibilities for the Equity Advisory Committee and the SR 167 Master Plan project team and WSDOT.
- Gather feedback on the community profile.
- Review upcoming community engagement and opportunities for partnership.

Introduction

Ryan Anderson greeted committee members as they arrived in the Zoom meeting. Henry Yates, Facilitator, provided introductory remarks to start the meeting and introduced Julie Meredith, Assistant Secretary Urban Mobility, Access and Megaprograms. Julie provided the official welcome and shared how important this forum is to hear from the people living and working in and around the corridor so their feedback can inform the outcomes of the SR 167 Master Plan. Henry shared the agenda and provided background for how the meeting will take place, and how Equity Advisory Committee members can participate in the discussion throughout the meeting by raising their hand virtually, raising their hand visibly in their camera, or by leaving a comment in the Zoom chat feature. Henry closed the introduction by facilitating introductions.



Study Overview

April Delchamps, SR 167 Master Plan manager, presented information regarding corridor challenges, the study's legislative direction, the definition of a master plan, and the study's vision and goals. The Master Plan goals highlight equity, safety, the environment, multimodal solutions, mobility and economic vitality, practical solutions, and maintenance (State of Good Repair).

Discussion on the Goals:

- An EAC member from Center for Independence, asked how the SR 167 Master Plan goals would be evaluated. Will WSDOT engage subject matter experts, such as blind people, people using wheelchairs, deaf people, etc., to evaluate the effectiveness of their solutions?
 - April explained that the study team is developing metrics that will allow us to determine how well a particular scenario or project addresses each of the goals. The metrics will be shared with the Equity Advisory Committee at the next meeting. The metrics will show how the project advances these goals.
- An EAC member from ForeverGreen Trails, commented that the goals are good. They also stated that any project that is providing more roadway capacity is also going to induce demand. How do we get to the Environment Goal (greenhouse gas emissions/environmental impacts) in a substantive way or are we just saying it just to say it? It would be helpful to know how the team will get at this answer. How do you check and test these things?
 - April expanded on how the study team will be developing various scenarios to address the various goals.
- An EAC member from ForeverGreen Trails, stated that the goals would be improved if Networking/Connecting with active mobility facilities were included in the list.
 - Amy asked a clarifying question to see if the EAC member means interconnectivity between modes, in other words, making multimodal trips rather than just serving different trips on different modes. The EAC member confirmed and April informed the group that we will be discussing this topic in future meetings.
- An EAC member from Center for Independence asked if we have any environmental experts, arborists, watershed protection specialists involved with the project.
 - April Delchamps informed the group that there are several environmental specialists working on the project. She also noted the existing conditions report, which covers environmental area. This will be our baseline in understanding impacts (positive/negative) on the transportation solutions moving forward.
- An EAC member from Atlantic Street Center, reflected on WSDOT's comment about the Master Plan work being data driven – 43 percent of people in the study area are Black, Indigenous, and people of color. The EAC member wants to make sure that the data includes the income of the growing group of people moving south (lower income people of color) because the BIPOC families and the low-income families are no longer able to afford to live in Seattle. WSDOT mentioned BIPOC communities moving south, and how that trend is going to continue. The data-driven approach should include the economic trend of the people moving south and how that income/audience will increase in the coming years. The EAC member reiterated that a lot of our families are moving south



and beyond. The numbers are going to increase. The EAC member requested that the data being used reflects these changes as much as possible.

- April stated WSDOT is reviewing data and that WSDOT will continuously consider this trend. Additionally, WSDOT is also looking for input from the Equity Advisory Committee to refine our community profile based on their perspectives.

Roles and Responsibilities

Henry provided an overview of the committee roles and responsibilities, the committee commitments, and the proposed meeting schedule.

- An EAC member from Atlantic Street Center, requested that the future meetings be shared as in-advance as possible and requested we avoid April 21st for Equity Advisory Meeting #2 due to a scheduling conflict.

Community Profile

Loreana provided an overview of the study area and shared the questions the WSDOT team is looking for feedback on regarding the demographic maps. Laura followed Loreana with a series of maps showing the locations and concentrations of various vulnerable and over-burdened populations within the study area. The maps shared were Total Population; Low-Income Populations; Minority Populations (People of Color); Limited English Proficiency Population; Foreign Born Population; Persons with a Disability; Cost-Burdened Households; Rented versus Owned Homes; Households without a Vehicle Available; Single-Parent Families & Youth and Senior Populations; and Washington Department of Health Environmental Health Disparities Ranking.

Discussion on the Total Population map:

- An EAC member from Asian Counseling and Referral Service, asked why the study area does not also consider people who work in the area instead of only documenting the people that live in the area?
 - Laura responded that the SR 167 Master Plan study area was created considering where people that use the corridor are coming from-and-going to; and that the U.S. Census data used is based off where a person lives.
- An EAC member from ForeverGreen Trails and an EAC member from Center for Independence asked if people without housing are included in the population figures. The EAC member from Center for Independence expressed that it's important to include this audience because various organizations present on the Equity Advisory Committee represent homeless populations. The EAC member from Center for Independence also stated that the homeless population is going to be growing and it is something that we must consider in these population percentages.
 - Loreana explained that the U.S. Census does not give us an option that tracks homeless populations. We cannot see information on people experiencing homelessness. If they have responded, then they are reflected in the overall Census data though we understand people experiencing homelessness typically have lower response rates. If you, as a community-based organization, work with the homeless population, we would like your input on the data.
 - An EAC member from Atlantic Street Center, said that United Way may be a good resource for calculating people living without housing. United Way works with organizations, such as Atlantic Street Center, and may be a resource for data collection on the homeless population.



- An EAC member from Atlantic Street Center, commented that the area where people live is not necessarily the area where people work. When it comes to low-income families, a big factor is that they live in certain areas but work in other areas.
- An EAC member from Center for Independence, expressed that data collection for people living with disabilities is often off dramatically due to systemic barriers.
 - Laura explained that they will be discussing a map for people living with disabilities on an upcoming slide.

Discussion on the Low-Income Population map

- An EAC member from Center for Independence, said the work WSDOT has done with the census is in-line with the comments the Equity Advisory Committee has reflected in this mapping presentation. Their organization, Center for Independence, is working on a couple of grant applications for digging deeper into getting more granular census data to compare with what we have with the last census. Hopefully by this time next year, we will understand how different this census is compared to reality.

Discussion on the Minority Population map

- An EAC member from Asian Counseling and Referral Service, expressed gratitude for separating Asians from Native Hawaiian and Pacific Islander (NHPI) as the mobility disparities will look different between the audiences with NHPIs bearing the greatest disparities within the Asian and NHPI subgroup.

Discussion on the Limited English Proficiency Population map

- An EAC member from Tilth Alliance, asked if the Limited English Proficiency Population map includes literacy levels because some people that they support may not know English and may also not be literate in their native language?
 - Laura said they will have to look up the definition with the U.S. Census. The info was directly related to English speaking ability.
- An EAC member from Puyallup Tribe of Indians, expressed that the map area around the Port of Tacoma and State Route 161 might be skewed because people do not live in these areas.
 - Laura responded yes, there are multi-family housing on the Southwest side of study area but it's mainly an industrial area.

Discussion on the Foreign-Born Population map

- An EAC member from Asian Counseling and Referral Service, recommends engaging the Sikh community to ensure they are represented in data.

Discussion on the Households without a Vehicle Available map

- An EAC member from ForeverGreen Trails, mentioned that the Governor's supplemental budget request includes a study of households without vehicles available. It would be helpful to stay aware of this project.

Community Engagement

The Community Engagement section highlights qualitative feedback shared during the community-based organization Listening Sessions; planned community engagement over the next six months; and a summary of planned translation and interpretation services. The meeting ran long so the WSDOT team did not present this section. The WSDOT team will present the Community Engagement section at the next Equity Advisory Committee meeting. The



Community Engagement section was shared along with the entire presentation after the meeting with the Equity Advisory Committee for reference.

Follow-up comment after the meeting

- *I would like to highlight the importance of growth and economic vitality. We need to define clearly what that means. I'm thinking of a transportation system that also creates affordable business shopping centers that have low-cost rent and targeting to support those who have ethnic business skills or non-mainstream cultures. The question is how do we include that? The answer must come from the growth management leaders of the State, as well as the County and the cities that are along the corridor. – African Community Housing & Development*

Next Steps

Henry closed the meeting and shared that the presentation would be sent out to the group and the EAC members could engage WSDOT with any questions or a briefing with their communities.



SR 167 Master Plan Equity Advisory Committee Meeting #2 Summary

Friday, April 22, 2022

11:00 a.m. – 1:00 p.m.

Zoom meeting

Equity Advisory Committee members in attendance

1. IDIC Filipino Senior & Family Services
2. Community Member in Renton
3. Futurewise
4. Asian Counseling and Referral Service
5. Orion Industries
6. Center for Independence
7. ForeverGreen Trails
8. Sound Generations (Hyde Shuttle)
9. Community Member in Renton
10. Renton Inclusion Task Force member
11. Somali Community Services of Seattle

Presenters and project team members in attendance

1. Ryan Anderson, SR 167 Master Plan
2. Amy Danberg, SR 167 Master Plan
3. April Delchamps, SR 167 Master Plan
4. Samantha DeMars-Hanson, SR 167 Master Plan
5. Laura Lloyd, SR 167 Master Plan
6. Loreana Marciante, SR 167 Master Plan
7. Robin Mayhew, Management of Mobility Director
8. Julie Meredith, Assistant Secretary Urban Mobility, Access and Megaprograms
9. Henry Yates, Facilitator

Meeting Objectives

- Introduce community engagement process and how WSDOT will engage community-based organizations in outreach.
- EAC members actively engage and provide feedback on the equity priority areas (communities) on the SR 167 Master Plan evaluation process.
- Discuss the kinds of projects/programs/policies that meet the needs of the equity priority areas (communities).

Introduction

Ryan Anderson, Community Engagement Coordinator, greeted committee members as they arrived in the Zoom meeting. The facilitator Henry Yates provided a summary for how the meeting will work, and then Ryan led a round of introductions among meeting attendees to start the discussion. Henry followed by introducing Julie Meredith, Assistant Secretary Urban Mobility, Access and Megaprograms. Julie provided the official welcome and carried over her sentiment from the last Equity Advisory Committee meeting regarding how important this forum is to hear from the people living and working in and around the corridor so their feedback can inform the outcomes of the SR 167 Master Plan. Julie closed by saying that WSDOT welcomes the feedback provided by the Equity Advisory Committee and thanked committee members for investing their time in this process. Henry closed the introduction portion of the meeting by reviewing the meeting objectives, the meeting agenda, and highlighting how the feedback from the Equity Advisory Committee members will be used moving forward. WSDOT will use community-based organization feedback to inform data



analysis, decision-making, the planning process, and the recommended investments for the SR 167 corridor.

Discussion on the Introduction:

- An EAC member from ForeverGreen Trails, mentioned, that equity should be a priority in all places within the SR 167 Master Plan study area and not segments within the study area. Perhaps, “where issues of inequity need to be highlighted” is what the SR 167 Master Plan is intending. This relates to the SR 167 Master Plan team’s communication about “Equity Priority Areas.” April Delchamps, SR 167 Master Plan manager, acknowledged the EAC member’s comment and stated that we will be discussing this topic later in the presentation (Equity Analysis).

Recap SR 167 Master Plan

April Delchamps revisited the SR 167 Master plan process with the Equity Advisory Committee. She reviewed the SR 167 study area map. April explained the SR 167 Master Plan process and addressed an outstanding question from the prior Equity Advisory Committee meeting centered on explaining who designates Regional Growth Centers in Washington. April explained the process of [defining a Regional Growth Center](#) and noted the Puget Sound Regional Council leads this work. April offered to place Equity Advisory Committee members in contact with a person at [Puget Sound Regional Council](#) for additional information. April also reviewed the elements of the SR 167 Master Plan (examples: multimodal, equity), the master plan vision and goals, and the planned developmental phases of the SR 167 Master Plan process between now and February 2023.

Community Engagement

Amy Danberg, SR 167 Master Plan Partner & Community Engagement Lead, and Henry Yates collectively presented updates about community engagement efforts within the SR 167 Master Plan process. Amy reviewed the types of community engagement that will take place and explained the operational structure of the Equity Advisory Committee, Policy Advisory Committee, and Technical Advisory Committee for the SR 167 Master Plan process. Amy explained how these three groups work in unison, and the planning recommendations that are created from the collection go to WSDOT, Legislature and the Governor for decision making. Amy continued by sharing a list of the individuals that sit on the Policy Advisory Committee and Technical Advisory Committee.

Henry spoke next and presented the comments and themes heard from the first Equity Advisory Committee meeting and from one-on-one listening sessions held with community-based organizations between October 2021 and January 2022. Amy shared the planned community engagement work taking place through August 2022, including the launch of an online open house, the facilitation of co-creation workshops, in-person events, and briefings with community-based organization constituents, as requested. The Equity Advisory Committee can reach out to Ryan Anderson if they have an event or briefing request for WSDOT. Amy



closed the community engagement presentation by highlighting the translation and in-language support WSDOT is providing for the SR 167 Master Plan marketing and communication process.

Discussion on Community Engagement:

- An EAC member from Somali Community Services of Seattle, commented that lots of people are going to nearby colleges in the corridor, such as the University of Washington Tacoma campus. Many of the students rely on public transit to get to campus, including train service. This amounts to a huge number of people who commute to nearby schools that we need to consider in the SR 167 Master Plan process.
- An EAC member from IDIC Filipino Senior & Family Services, asked if the Equity Advisory Committee members that represent communities that WSDOT is translating marketing and communication resources into will have an opportunity to review the resources before they are finalized and distributed in the various communities that speak languages other than English? The EAC member mentioned the concern that we (representatives for non-English speaking communities) have is that using third-party translation businesses may make a translation harder to understand for native speakers. It is important that the non-profit organizations that represent these communities are engaged in the translation process to ensure the resources are understandable to the community that the resource is intended to inform. An EAC member from the City of Renton community, agreed with the EAC member's comment. Ryan Anderson confirmed to Equity Advisory Committee members that they will have an opportunity to review translated resources and provide feedback prior to the resources being distributed in the community.
- An EAC member from Asian Counseling and Referral Service, encouraged WSDOT to reach out to the Pacific Islander community along the SR 167 corridor. The translation languages that will be used in the SR 167 Master Plan outreach probably have been identified as it relates to census information. However, the EAC member recommends also doing outreach to the Pacific Islander community and seeing if there are Pacific Islander languages that WSDOT should also translate into because there are a significant number of Pacific Islanders living and working along the SR 167 corridor.
- An EAC member from Renton Inclusion Task Force member, asked WSDOT to also look at translating outreach resources into Portuguese.
- An EAC member from Center for Independence, expressed that summertime is a busy time of year for community-based organizations. How can WSDOT work with us to best utilize our time for requests coming our way this time of year? The sooner we know about events is best. Ryan agreed, and notified the EAC member that the requested briefing that he made is on WSDOT's list for briefings in the community for the summer season (Pierce County Accessible Communities Advisory Council: July 8). Amy Danberg closed by reminding the group that WSDOT is available to attend committee meetings or other opportunities as requested.

Evaluation Framework



Chris Breiland, SR 167 Project Manager, discussed the evaluation process for projects under consideration during the SR 167 Master Plan process. These project requests come from the adopted plans from WSDOT, cities, transit agencies, and other agencies. Chris explained that WSDOT will narrow down the list to a priority list based on evaluation over the coming months. The evaluation process is being done, in part, to set the process for receiving feedback from the Equity Advisory Committee on the specific needs within equity priority areas (communities). Chris explained the term Equity Priority Area (geographic area that has a high concentration of populations of equity focus) and emphasized why identifying these areas is important to focus WSDOT analysis and identify specific infrastructure projects during the planning process. This includes documenting the impacts and benefits of projects and strategies.

Chris also discussed how WSDOT uses information gathered on Equity Priority Areas. Specifically, a screening process will take place that analyzes the benefits and impacts of specific projects. For example, we may work to provide better access to a certain manufacturing or industrial center, but by doing so we might be putting more truck traffic along a certain street that might go right through an equity priority area. That means more pollution and more noise. Based on this scenario, we want to track both the benefits and the impacts, so that we are very transparent about how those things effect the community.

Chris went on to highlight that there were more than 800 initial projects within the SR 167 study area, and how WSDOT is presently narrowing down the list by placing them into specific scenarios. There are five scenario options (Baseline; Transportation System Management and Operations; Centers; Express Toll Lanes & Transit; and Strategic Capacity). Chris explained each scenario option. Each scenario option includes transportation improvements for equity focus groups since equity is a focus throughout the SR 167 Master Plan process. WSDOT is narrowing down the list of 800 projects by selecting projects that fit into at least two scenarios.

Discussion on Evaluation Framework:

- An EAC member from Center for Independence, mentioned a lot of the cities, years back, and without a vote, got rid of public transit in a lot of the SR 167 Master Plan study area, such as the City of Bonney Lake. This decision isolated people, and the cities have gentrified a lot of those areas. There is little to no connection to SR 167 from Bonney Lake by public transit, and the EAC member has not heard of a work-around solution. Chris Breiland said WSDOT is tracking where there are public transit access issues. WSDOT is looking at gaps from an equity standpoint during the SR 167 Master Plan, and that information will be made available to the public during the planning process so the public can review and provide feedback. The transit agencies (Pierce Transit, Sound Transit, and King County Metro) are partners in the SR 167 Master Plan process, and these types of public transportation issues have been discussed. Chris could not address the question as to whether expanding transit will take place in specific areas at this time.



April Delchamps added, as part of this project, we are doing a gap analysis to understand where there is a need for a new project, and that could be a public transit project. April explained that WSDOT is currently in the middle of analyzing options. And, as Chris mentioned, WSDOT will be working with our transit partners to understand what we are hearing from the community and discuss the public transportation gaps that are seen as a high priority from our Equity Advisory Committee and from our community outreach efforts. The EAC member noted that WSDOT will have his undivided attention for the years to come if WSDOT finds a solution.

- An EAC member from Orion Industries, asked why are tolling lanes being considered in the SR 167 Master Plan? Tolling seems like it would be inequitable to a segment of the population. Chris Breiland shared Washington State has done a low-income toll study. If WSDOT expands tolling, then there is a complementary way to make the toll burden more equitable for the public by offering different toll rates based on income levels. This is something that is part of the SR 167 Master Plan analysis.
 - Follow-up item: The EAC member met with Ryan Anderson after the meeting and expanded on their question. The EAC member would like to know more about the tolling process. The EAC member understands the need for tolling to fund infrastructure projects. Will the tolling end after the SR 167 Master Plan project is complete and paid back? It would be helpful to understand how the tolling will be equitable for all. If the tolling is used to pay for things, then the tolling is a means to an end. If the tolling is permanent, is the tolling being done to ease traffic congestion? What is the purpose and permanence of tolling, and how does it relate to traffic? Data on this topic would be helpful.

- An EAC member from Renton Inclusion Task Force member, hopes the pricing of public transportation does not increase. Our senior citizens in the community are on a fixed income. Improved public transit would be helpful to seniors. However, the transit agencies appear to increase pricing when we make things more accessible to people and improve commutes. WSDOT and the transit authorities must think about the fact that there are a lot of people in this area that are on fixed incomes, and that you have a population of low wage workers. Right now, even our youth can barely afford to ride the train (Sound Transit). We are really thinking about the prices going up right now. Chris Breiland responded and stated that travel cost of public transit is something that WSDOT and the transit authorities are looking at as part of the SR 167 Master Plan study. For example, WSDOT is looking at fares on transit, and there are opportunities to evaluate the cost of fare under today's structure with the Orca Lift (reduced fare) program and the standard fares.

- An EAC member from Renton Inclusion Task Force member, stated that Federal Way is growing and there is community concern with the planned Sound Transit light rail station location. The community presently has the Federal Way Farmers Market in the proposed location for the light rail station. The farmers market provides a service for the community and provides health equity (food access) to the community. WSDOT must



think about the eliminations that are taking place. Eliminating the farmers market is a health concern – people need healthy food. We also must think about how the farmers market will be replaced back into the community if it must leave its current location due to the development of the light rail station. Chris Breiland agreed with the EAC member’s statement and noted that the farmers market is a great example for consideration.

- An EAC member from ForeverGreen Trails, noted that he appreciated the EAC member comment about food access. We do not want to trade away food security for mobility security – both are basic human rights. The EAC member continued by asking if WSDOT can share additional information about [Move Ahead Washington](#), which included some youth riding public transit for free, which is a great step forward. Move Ahead Washington is a transportation package that passed in the legislation and was signed by the Governor in 2022. It would be helpful if WSDOT could provide that info to us, or at least inform us where we can find that information. It would be helpful to know more about the 16-year transportation package beyond the press release. It would be great to know if not the details, then at least the details about timelines.
 - Follow-up item: April Delchamps said they will see if they can find additional information on Move Ahead Washington and will provide a response by the next Equity Advisory Committee meeting.

Equity Analysis

Laura Lloyd, SR 167 Master Plan Equity Lead, revisited a summary of demographics of people living along the SR 167 corridor with the Equity Advisory Committee. The demographics table was shared during the first Equity Advisory Committee meeting and highlights how the demographics of people within the SR 167 corridor compare to the Puget Sound Region (Snohomish, King, Pierce, and Kitsap County) averages. Laura expanded on two questions raised by the Equity Advisory Committee at the first meeting. The questions centered on people living without housing and the literacy levels of people. Laura noted that WSDOT looked at United Way’s homeless data but could not find information at a geography-level that could be used for the SR 167 study area. Laura also mentioned that adult literacy information is available, but again, not at a geography-level as small as the SR 167 study area. What WSDOT has access to through census data is English-speaking abilities and educational attainment within the SR 167 study area.

Laura acknowledged that equity is a priority throughout the study area however, WSDOT wants to identify the areas of specific emphasis where we can focus our attention with the help of the Equity Advisory Committee. This would help WSDOT identify where the populations are the most burdened in the SR 167 study area.

Laura continued by sharing an image of a geographic area along with demographic information within the area as an example of what WSDOT is seeking to confirm with the Equity Advisory Committee for specific projects. Laura shared this as an introduction to the types of images that will be shared in an interactive map in a later section of the presentation. Laura also shared the



goal for reviewing the interactive map with the Equity Advisory Committee. The goal is to identify geographic areas that have a concentration of equity populations to help analyze potential benefits and impacts of project scenarios. Laura continued by explaining the statistical analysis process used to identify equity priority areas by WSDOT.

Laura closed the Equity Analysis presentation by sharing an interactive map with equity priority areas identified. The goal is to have Equity Advisory Committee members review the geographic areas (communities) on the map and identify specific needs within those areas, such as better walkway or better transit options. Laura reviewed the map and received one piece of feedback from the Equity Advisory Committee from the EAC member. We were running short on time, so Laura requested that Equity Advisory Committee members review the map away from the meeting and provide feedback. The Equity Advisory Committee were informed that Ryan Anderson can provide on-demand support by phone or email if committee members want to review the map with a WSDOT staff member.

Discussion on the Equity Analysis:

- An EAC member from Center for Independence, noted that there are historic data inaccuracies when it comes to people living with disabilities. The EAC member said he is working on improvements to data collection for people living with disabilities. Laura expressed awareness of potential shortfalls in census data and welcomed follow-up data from the EAC member if he sees something that is not accurate.
- An EAC member from Asian Counseling and Referral Service, had a question related to the EAC member's disability statement. The EAC member asked if there is a way of using something like dual eligibility for Medicaid and Medicare as a proxy to get closer to identifying equity priority areas? Other examples include people living on Supplemental Security Income (SSI) or Social Security. These types of data points may be helpful in the WSDOT Equity Analysis.
- An EAC member from Renton Inclusion Task Force member, added to the above question. For people that receive disability services, would that status result in free rides due to their age and/or disability as it would for a child to have a free ride due to their age? Would it be possible to have senior citizens ride public transit for free? Laura Lloyd responded and said that the WSDOT team will follow up on these questions by the next Equity Advisory Committee meeting. Chris Breiland also commented in the Zoom meeting chat that we could explore including fare-free transit for some groups as part of our scenarios as well.
- An EAC member from Asian Counseling and Referral Service, expressed that there might be an opportunity to collect data for the equity analysis through the area's agency on aging ([Aging and Disabilities Services, King County](#)). The agency may collect data based on zip code. That info may be helpful. We hear about clients taking multiple buses/modes. They are taking an extensive amount of time to get to services or to community recreational centers for activities. I'm also thinking about home health services that our clients receive. Oftentimes there are family members who are lower income, and they are providing their older family members with services through home healthcare programs, and there is a lot of travel involved with it, and there are also

barriers in terms of finances. Some of those things might be helpful in WSDOT's equity analysis. Laura Lloyd acknowledged the EAC members comment and said WSDOT is taking notes on the equity analysis feedback.

- An EAC member from Center for Independence, added onto the above statement and commented in the Zoom meeting chat with the contact information for the [Aging and Disability Resource Center, Pierce County](#) - (253) 798-4600.
- An EAC member from ForeverGreen Trails, asked in the Zoom meeting chat if the block groups are tracts? If so, how many? April Delchamps responded in the chat that blocks groups live in tracts. Depending on the tract, there could be 1 to over 5 block groups in a single tract.
- An EAC member from Sound Generations (Hyde Shuttle), had a question on the methodology that was used for the equity priority areas and asked Laura Lloyd to expand on it. Laura explained the statistical analysis process for identifying equity priority areas and offered to discuss the process in detail with Equity Advisory Committee members, as needed, after the meeting.

Discussion on the Equity Priority Area interactive map:

- Note: This list is not final. We were limited on time and were only able to identify one area on the equity priority area map of importance to the Equity Advisory Committee members during this meeting.
- An EAC member from Renton Inclusion Task Force member, had Laura Lloyd visit Federal Way on the interactive map around South 320th Street. The EAC member explained that there is a large senior population in this region and recommended replacing the displaced farmers market back into the area. This geographic region is also a high traffic area for people commuting to different locations via public transportation, and public restrooms for public transit users are needed. Laura documented this feedback on the interactive map.
- An EAC member from ForeverGreen Trails, commented in the Zoom meeting chat that he has some literacy in Geographic Information System (GIS) mapping tools like the one used for the interactive map but he does not think everyone does. Laura Lloyd and Ryan Anderson agreed with the EAC member's opinion and mentioned that the WSDOT team discussed this concern during planning for this meeting. WSDOT is trying make this tool as simple as possible and is also offering Ryan as a resource if committee members want help filling out the map with equity information. As an alternative, Equity Advisory Committee members can take a screenshot of a Google map and send it to Ryan. Equity Advisory Committee members may also write up their feedback in an email or give Ryan a call. WSDOT will take feedback in whatever form is easiest for the Equity Advisory Committee members.
- An EAC member from Asian Counseling and Referral Service, noted that Equity Advisory Committee members are a snapshot of the community. We represent our constituents to the extent that we are aware, and know, but we certainly do not also fully represent everyone. Amy Danberg agreed with the EAC member's comment and expressed that



the Online Open House and other community engagement efforts over the summer months aim to gather broader community feedback on these topics.

Projects

The WSDOT team ran out of time before reaching the Projects section of the presentation. We notified the Equity Advisory Committee that we will discuss this section during the next Equity Advisory Committee meeting, which is scheduled for Friday, June 10, 2022.

An EAC member from ForeverGreen Trails, provided a final comment from the Equity Advisory Committee's perspective as we closed the meeting. The EAC member asked for stronger two-way dialog during these Equity Advisory Committee meetings. The EAC member requested more time for the Equity Advisory Committee members to speak and provide equity feedback during the meetings. The WSDOT team agreed.



SR 167 Master Plan Equity Advisory Committee Meeting #3 Summary

Friday, June 10, 2022

11:00 a.m. – 1:00 p.m.

Zoom meeting

Equity Advisory Committee members in attendance

1. African Community Housing and Development
2. Asian Counseling and Referral Service
3. Orion Industries
4. Atlantic Street Center
5. Futurewise
6. Center for Independence
7. Muckleshoot Indian Tribe
8. ForeverGreen Trails
9. Tilth Alliance
10. Muckleshoot Indian Tribe
11. Sound Generations (Hyde Shuttle)
12. Community Member in Renton
13. Renton Inclusion Task Force member

Presenters and project team members in attendance

1. Chris Breiland, SR 167 Master Plan
2. Morgan Calder, SR 167 Master Plan
3. Amy Danberg, SR 167 Master Plan
4. April Delchamps, SR 167 Master Plan
5. Samantha DeMars-Hanson, SR 167 Master Plan
6. Alex Henry, SR 167 Master Plan
7. Laura Lloyd, SR 167 Master Plan
8. Loreana Marciante, SR 167 Master Plan
9. Robin Mayhew, Management of Mobility Director
10. Julie Meredith, Assistant Secretary Urban Mobility, Access and Megaprograms
11. Jennifer Rash, SR 167 Master Plan
12. Henry Yates, Facilitator

Meeting Objectives

- Report back on Meeting 2 questions
- Gather feedback on recommended equity priority areas (communities) for the SR 167 Master Plan scenario evaluation
- Gather feedback on transportation challenges and potential solutions
- Gather feedback on equity focused co-creation workshops

Welcoming remarks and introductions

Facilitator Henry Yates facilitated introductions and reviewed the meeting agenda. April Delchamps, SR 167 Master Plan Planning Manager, reviewed the study timeline and provided an update on the planning process. Amy Danberg, SR 167 Master Plan Community and Partner Engagement Lead, walked through questions from the last EAC meeting and reviewed the project team's responses.

Equity analysis

Laura Lloyd, SR 167 Master Plan Environmental and Equity Analyst, reviewed the equity priority areas (communities) and explained how the breakout sessions for more detailed discussion will work. Amy Danberg divided attendees into three breakout groups to review an interactive map



of the region and gather feedback about any additional equity priority areas, or if they had any feedback or insights on the equity priority areas already identified.

- Breakout Group #1's Feedback:
 - Knowing the communities you serve, have we missed, or would you remove any priority equity areas?
 - It's missing a chunk of Tukwila and Southcenter Mall. The mall is an attractive destination.
 - Valley Medical Center (in Renton) is a popular destination.
 - The Auburn Supermall and the MultiCare Facility in Auburn were referenced as key community destinations.
 - The Muckleshoot Tribe said they don't have any representatives on the East Auburn Access project through WSDOT.
 - April said that they are trying to get a better understanding of the status for that East Auburn Access project. Part of the challenges with the Master Plan is understanding how far you can go out with actual impacts on SR 167.
 - Connectivity to Bellevue is something the Master Plan could tackle.
 - Can we note access to park and green spaces, especially those with recreation?
 - Why isn't Riverton included?
- Breakout Group #2's Feedback:
 - Knowing the communities you serve, have we missed, or would you remove any priority equity areas?
 - Safety is a concern for people with disabilities, pedestrians, and bicyclists, etc. Lack of access to public transit near Bonney Lake and Sumner is a huge issue and those areas are seeing substantial growth. Bonney Lake should be highlighted on this map for those reasons.
 - There is a senior community center being built between South Prairie and Bonney Lake that should be considered on this map as this vulnerable population won't have transit access.
 - West of Meyers Road should be highlighted. They are developing housing there, but not developing transit. This area is being developed into suburban housing, so it might not be the most vulnerable population, but should be considered for connectivity. The whole valley is an evacuation zone, which should also be reflected in the map. SR 410 and SR 162 is how people would get out and they are bottlenecks. Orting is a choke point for escape routes as well.
 - This bottlenecking is a concern for natural disaster issues, but this would also impact access to SR 167. Senior housing, folks who don't drive, and people who live in the Wesley assisted living development have limited access. For emergencies, the fire on SR 410 incline gave us examples of chokepoints for evacuation and should be used as a lesson learned.

- The Tehaleh area should also be added to the map.
- What insights do you have about any of the equity priority areas?
 - The Bonney Lake area is outside of Pierce Transit service area. This is an issue to consider access to transit and connectivity.
- Breakout Group #3's Feedback:
 - Knowing the communities you serve, have we missed, or would you remove any priority equity areas?
 - There is a major hub for Filipino community in the Southcenter mall area of Tukwila. Young people also frequent that area.
 - Shopping centers hubs are critical for considering how to address planning around SR 167, such as South Hill Mall or Commons at Federal Way. People need transportation access to these shopping centers.
 - There is a regional justice center in Kent, so it is a center for people who are incarcerated or are getting to court appointments.
 - Consider where community health centers are located on this map. Access and easy travel to these areas are essential. Down in Kent, there may be health centers that are not in these areas, such as El Centro, Sea Mar, and Healthpoint. People need to get to medical appointments.
 - Federal Way is an important area because light rail will be stopping there.
 - Think about east to west connections.
 - Consider people who are moving further south due to displacement and are traveling from there to services in Seattle. Families are moving to Spanaway for example.
 - Any feedback/confirmation of the highlighted equity priority areas identified? What insights do you have about any of the equity priority areas?
 - The area that is highlighted in red on the East Hill of Kent is consistent with where many refugees and recent arrivals from people outside of the United States live.

Project list development process

Chris Breiland, SR 167 Master Plan Project Manager, reviewed the project list development process. He explained the project team is currently in the middle of this process, and they are narrowing those down.

To prep for the next breakout session, Chris reviewed what the team means by projects and strategies by reviewing examples of some transportation challenges the team heard from various stakeholders, and some projects/strategies they identified that might be able to improve mobility.

Discussion

- An EAC member from ForeverGreen Trails, noted in the chat: Regular transit commuters likely know about and use smartphone apps to keep track of bus times/delays though I wonder how widespread that knowledge/use is in the general population. Also, I don't



know how universal smartphones are or if there are barriers like app language proficiencies.

Tell us your story: transportation challenges

For the second breakout session, the project team asked attendees to identify any locations or destinations with a transportation challenge that needs a solution. Facilitators also asked attendees to highlight any roadway, transit, bicycle, pedestrian, or other projects that are important to the communities they serve.

Breakout Group #1's Feedback: Ideaboardz link: <https://ideaboardz.com/for/Group%20%20-%20Tell%20us%20your%20story/4511150>

The group started the discussion by outlining transportation challenges they encounter or hear about. Some of those challenges included:

- Gaps in transportation services in South King/Auburn area. There is great potential in a program like VIA. Those programs could connect to the Renton area.
- Lack of sidewalk connections along SR 164.
- No sidewalks up by the Muckleshoot Casino.
- The sidewalk by Valley Medical Center in Renton is very dangerous.
- Consider pedestrian improvements at stop lights, crossings, and sidewalks for seniors and people with disabilities.
- There could be more transit frequency on the weekends in the Auburn area, especially for shopping.
- There is a lack of alternative routes coming off the Muckleshoot Reservation Hill. It would be good to think about emergency preparedness and improve the mobility efficiency so we can keep that road clear.
- The Auburn commercial area is an industrial area with lots of jobs, the Outlook Collections Mall, and a school so they need transportation and safety recommendations.
- Access to industrial, commercial, and employment.
- Replacing trees and natural elements that should stay in the community.
- Easy access to transportation.
- Consider where there could be community garden spaces where access to transportation and multimodal facilities are planned; access to community resources.
- In Kent, it's a challenge to get anywhere with no weekend Sounder service. People must rely on cars or extremely long transit journeys.

The group identified the following transportation projects as potential solutions:

- Direct connection from SR 167 to Valley Medical Center (43rd Street in Renton)
- Sidewalks along SR 164



- Sidewalk improvements and audible pedestrian signals near Valley Medical Center (43rd Street in Renton)
- East Auburn Access Project
- SR 167/SR 18 interchange
- Mid-day sounder service
- Improved access to commercial and employment opportunities at Southcenter Mall and Outlet Collections Mall in Auburn

Breakout Group #2's Feedback: Ideaboardz link: <https://ideaboardz.com/for/Group%202%20-%20Tell%20us%20your%20story/4511153>

The group started the discussion by outlining transportation challenges they encounter or hear about. Some of those challenges included:

- Proper intersection crossing, wayfinding technology and infrastructure. Consider wayfinding technology for people with sensory disabilities, both for travel safety and emergency access to alert systems (looping audible systems that are compatible with hearing aids or cochlear implants, etc.)
- Service providers are facing challenges hiring and retaining drivers.
- Sumner needs to find the rest of the funding for their White River bridge project, or it will have to turn back grants it has been awarded.
- Public willingness to pay for transit – Pierce Transit.
- Flow of traffic will increase when chokepoints on SR 167 are solved. Traffic flow will impact everyone in both the high- and low-density areas.
- Low density land use allowing for sprawling development combined with NIMBYism in urbanized areas lock in mobility patterns. Land use choices impact access to transportation and housing.
- Local jurisdictions with small staff and limited resources have difficulty accessing federal funds, so finding more funding for smaller areas is a challenge.

The group identified the following transportation projects as potential solutions:

- [The City of Sumner white river bridge project](#) is both a challenge and an important transportation project. This is a multimodal facility that connects the Sumner link trail and the Interurban trail. This is an important project for trails, freight, and commuting.
- Filling the gaps in the east-west portion of the [Interurban Trail](#). This helps people get to local and regional transit.
- Transit connections.
- SR 162 solutions for evacuation and emergency escape routes.

Breakout Group #3's Feedback: Ideaboardz link: <https://ideaboardz.com/for/Group%203%20-%20Tell%20us%20your%20story/4511154>

The group started the discussion by outlining transportation challenges they encounter or hear about. Some of those challenges included:

- East/west connections. It is easier to get north and south rather than east and west for people coming from Auburn. It should be friendlier for those using transit.
- Public transit agencies have been consolidating bus routes to develop RapidRide, which is problematic. These local bus stops are important and should not be removed.
- A lot of bus lines have been cut in Pierce County. There is limited transit and service reductions in Pierce County.
- Lack of accessible bus routes for second shift and evening shift bus routes.
- Asian Americans living in Renton/Tukwila do not have easy transit access to the International District/Chinatown. People living in Renton use this area to get to the International District. Think about planning from that perspective.
- Social services organizations are not served via transit other than light rail, but not everyone uses light rail.
- Timing and frequency to get from homes to the nearest bus center. Education for the community as it relates to this.
- Rural areas have major transportation challenges – on demand and bus are both critical modes that are missing. Most rural residents are not able to access public transit due to door-to-transit service access. It could be door-to-door it just would have a transfer.

The group identified the following transportation projects as potential solutions:

- Having safe places to walk with sidewalks, curb ramps, and lighting.
- On-demand transit, particularly when there is less fixed route service. On-demand service is especially important for people and children with disabilities.
- Revamping the SR 167/18 interchange in Auburn.
- Keeping local routes intact with the implementation of RapidRide (King County Metro and Pierce Transit).
- More frequency and availability for Access transit, a tighter window.
- Education programs to help the community access and use public transit.
- Next bus arrival information.
- Transportation access to Kent Family Center and West Meeker Street in Kent.
- Expanding bus service to rural areas.

Discussion about themes from second breakout session

- An EAC member from ForeverGreen Trails, said that it's interesting to know more vulnerable populations are being pushed out of the border from more urbanized areas. These areas often have worse transit service.
- An EAC member from Renton Inclusion Task Force member, said that the EAC member's comment made her think about rural areas that have not been touched. A lot of people

are being pushed out to the area near Kent, Auburn, and Black Diamond. Think about SR 18 and the connection with Auburn.

- An EAC member from ForeverGreen Trails, posted in the chat: If it's helpful to the team, here is Pierce Transit's Service Area Map. <https://www.piercetransit.org/system-map/>. Also, a link to Pierce County's Community Plans for unincorporated areas, some of which are in the SR 167 Study Area: <https://www.piercecountywa.gov/925/Adopted-Community-Plans>

Outreach/Community engagement

Amy Danberg, SR 167 Master Plan Community and Partner Engagement Lead, reviewed upcoming community engagement, including an online open house launching June 29. The project team is also planning co-creation workshops this summer where they will walk through potential ideas, solutions, etc., with attendees, similar to what the team did at today's meeting. She noted that compensation is provided for attendees, along with Orca/gas cards to reduce barriers to attending the workshops if they are in-person. The project team ran out of time to review the proposed groupings in detail, but they look forward to hearing the committee's thoughts on the groupings.

Amy asked committee members if they would be interested in meeting to talk more about the workshops or help recruit members. She also asked if they had preferences on in-person vs. virtual workshops. Attendees generally had positive comments about how today's breakout session went with the smaller groups, and they were comfortable with doing workshops virtually.

Discussion about community engagement

- An EAC member from ForeverGreen Trails, said that not all workshop attendees will know about the projects in the area. He recommended just asking them about their experiences and challenges.
- Multiple attendees said they thought the breakout sessions went well and more people spoke up in the smaller groups that would otherwise not speak up as often in the larger group.
- An EAC member from Muckleshoot Indian Tribe, said that they preferred a remote meeting/workshop because there is a good deal of construction work planned on the main routes to and from the Muckleshoot reservation.
- An EAC member from Asian Counseling and Referral Service, said he would be interested in a follow-up to discuss the community engagement opportunity/co-creation workshop.
- An EAC member from Tilth Alliance, echoed the smaller groups, and also thinking about languages. Too many different interpretations needs in a large group is a slow process and can lose interaction.



- An EAC member from Atlantic Street Center, suggested adding a group for other BIPOC communities as well, particularly African American.

Henry Yates wrapped up next steps, including highlighting the next EAC meeting on September 23.



SR 167 Master Plan Equity Advisory Committee Meeting #4 Summary

Friday, September 23, 2022

11:00 a.m.- 1:00 p.m.

Zoom Meeting

Equity Advisory Committee members in attendance

- Filipino Senior & Family Services
- Orion Industries
- Atlantic Street Center
- Center for Independence
- Forevergreen Trails
- Tilth Alliance
- Congolese Integration Network, Inc.
- Renton Inclusion Task Force
- African Community Housing & Development

Presenters and project team members in attendance

- Chris Breiland, SR 167 Master Plan
- Amy Danberg, SR 167 Master Plan
- April Delchamps, SR 167 Master Plan
- Laurence Idos, SR 167 Master Plan
- Laura Lloyd, SR 167 Master Plan
- Loreana Marciante, SR 167 Master Plan
- Henry Yates, Facilitator

Meeting Objectives:

- Report back from the summer community outreach
- Share how we are incorporating feedback
- Gather feedback on how we are incorporating what we heard

Welcoming remarks and introduction

The team greeted committee members as they arrived in the Zoom meeting. Henry Yates, Facilitator, provided introductory remarks to start the meeting and introduced the project team and committee members that are present one by one. Henry went over the agenda and meeting objectives of the meeting.

SR 167 Master Plan Schedule

April gave a high-level overview of the project schedule. The project team is spending a lot of time in Phase 4 and diving into multiple ways to hear from feedback from the community.

Community outreach report

Amy gave a summary of the different community engagement events that happened in summer. The summaries for fairs and festival tabling events and the online open house were sent to the committee members prior to the meeting. The summary for co-creation workshops is still being edited and will be sent out to the members soon.

Amy highlighted that the project team reached over 1,000 people in person between all summer events. Common themes the project team heard includes capacity expansion, improved connectivity, and planning for the future.

The online open house ran from June 29 to July 29. It included a survey taken by 2,642 participants to gather feedback from the community on what improvements they want to see on the corridor. Data showed that most people who completed that survey were White/Caucasian, male, works at least 3 days a week, and homeowners. This is not reflective of the community along the corridor, but important to note of as data is being analyzed. There is also a big concentration of survey responses from Puyallup and Bonney Lake area.

- An EAC member from Tilth Alliance, asked in the chat if the project team have ideas on why responses from Puyallup and Bonney Lake were so abundant.
 - Amy explained the strategies used to advertise the online open house. This included paid media in print and online that focused on Equity Priority Areas (EPA). Puyallup and Bonney Lake were not targeted specifically by paid ads.
- An EAC member from Center for Independence, made a commented that historically, disability data are lower than actual what the actual numbers are. People do not respond, and he emphasized that there needs to be a better way to collect disability information. He also commented on the previous question and stated that the reason why we have a big number of respondents from Puyallup and Bonney Lake is due to fast population growth in both areas.
- An EAC member from Forevergreen Trails, commented on the table shown that connected sidewalk is highly desirable across different demographics. He followed up with a question about land use and asked if there were there any questions related to more affordable housing to shorten travel time between where they live and where they work.
- This was echoed by an EAC member from Congolese Integration Network, Inc., and emphasized the correlation between affordable housing and travel time. He added that recreational and event spaces are important to the community.
 - Amy responded that the project team did not have a specific land use question from that perspective. The project team asked where people were traveling from, where they were traveling to, the reason for their travel, and what outcomes they'd like to see on the corridor.
- An EAC member asked if in the future, are we going to use the same strategy in other areas to reach other areas that we did from Puyallup and Bonney Lake.
 - Amy answered that these areas were not focus areas. There was a multi prong approach to notify the communities about the online open house. The project team expanded the postcard reach outside of mile radius for EPAs. The paid media campaign was done to reach different communities along the corridor.

Amy reviewed the details for the co-creation workshops. The series of workshops were in person and online events that reach nearly 70 community members. There were a lot of lessons learned from this tactic since it is a new type of engagement. The focus was to hear about challenges and solutions from community members.

- An EAC member from Forevergreen Trails, shared that there is some significant progress in providing bike/ped trail along the corridor. He will share and update the project team about it.
 - Project team thanked him for sharing the information.
- An EAC member from Center for Independence, clarified his use of the word “access” is beyond how it is normally defined from the perspective of people with disability. There is a term called access and functional needs that encompasses other communities such as people who use English as their second language, people who experience economic disadvantages, and more. If you look at access to public transportation from that lens, you can see that there is a huge disparity in how people, with any type of access need, would have difficulty using public transportation.
 - Amy thanked the EAC member for this perspective.
- An EAC member from African Community Housing & Development, shared that he travels the SR 167 often. He commented that there are no shoulder lanes for emergency stops and asked why that is not being addressed in the conversation.
 - Amy thanked the EAC member for their comment and shared that the team will look into the situation further and see how it can be addressed.

How are using the feedback?

Chris Breiland shared that feedback we heard from the community will be incorporated into the refined scenarios. Potential projects will be added in response to the feedback and provide solutions for the communities along the corridor.

Transit Breakout Group

Chris Breiland shared projects that are currently funded along the corridor as well as projects being considered for the scenarios. The following questions were asked to prompt breakout group discussions: Are we are connecting the right neighborhoods and areas together? What other issues are we not covering that are not here? Are we capturing what we heard from you?

An EAC member from Renton Inclusion Task Force, shared that there are no buses running overnight in industrial areas. We need to consider shift workers who rely on public transportation and have a way to connect them to major transit areas.

- April will follow up with the EAC member to locate the exact area where transit is needed.

An EAC member from Center for Independence, made a comment that wayfinding is so subjective that local municipalities must be invested for the broader transit plans to be successful. He asked if there are efforts by Sound Transit to encourage local municipal leaders and planners to engage in this "equity lens" part of the solution. How many municipal ADA coordinators have engaged in this project?

An EAC member from African Community Housing & Development, shared that the African community often needs to use the corridor as soon as they immigrate to the country. Traffic rules/signage are different which correlates to car accidents. He asked a question about where toll money goes to and if that money can be used for training programs, especially for immigrant population.

- April answered that tolling fees are used to manage the facility and corridor improvements. There are limits on where and how tolling fees can be used. April has shared the feedback with WSDOT's Toll Division and will connect with transit partners to see what types of training materials and resources they can provide for new drivers.

An EAC member from Renton Inclusion Task Force, shared that Auburn needs connections. Muckleshoot Casino and the downtown mall are key destinations for many. She also noted that in Renton, getting to Highlands and Fairwood area is difficult.

An EAC member from Atlantic Street Center, shared that buses stop at a certain time in industrial areas which forces workers to quit their jobs or choose to walk a long distance.

Report Out

- Focused on where there is a need- Fairwood, Renton, Auburn.
- Access to warehouse, manufacturing, and industrial areas.
- Driver training programs especially designed for immigrants.
- Support for expanding on demand transit services especially in manufacturing areas.
- Help bridge terrain barriers.

Additional comments/questions

An EAC member from Congolese Integration Network, Inc., shared in the chat that the priorities need to extend from where people work and include school, where people live, where people shop, and more.

Pedestrian, Bicycles, and Trails Projects

Chris Breiland shared that there are a lot of funded projects in development including Tacoma to Puyallup Trail, intersection crossing, curb ramps, sidewalk projects, and bicycle lanes in Puyallup and Kent. Chris asked the committee members to identify which areas the project team need to focus on.

An EAC member from Renton Inclusion Task Force, shared that in Auburn, there are incomplete sidewalk networks where pedestrians are forced to walk in the middle of the road. She has witnessed wheelchairs on the road due to lack of sidewalk in the same area. She will follow up with April to pinpoint the exact location. She also added that in Rainer Ave from Grady Way north to Lake Washington, sidewalk network needs to be fixed due to safety hazards. Trails in Boeing area near the water are also needed, especially in the residential area, where people can connect to major parts of the cities.

An EAC member from African Community Housing & Development, shared that their community is moving in Tacoma because of the upcoming light rail station. He wants to ensure that there is connection to the new station for the community members to use. He also identified needs of improvement in street lighting and better connection to other places in Puyallup.

Report out:

The groups did not have enough time to finish the discussion and asked those who still had their hands up to share.

- An EAC member from Center for Independence, asked that we consider folks who need to use the road for a living.
- An EAC member from Forevergreen Trails, shared his GIS layer for trails to the project team.

Cars & Truck projects

Chris Breiland shared about the investments being made along the corridor through current projects happening in the area. He asked the committee members what areas the project team need to focus on for cars and trucks on the road.

An EAC member from Renton Inclusion Task Force, shared that there is a high traffic area in HWY 18 that merges to SR 167. It is often a congested intersection. She shared concern on the low-income population, to make sure we can accommodate for their needs when thinking about tolling. She does not want to be as expensive as Bellevue. She also shared that carpool lanes are not being used correctly and have seen single occupancy vehicles using it that needs to connect to 405. We need to find a way to alleviate the congestion in the SR 167 and 405 intersections.

An EAC member from Atlantic Street Center, echoed the same issues and concerns along SR 167 and added that S 212 coming off from SR 167 ramp needs road repair.

Report out:

Both groups highlighted traffic congestion in certain intersections.

Other comments/questions

- An EAC member from Congolese Integration Network, Inc, shared in the chat that community needs spaces to gather.
- An EAC member from Renton Inclusion Task Force, made a comment to free up space and expand other areas to ways to travel. We also need to think about wildlife and the environment when doing improvements.
- An EAC member from Forevergreen Trails, made a comment in the chat that bicycle security is also a big issue — lots of theft which is a deterrent from using bike or bike-transit trips.

Final Thoughts

Due to time constraints, Amy shared the Mentimeter Poll for the members to access after the meeting.

Next Steps

The project team will plan to have the second online open house in late winter or early spring of 2023. The next EAC meeting is on November 18.

Transit	
Nighttime Transit service	Buses not present in Industrial areas during night times (April follow up on specific area)
Information and language	Language barriers for people new to the area/country. Examples - may not know what HOV means. Also could have difficulty navigating 167 with tolls.
Location for Transit	Bad congestion in Auburn and need for transit, senior communities here.
Transit service / coverage needs	Need for transit service in Renton to Highlands and other residential areas
Bicycle and Pedestrian	
Walking/Safety	fast cars, people trying to walk on primary route to Muckleshoot Casino - need for sidewalks
Sidewalks	Rainier Ave - tree roots have broken up sidewalks, especially near Renton Airport
Trails connection to transit	More trails that connects to transit
Pedestrian connection to light rail	pedestrian/bike connections to future Link light rail stations
Lights for trails/ped	needs to lighting with pedestrian/trail projects
Training (not location specific)	training for people to learn to ride bikes (not location specific)
Cars and Trucks	
Congestion/truck traffic	high traffic / truck traffic - bad congestion at this interchange.
SR 167 safety	167 north to Kent does not have pull out areas for emergencies
Lower income area - Tolling	Tolling should not be as expensive as in Bellevue - lower income area Auburn/Kent area
I-405/167 interchange	bad congestion, people using carpool lane trying to avoid ramp area / interchange
212th access to SR 167	road repairs needed - getting on and off 167 interchange is difficult
Parking (not location specific)	Need to have safe parking for people using public transit
Trails to schools (not location specific)	needs for trails that can get people to schools

Additional Transit Service

area around SW 43rd has industrial uses and workers could benefit from additional transit service, particularly at night time.



SR 167 Master Plan Equity Advisory Committee Meeting #5 Summary

Friday, November 18, 2022

11:00 a.m.- 1:00 p.m.

Zoom Meeting

Equity Advisory Committee members in attendance

- African Community Housing & Development
- Orion Industries
- Atlantic Street Center
- Forevergreen Trails
- Congolese Integration Network, Inc.
- Muckleshoot Indian Tribe
- Renton community member
- Renton community member
- Renton Inclusion Task Force

Presenters and project team members in attendance

- Chris Breiland, SR 167 Master Plan
- Dylan Counts, WSDOT
- Amy Danberg, SR 167 Master Plan
- April Delchamps, SR 167 Master Plan
- Laurence Idos, SR 167 Master Plan
- Laura Lloyd, SR 167 Master Plan
- Loreana Marciante, SR 167 Master Plan
- Julie Meredith, Assistant Secretary Urban Mobility, Access and Megaprograms
- Sidney Weisman, SR 167 Master Plan
- Henry Yates, Facilitator

Meeting Objectives:

- Provide an overview of baseline (funded projects) and the three refined scenarios
- Present and discuss the baseline (funded projects) and the three refined scenario outcomes (benefits and impacts)
- Review next steps

Welcoming remarks and introduction

The team greeted committee members as they arrived in the Zoom meeting. Henry Yates, Facilitator, provided introductory remarks and discussed logistics for the meeting. He encouraged the committee members to give feedback throughout the presentation through the chat or raising their virtual hands. To start the meeting, and he called on members one by one to introduce themselves to the group.

April Delchamps, Planning Manager, gave a high-level overview of the meeting's objectives agenda. The project team will go over the baseline and three refined scenario and compare them to highlight notable similarities and difference between each one. She noted that there is a time for discussion, then conclude the meeting with next steps for the project.

SR 167 Master Plan Schedule

April Delchamps, Planning Manager, reviewed the project timeline and partner meeting schedule. She highlighted that the team is currently in Phase 4, where the team listened to community members about their challenges to understand what solutions would address the challenges. She mentioned that at the end of this phase, the team will work to understand the critical projects



should be included in the recommendation. April introduced the implementation phase, where the team will look into the future to determine how implementation will happen based on the final recommendation.

April updated the committee about the sixth scheduled meeting during Phase 5 of the planning process where the team will share the final recommendation to the EAC and gather feedback.

Vision and Goals

April Delchamps, Planning Manager, reiterated the vision and goals for the SR 167 Master Plan. She highlighted that this project prioritizes the need of vulnerable and overburdened communities in the study area.

Baseline Projects and Three Refined Scenarios

Chris Breiland, Project Manager, reviewed the funded projects and strategies in the corridor and outside of the study area. He shared that it includes auxiliary lanes, HOT/HOV lanes, transit projects, and local projects to improve infrastructures. He highlighted the projects and strategies that are common to all three scenarios to improve mobility of traffic, goods, and people.

Henry Yates, Facilitator, explained that the projects that were included were based off the EAC feedback. The feedback on transit, sidewalks, safety, traffic congestion, and low-income tolling were taken into consideration and incorporated to determine the recommended projects in the scenarios.

Chris shared that Scenario A focuses on transit investments through transit agency partners' plans, instead of large investments on the SR 167 corridor itself. He explained that it will include additional routes in all directions (north, east, south, west) of the study area. Other projects and strategies will include continuous dual express toll lane between I-405 and SR 410, direct access ramps to Sumner, Kent, and Auburn, rebuilding interchanges to reduce weaving in traffic, arterial improvements to improve access to manufacturing industrial centers, and a bus rapid transit service between Puyallup and Renton.

- An EAC member shared her thought on observation on buses that are often empty that runs through the corridor. She asked if having smaller buses would mean increase in bus trip frequency. Chris responded that small buses doesn't equate to higher frequency. He added that 70-80% of the operating cost is due to needing an operator (bus driver).
- An EAC member followed up with another question and asked about the relationship between frequency and increased routes would mean more accessibility. Chris mentioned that Scenario A has more frequency and added routes.

Chris explained that Scenario B is focused on the SR 167 corridor facility, with no new transit routes away from SR 167. Instead, there are collection of point-to-point routes within the corridor instead of bus rapid transit (BRT) services. Projects and strategies will also include interchange improvements to address bottlenecks and freight access, and better access to regional centers and manufacturing industrial centers.

Chris highlighted the difference in Scenario C is a truck-only lane on SR 167 from SR 18 to SR 167 extension. It creates a truck corridor from Port of Tacoma up to SR 18. He shared that this location was chosen due to fast growth in truck trips within the study area and growth in manufacturing industrial land use between Fife, Sumner, and Auburn. He noted that this scenario will also include bus rapid transit.

Key feedback from EAC

Henry Yates, Equity Advisory Committee Facilitator, introduced how feedback received from the committee, and people that live along the corridor were incorporated into the scenarios. He

shared the key feedback the team heard on transit, bicycle and pedestrian access, and cars and trucks in the corridor. He invited the committee members to ask questions to ensure the project team captured their feedback accurately.

- An EAC member from Renton Inclusion Task Force, asked if ramps will be implemented in Auburn to connect to the mall for workers to access the area. Chris Breiland responded that the details need to be worked out by transit agencies when it comes to implementation. However, the proposed routes for BRT will include Auburn Mall.
- The EAC member followed up with a question and asked about creating access to hospitals and medical centers for seniors in the community. April Delchamps will follow up offline to understand where facilities and transportation challenges are to address it appropriately.

Scenario Benefits and Potential Impacts

April Delchamps, Planning Manager, introduced the next part of the presentation, and went over the goal areas that were used to assess each scenario to understand the impacts and benefits on the corridor.

Equity Analysis and Environmental Analysis

Laura Lloyd, Equity and Environmental Lead, shared the topics studied in the natural and built environments. She added that transit access, pedestrian and bicycle networks, property impacts, and noise pollution were assessed in all three scenarios.

Laura shared that all scenarios would improve bicycle system and growth in access to jobs via transit, especially in equity priority areas. She also shared that a low-income toll program will be recommended although the decision to implement will be carried out by Washington State Transportation Commission. She highlighted the differences between the scenarios all stem from the greater level of investment in transit and active modes for Scenario A and explained that it will result in more job accessibility, and greater level of sidewalk system in equity priority areas.

- An EAC member from Renton Inclusion Task Force, asked if information about bus routes and arrival time are updated at bus stops. Chris responded that he would relay the information to transit agency partners as feedback.
- An EAC member from Atlantic Street Center, shared that if more transits are implemented, service hours should be included, and transit information should be made to be more accessible for all. Chris shared that signs and low-tech ways to provide information will continue to be added. He also mentioned that expanded hours has not been looked at by the team, however, Scenario A does double down on the effort to expand service hours.

Safety

Chris Breiland, Project Manager, shared that all scenarios have substantial investments in locations with high crash history in SR 167, including dual Express Toll Lanes, auxiliary lanes near SR 18, and improvements near SR 410 and SR 512. He noted the key differences include Scenario B having higher investments in high-speed areas, while Scenario A has more investment in active mode transportation infrastructure and focuses on areas with more serious pedestrians and bicycle crashes.

- An EAC member from Renton Inclusion Task Force, shared that crashes also happen in other areas. She recommended to add traffic signals to slow down traffic especially approaching on and off ramps. Chris shared that part of assumed estimates include updates to communications along SR 167.

- An EAC member from Forevergreen Trails, asked in the chat if the crash history image shown only includes pedestrian crashes, and not bicycle crashes. Chris affirmed that he is correct, and there is different set of analysis for bicycle crashes, that showed similar pattern.

Multimodal- Active Modes

Chris shared that in all scenarios, there is an equal investment in bike infrastructure. He explained that near regional growth centers, investments will close the remaining gaps for the sidewalk system. He added that for the Interurban Trail, safety improvements will include lighting, security, and improved access/crossing.

He noted that Scenario A will have a higher level of completeness compared to Scenario B and C.

- An EAC member from Forevergreen Trails, noted in the chat that presence/absence of bike/ped facilities is one thing, but condition of them is another. Active mode users and disabled travelers are much more vulnerable to poor conditions (including lack of sidewalk ramps). Including that analysis is important to have an accurate view of needs.

Multimodal- Transit

Chris shared that across all scenarios, transit travel times between transit hubs, expanded service hours, direct access ramps to Kent and Auburn and on demand transit services in Equity Priority Areas. He explained the difference will be in the number of people taking transit in Scenario A, due to high investment level to improve transit services.

Mobility & Economic Vitality- Traffic Congestion

Chris shared, in general, across all scenarios, there is improvement to travel times and speed. He added that Expressed Toll Lanes (ETLs) will potentially reduce congestion and will remain reliable on trip times. For transparency, he mentioned that all analysis assumes that HOV3+ vehicles are free, and HOV2+ and single occupancy vehicles will pay a toll.

- An EAC member from Atlantic Street Center, asked where tolling fees go. She shared that tolling is a barrier for low-income community. Chris responded that tolls are reinvested back within the corridor.
- An EAC member from Renton community member, provided feedback on SR 167 northbound, approaching 405. He mentioned that there are limited ways to travel in that direction which causes congestion in Renton. He asked if there are other options to alleviate this issue if people want to continue traveling north. Chris responded that this is currently being addressed in the I-405 Master Plan and takes a lot of resources to resolve.

Chris discussed the level of congestion in each scenario on general purpose lanes and express toll lanes. He concluded that in general, all three scenarios showed improvements compared to the no-build (baseline) scenario.

Mobility & Economic Vitality- Freight Reliability

Chris shared that freight throughput input is comparable between all scenarios. He noted that travel time reliability is similar in all scenarios due to friction in the truck lane. Although Scenario C heavily invests in freight traffic, traffic speed does not show significant change in speed.

Practical Solutions and State of Good Repair

Chris shared that all scenarios are feasible to implement and maintain. He added that it also increases the resiliency of the multimodal and multi-agency transportation system.



In summary, Chris shared that costs are very similar, but each scenario offers a unique benefit. He noted that only a few projects drive the difference in cost and results, therefore, there is an opportunity to mix and match projects/strategies for the final recommendation.

Discussion

- An EAC member from Forevergreen Trails, asked in the chat if the study team has reached out the Leafline Trails Coalition. Chris answered that the team also investigated other trails such as Green River trail, White River, and Puyallup Riverwalk Trail.
- The members thanked the team and offered their appreciation for a thorough presentation.

Next Steps

April Delchamps, Planning Manager, shared that the team will host another online open house in the spring, where the team will share the projects and the final recommendation. She noted that the team will be meeting with Policy Advisory Committee on November 30, to share a similar presentation. The tentative date for the next EAC meeting is on February 24. She invited the members to reach out and set up a meeting to address questions or concerns.



SR 167 Master Plan Equity Advisory Committee Meeting #6 Summary

Friday, March 3, 2023

11:00 a.m.- 1:00 p.m.

Zoom Meeting

Equity Advisory Committee members in attendance

- African Community Housing & Development
- Orion Industries
- Atlantic Street Center
- Forevergreen Trails
- Congolese Integration Network, Inc.
- Renton community member
- Renton community member
- Renton Inclusion Task Force
- Center for Independence
- Sound Generations
- African Community Housing & Development

Presenters and project team members in attendance

- Chris Breiland, SR 167 Master Plan
- Amy Danberg, SR 167 Master Plan
- April Delchamps, SR 167 Master Plan
- Morgan Calder, SR 167 Master Plan
- Laura Lloyd, SR 167 Master Plan
- Henry Yates, Facilitator
- Wendy Taylor, WSDOT

Meeting Objectives:

- Review partner feedback on refined scenarios
- Review recommendation process
- Introduce draft recommendation and analysis
- Provide community engagement update

Welcoming remarks and introduction

The team greeted committee members as they arrived in the Zoom meeting. Henry Yates, Facilitator, provided introductory remarks and discussed logistics for the meeting. He encouraged the committee members to give feedback throughout the presentation through the chat or raising their virtual hands. To start the meeting, and he called on members one by one to introduce themselves to the group.

April Delchamps, Planning Manager, gave a high-level overview of the meeting's objectives and agenda. She noted that there will be time for discussion and then the meeting will conclude with next steps for the project.

Developing the recommendation

April Delchamps, Planning Manager, reviewed the project timeline and partner meeting schedule, highlighting this meeting as the second to last for the EAC group. April emphasized the upcoming online open house and introduced the implementation phase, where the team will look into the future to determine how implementation will happen based on the final recommendation.

Engagement

Henry Yates, Facilitator, reviewed the statistics on the Master Plan's engagement and the received feedback through the project's outreach, including:

- Reaching over 1,000 community members at fairs and festivals
- Receiving 7,955 visitors on the first online open house that was published in 7 languages
- Receiving 2,642 online survey responses
- Receiving 1,128 written comments
- Hosting 15 advisory committee meetings
- Speaking with almost 70 community members through 6 co-creation workshops

Henry highlighted common themes in the community's feedback included:

- Importance of transit access and support for more frequent and longer transit service hours
- Concerns about cost of toll lane access and support for the low-income toll program
- Need for reliable truck access and mobility on SR 167; support for second express toll lane and interchange improvements
- Maximizing the benefits of managed capacity on SR 167; support for increasing the weight limit in ETLs
- Concern about growth in traffic congestion on SR 167 and diversion to city streets; support for more managed capacity on SR 167
- Supportive of targeted arterial investments, so long as they do not encourage regional traffic diversion
- Importance of addressing bottlenecks; support for interchange improvements and auxiliary lanes at SR 18, SR 410/512, and SR 516
- Support for BRT on SR 167, but with investments in access to transit throughout the study area
- Concerns about the actual implementation of more transit services in the study area, but supportive of expanded transit service
- Importance for equitable access to SR 167 capacity; support for low-income toll program and concerns about HOV policy
- Supportive of expanded transit options in the study area
- Importance of speed and reliability improvements; support for ETLs, direct access ramps, and arterial transit priority
- Highlight the priority of enhancing existing service area before adding new service (one agency)
- Aligned with Master Plan goals of reduced VMT per capita and regional goals of increased land use density supported by enhanced transit service
- Plan to continue to expand innovative on-demand transit services, consistent with Master Plan
- Importance of filling gaps in regional trail network

Refined Scenarios

Chris Breiland, Project Manager, reviewed what the team learned from the three refined scenarios, highlighting the investment differences between Scenario A, B, and C. Chris explained that the scaling and cost of all three scenarios were kept similar to ensure accurate implementation. He also shared that coordination with other projects like SR 512, I-405, and Puget Sound Gateway programs is important to create a comprehensive and cohesive plan.

Chris shared that the team focused on Scenario B for developing the final recommendation. Scenario B had good results on modeling and had strong overall support from partners, but needed refinement on equity, transit access and utilization, complete streets on key corridors, and arterial bottlenecks. To make Scenario B better, the team included seven core transit routes

from Scenario A, included complete streets improvements along East Valley Highway, West Valley Highway, and SR 161/Meridian Avenue, and included a new project to replace the BNSF bridge to improve freight access under the tracks.

EAC comments:

- An EAC member from Renton Inclusion Task Force commented that the BNSF track improvement is greatly needed!
- An EAC member from Forevergreen Trails said the names of the scenarios are difficult to differentiate and that next time the team should consider more intuitive naming.

Recommendation and analysis

Chris Breiland, Project Manager, emphasized major improvements in the draft recommendation. The recommendation has more reliable travel pathways for all modes of travel by extending Express Toll Lanes (ETLs) through the corridor, enhances active modes of transit like trails and programmatic connections to trails for multimodal travel, makes interchange improvements such as the ones at 180th and 43rd in Renton to connect community identified destinations, and adds direct access ramps to Sounder Stations in the south end of the corridor. Chris mentioned that the team is also recommending a low-income toll program along the corridor in response to the community feedback received about the need for more feasible toll rates.

EAC questions and comments:

- An EAC member from Forevergreen Trails asked if there is increased transit access or access points to use public transit along the corridor with the proposed direct access ramps.
 - Team response - Yes, the direct access ramps relate to Bus Rapid Transit (BRT) routes recommended along the corridor, from Puyallup to Renton and possibly up to the Link in Seattle. The direct access ramps could also help Sound Transit and King County Metro bus routes, so transit hub access will be enhanced. Direct access ramps are for carpool or toll lane users to access public roads and are multipurpose.
 - Follow up – the EAC member recommended making the map key include identification that direct access ramps include transit access.
- An EAC member from Forevergreen Trails asked for explanation on the difference between a complete street and a multimodal street improvement.
 - Team response – Complete streets emphasize the build out of low stress, active mode infrastructure to address turning and safety concerns. Complete streets do not address vehicular capacity. Multimodal streets include capacity improvements in addition to complete streets updates.
- An EAC member from Forevergreen Trails asked for explanation on how the analysis anticipates and plans for induced demand from providing additional capacity on SR 167.
 - Team response - Induced demand is the phenomenon that building more capacity will encourage more people to drive the route, perpetuating the capacity problem. The modeling the team performed was sensitive to this demand on capacity. One of the project goals is to not increase the amount of vehicle miles traveled per person because of this plan. A lot of community members supported adding another lane or widening the roadway, but the team did not include that into the recommendation because it would continue to exacerbate the current problems.
 - Follow-up – The EAC member appreciated that this will help reduce pollution for folks most impacted by climate change.
- An EAC member from Renton Inclusion Task Force commented that, in Puyallup and Sumner, the truck traffic needs attention coming down SR 167 from Auburn into Puyallup.

- She mentioned the commute for caregivers in Puyallup is so congested that it causes a lot of accidents.
- An EAC member from Atlantic Street Center asked if the South Center Mall and other mall access was included in the recommendation.
 - Team response – Yes, the team ensured connections to community identified destinations, including the malls and outlet center, the justice center in Kent, all major hospital facilities, and more. The team also ensured connections between equity priority areas and transit hubs.
 - Follow-up – the EAC member asked if there were east/west connections to the Rapid Ride transit?
 - Team response - Yes, the blue lines on the map are transit east/west connections with planned increased frequency to access the Link, A line, I line, Sounder, and BRT services.
 - An EAC member from Forevergreen Trails commented on the lack of increased transit service in Pierce County on the map.
 - Team response – The team continues to coordinate with transit partners to align with their comprehensive transit plans. Pierce County is planning to expand transit service and on demand transit services will help fill in gaps.
 - An EAC member from Center for Independence commented on the high level of change and progress related to this project and asked to have a copy of the slides after the meeting for continued review of the draft recommendation.

Chris shared more in-depth analysis of the draft recommendation as they relate the Master Plan goals. He presented details about analyses on equity, environmental impacts, safety, multimodal access, transit access, and mobility and economic vitality. Chris also presented graphics depicting projected travel congestion along the corridor, expected vehicle delays, freight reliability, and recommended speed changes. He reminded the group that all projects are not funded, but this study was to identify what projects are needed so WSDOT can acquire the appropriate funding.

EAC questions and comments:

- An EAC member from Forevergreen Trails asked for clarification on how things like housing affordability and land use policies will be addressed by the this plan.
 - Team response - WSDOT is not a land-use planning agency. Although the team has an interest in how land is used, we cannot directly inform development. WSDOT pays attention to, and encourages, transit oriented development and maintains strong partnerships with the Puget Sound Regional Council to support policies for land use visions.
- An EAC member from Forevergreen Trails asked for clarification on investment strategies: When you say investment is similar across the board, do you mean across MODES or that bike/ped projects consistently get \$1 of investment for every \$1,000 for additional highway lanes? Can you “show homework” here?
 - Team response – The vast majority of dollars invested are along the highway system, but different scenarios invested in different priorities. The recommendation invests in all modes of transportation.
- An EAC member from Forevergreen Trails asked on slide 30, how does the recommended scenario result in a “green condition” in the norther end of the corridor is none of the other scenarios did?
 - Team response - We worked with the I-405 team to identify improvements the I-405 team was already working on. We identified something that could be done without putting more on I-405.

- An EAC member from Forevergreen Trails asked for a reminder of how Express Toll Lanes work to understand the equity issues involved. I'm guessing "rich people get to avoid delay" isn't intended, but I'm not sure what is intended, exactly.
 - Team response – For the ETLs, while higher income people tend to use the lanes more, the benefit spans across the socio-economic spectrum, and this recommendation is before a low-income toll program has been implemented. Lower income folks tend to use transit more, but the trips they make in ETLs are typically more critical and they get a higher return on investment. We learned this through a UW led study through WSDOT to evaluate the socioeconomic uses of ETLs.
- Henry Yates asked for more explanation of what "a state of good repair" means.
 - Team response - A state of good repair ensure what we are building is functional long into the future so the maintenance cost doesn't overburden WSDOT and the cities that we build in.
- An EAC member from African Community Housing & Development commented that this corridor needs affordable housing and family size units. She commented that she would like to include this sentiment in the PEL report to represent the community voices asking for affordability and availability of housing along SR 167.
- An EAC member from Forevergreen Trails asked if the team needs to better understand what different communities might mean by "family size"?
 - Tea, response - WSDOT cannot add land use recommendations in the Master Plan, but in the discussion and next steps we clarify what is critically important for the implementation of this plan, and housing will be a part of that.
- An EAC member from Forevergreen Trails hopes that the low income toll program (and the other points Chris mentioned) will be included in the plan so that folks know that there are policies and programs in place to help prevent a "separate but equal" situation regarding the ETLs.

Break-out Room Discussions

Room 1

- An EAC member from Forevergreen Trails asked on the southern end of SR 167, where the Gateway project is, was it difficult to model potential improvements on existing SR 167?
 - Team response – This is just the recommendation. Projects that are already funded are assumed to exist, so there are existing funded improvements like the Gateway program and some trails. We will continue updating the existing funded projects lists to reflect how we have planned around those. We also have a good sense of areas that need more transit investment but are likely to be an on-demand service due to land use in that area
- An EAC member from Forevergreen Trails asked where the population densities in Pierce County are centered, they tend to be using 1-5 more than SR 167, so there is less people from the county accessing the study area.
 - Team response – Yes, a lot of the equity priority areas were focused from SR 18 north because of population density and access needs.
- An EAC member from Orion Industries – All scenarios seem like they do good things, but Scenario A serves my population more. I appreciate the other connections to transit and trails.
 - Team response – We heard loud and clear that transit options were desperately needed!
- An EAC member from Center for Independence inquired - I am trying to find where other infrastructure bills connect to this project.

- Team response – We plan to add Justice 40 layers for disadvantaged populations to this map, as well as other information from the PEL report because both of those resources can help with grant applications for other organizations. We are also preparing for an implementation plan next!
- An EAC member from Forevergreen Trails asked with the Interurban trail, why is that on this map?
 - Team response – There are gaps and other planned improvements through the whole trail that would be a part of this recommendation, so we added the whole trail to the map to identify those projects.
 - Follow up– There is only one gap left in Milton, but the north/south section in King County was in bad shape and is currently being resurfaced. I also wanted to ask about grants for projects in Milton, I want to make sure we are on the radar. I can provide you with the engineer's name for the bike/ped program.
 - Team response – They are definitely on our radar! They are legislative decisions, but there are a few projects already waitlisted for funding.
- An EAC member from Forevergreen Trails asked was there outreach done to local jurisdictions? I was helping Puyallup for grants for Shaw Road improvements, the first north/south road on top of bluff west of 162, which probably has an effect on the SR 167 modeling.
 - Team response - We meet regularly with each agency partner. We met with Puyallup at the end of the year. I don't know if Shaw Road is a principle arterial, if it is it will be in modeling, but if not it wouldn't show up in modeling. We included a few other projects in the recommendation after meeting with you, including the Hylebos Creek project.
- An EAC member from Forevergreen Trails responded that they really appreciated the GIS layers to show how many trails are within a 1 mile buffer that enhance connectivity and access to things like the Sounder.
- An EAC member from Center for Independence stated that they need to do side-by side comparisons for where the project intersects with other Pierce County projects, but everything looks good so far.

Room 2

- An EAC member from Renton Inclusion Task Force commented on issues along I-5. She mentioned the connections on I-405 into Lynwood and avoiding those toll lanes. She inquired about the presentation graphics showing traffic congestion reducing with the recommended scenario, but wanted clarification on how that would be achieved (through exit ramps, more lanes, etc.). She also mentioned the narrow lanes on SR 167 that is a safety concern with the congestion.
 - Team response - I-5 is having a similar study process as this one to help alleviate those connection concerns.
- An EAC member from African Community Housing & Development mentioned the area around the exit for Valley Medical area as being a huge point of congestion since so many people travel to and from Renton. She commented on the other roads not being used. She proposed an idea to have an exit that allows people to choose to take an alternative route.
 - Team response - The I-405 plan will build a parallel road at Lind Avenue that does not have a lot of traffic on it. That is already a planned project, but moving that up in priority would benefit SR 167. When we get big interchanges next to each other, we have issues.
- An EAC member from Renton Inclusion Task Force commented on the one ramp from Valley going down to Petrovsky, and that there is a lot of congestion on the bridge.

- An EAC member that is a Renton community member commented that these problems are only solved when we connect all the dots from Sound Transit, I-5, I-405, SR 167, etc. Is it possible to see the plans of I-405, I-5?
 - Team response - We can send the base line assumptions and the I-405 Master Plan.
- An EAC member from Atlantic Street Center mentioned the Kent Chamber of Commerce and how Mayor Ralph was a keynote speaker at a recent luncheon. The EAC member inquired if Mayor Ralph is aware of this project update.
 - Team response – Yes, Mayor Ralph is a member of our Policy Advisory Committee.

Closing remarks:

- An EAC member from Forevergreen Trails commented it is important that the plan has more detail than less and is intellectually honest about the role of land use decisions and how they lock in mobility patterns. The Puget Sound Regional Council often discusses land use, but it's important to include in state-level plans too.
- An EAC member from African Community Housing & Development reiterated the EAC member's sentiment and highlighted the importance of having a record of systems working together. She added that, regardless if it's WSDOT's work or not, the community voice needs to be recorded.
- An EAC member from Center for Independence echoed the need for accountability. He mentioned legacy issues with having to work around other built projects without inviting people to the planning table.

Chat comments:

- An EAC member from Forevergreen Trails asked What is "auxiliary lane"?
 - Team response - Ramp to ramp connections. They help to reduce congestion build up. It is a lane that goes from interchange to interchange, not a longer through lane.
 - Follow-up - Like and old school "service road"?
 - Team response - Think of a service road outside of WSDOT right of way this is within the right of way adjacent to the through lanes, but yes serve same purpose of reduce traffic in high volume areas.
- An EAC member from Forevergreen Trails responded to the EAC member, you might want to check out this Pierce Transit planned BRT resource doc: https://www.piercetransit.org/file_viewer.php?id=5850. Plus the video - <https://www.piercetransit.org/brt-expansion-study/>

Next Steps

Amy Danberg, Community and Partner Engagement Lead, shared that the online open house starts on March 15 and will be live for one month. She encouraged the EAC members to promote the online open house on their social medias, websites, or other channels to ensure their community will have access to the updated project information. The project team can reimburse each organization \$50 for taking time to share the online open house with their networks.

Laura Lloyd, Environmental and Equity Lead, explained that this project is a Planning and Environmental Linkages (PEL) study, so the team will be gathering information for the final PEL report. The report will be available in June.

April Delchamps, Planning Manager, closed the meeting by sharing that the team will be conducting partner briefings, documenting partner support for the recommendation, and finalizing the development of the PEL report in the coming weeks. She shared that the next TAC, PAC, and EAC meetings are tentatively scheduled for May. She invited the members to reach out and set up a meeting to address questions or concerns.



Action Items:

- Show Base line Map and I-405 master plan
- Send EAC member and team the I-5 study
- Share process for applying for low income toll program



SR 167 Master Plan Equity Advisory Committee Meeting #7

Friday, May 12, 2023

11:00 a.m.– 1:00 p.m.

Zoom

Technical Advisory Group members in attendance:

- Orion Industries
- Atlantic Street Center
- Forevergreen Trails
- Renton Inclusion Task Force
- Center for Independence
- Sound Generations
- Renton community member
- African Community Housing and Development

Presenters and project team members in attendance:

- Amy Danberg, SR 167 Master Plan Partner & Community Engagement
- April Delchamps, SR 167 Master Plan Planning Manager
- Samantha DeMars-Hanson, Gateway Program
- Lisa Hodgson, I-405/SR 167 Corridor Program Administrator
- Laurence Idos, SR 167 Master Plan
- Blake Jones, HNTB
- Laura Lloyd, SR 167 Master Plan
- Loreana Marciante, SR 167 Master Plan
- Henry Yates, SR 167 Master Plan Equity Advisory Committee facilitator



Meeting objectives:

- Share and understand what is in the draft report
- Share outcomes from Online Open House #2
- Discussion: Expressing support
- Next steps with implementation
- Discussion: Engagement in the future

Introduction

Henry Yates, Equity Advisory Committee Facilitator, provided the official welcome and facilitated the introductions. Henry reviewed the objectives and agenda of the meeting, noting that this is the last Equity Advisory Committee (EAC) meeting for the planning process.

Planning steps and partner meeting schedule

April Delchamps, SR 167 Master Plan Planning Manager, introduced Lisa Hodgson, I-405/ SR 167 Program Administrator, who will lead the next phase of the project and Blake Jones from the communications group for the Program. April reviewed the project timeline and partner meeting schedule. She thanked the committee members for all their work and engagement throughout the planning process.

SR 167 Master Plan Planning and Environmental Linkages Report

Chris Breiland, SR 167 Master Plan Lead, shared that the project team recently completed the SR 167 Master Plan Planning and Environment Linkages (PEL) Report to document the process and findings. He noted that the report is currently with the Federal Highway Administration (FHWA) and a final copy will be sent to the EAC members by the end of June. Chris shared that the final study will be available by June 30, 2023.

Chris outlined each of the chapters for the committee members:

Chapter 1

The first chapter would include the Master Plan PEL vision, purpose and need, a description of the requirements and schedule for the study, and a summary of the existing corridor conditions.

Chapter 2

This chapter would include a summary of coordination and engagement for the study which includes agency, committee, and public engagement. Chris highlighted that the chapter detailed the equity-focused approach that the project team has taken throughout the planning process.

Chapter 3

The following chapter would summarize the evaluation approach from Vision, Purpose, and Need, to identifying projects and strategies, to developing scenarios, and moving to a final recommendation. He highlighted the process in which the community and partner input were incorporated in the final recommendation.

Chapter 4



Chris shared that this chapter would highlight the Final Study Recommendations. The chapter would describe the process of developing the Recommendation - starting with Scenario B and then identifying projects and strategies that enhance the performance relative to the Master Plan purpose, vision, and goals. Chris highlighted several projects that the project team have heard a lot about from the partners and the community.

Chapter 5

This chapter would summarize the environmental resource considerations and are intended to make (National Environment Policy Act) NEPA processes more efficient. Chris shared that this chapter summarized the existing conditions, potential effects, and next steps for each environmental resource.

Chapter 6

April shared that this chapter would summarize the needed ongoing coordination and partnership action items. This section would summarize some of the key concerns that have been raised throughout the Master Plan process in addition to policy decisions that are not within WSDOT's jurisdiction. Specifically, HOV policy and the Low-Income toll program, which are under the jurisdiction of WSTC (Washington State Transportation Commission) and securing funding for the robust transit network identified in this Master Plan, which is dependent on our transit agency partners.

Community engagement recap

Amy Danberg, Partner & Community Engagement Lead, shared a summary of in-person and virtual engagement by the numbers:

- Reached more than 1,000 community members at summer 2022 fairs and festivals
- Two online open houses received 11, 519 visitors
- Materials were published in 7 languages
- There were 2, 732 surveys completed
- Received 1, 189 written comments
- Held 5 co-creation workshops in Pierce and King Counties and spoke to almost 70 community members
- Held 18 advisory committee meetings

Feedback that informed the recommendation

Amy highlighted key feedback the project team heard from the EAC. It included roadway expansion, transit connections, pedestrian and bicycle connections, local road connections, and safety. For each category, Amy highlighted key projects and strategies included in the final recommendation.

An EAC member from Forevergreen Trails asked if the project team looked at the condition of the sidewalks and presence/absence of ADA ramps, etc.

- Chris answered that it did not include a detailed evaluation of the sidewalk system. However, it included complete street improvements that includes accessible sidewalks.

Amy highlighted topics for continued collaboration such as high-occupancy vehicle policy (HOV), low-income toll program, implementing future transit service. April added that land use, displacement, and affordable housing is included in the list.



An EAC member from Atlantic Street Center, asked if the charge from the toll is used for the maintenance of the corridor.

- April shared that it is essential to the operations of the facility and to start building the vision for the corridor. Amy added that the toll helps manage how many cars are on the lanes as well.

The EAC member followed up and asked where the funding is coming from to initiate the projects.

- Lisa Hodgson explained how the funding process works. She added that it is a collaboration between partner agencies in order to fund the projects.

An EAC member from African Community Housing and Development, asked if HOV 3+ means three people in a vehicle.

- Amy explained that 3+ was used in the evaluation but it is not a specific recommendation. Lisa added for clarification that 3+ is during peak time and off-peak time will be 2+.

The EAC member asked a question about whether vehicle electrification is required by 2035 (did she say 2030?) and how this information is connected to the project.

- Chris answered that it is a separate topic, and it is not included in the evaluation. He added that it is not built into the final recommendation. Henry added that most of the state funding for roadway projects is from the gas tax, which will be lessened with increases in electric cars. He said that the issue, would be a topic to be discussed by state policymakers in the future.

An EAC member from Renton Inclusion Task Force, asked how the low-income tolling program would impact older adults and people with disabilities.

- April shared that for the low-income toll program, the details would be crafted by the Washington State Transportation Commission. She added that the project team will make sure to pass on the feedback to the commission. Chris added the WSDOT toll division also acknowledged the importance of this recommendation.

An EAC member from Center for Independence, commented that it's difficult for communities with low fixed income to live in the city. It would be an added challenge to navigate the low-income tolling program.

- April thanked the EAC member for the comment. She added that electrification will also be added to the continued collaboration.
- An EAC member left a comment in the chat: *If there is discussion of electrification in the study, please include info about inequities in how/where recharging stations are developed. There are several articles online about this: <https://hotair.com/ed-morrissey/2021/12/09/wapo-warns-come-and-see-the-system-racism-of-electric-vehicles-n434393>.*

Second online open house recap

Amy summarized the outcomes of the second online open house that ran from March 15 to April 15. She shared the objective for the online open house was to:

- Report out on how the team incorporated feedback,
- Provide overview of the study process and scenarios to date, and
- Introduce the recommendation.

She concluded by sharing what the project team heard from community members:

- Many supported the recommendation and would like to see it move forward
- There was ongoing request for transit on the corridor



- Continued concerns on HOV definition at 2 people or more
- There were requests for general-purpose lanes in both directions
- There was appreciation for WSDOT listening to people throughout the process

An EAC member from Atlantic Street Center, asked if there is a separate space to meet with city officials.

- Amy explained there are two other committees: Technical Advisory Committee (TAC) and Policy Advisory Committee (PAC) that are involved in the planning process.

Expressing support

April Delchamps, SR 167 Master Plan Planning Manager, explained the next step on how committee members express their support. During the breakout session, the group will gather input for ways to engage and how each organization can show support.

Discussion:

An EAC member from African Community Housing and Development, shared that it is helpful to have a clear implementation timeline of what is going to happen next. She added that her organization will stay onboard for the entire process and would like to be informed on every step of the project.

- Chris agreed and shared that it's difficult to have a detailed timeline since there is no funding yet.

An EAC member from Atlantic Street Center, shared her concern that her organization is not in opposition to the any cities long term vision moving forward. She wants to ensure that everyone involved is on the same page and works in tandem with city officials that are also involved in the process.

An EAC member from Renton community member, appreciated hearing that the City of Renton is in support of the project moving forward, and shared that SR 167 is an important corridor for community members of Renton.

An EAC member from Renton Inclusion Task Force, expressed support for getting the funding as soon as possible. She asked for the structure of what the project team are asking for and to be specific about the requests.

Chris shared as a next step; the project team will share the letter of support from city officials to the EAC members to review.

Moving towards implementation

April highlighted the next steps for the planning process. She shared about the upcoming committee meetings, the plan to document partner support, and finalizing the SR 167 Master Plan PEL Report.

April introduced Lisa Hodgson, I-405/SR 167 Corridor Program Administrator, to talk about the transition to implementation phase.

Lisa Hodgson, I-405/SR 167 Corridor Program Administrator, shared how implementation typically looks to provide understanding of what the committee members and the project team are collectively moving towards. She highlighted the importance of continued collaboration to center the voices and needs of community members in the equity priority areas.



Discussion:

An EAC member from Atlantic Street Center, would like to continue being part of the process. She shared her appreciation on being informed on how the feedback was implemented throughout the process.

An EAC member from African Community Housing and Development, shared that organizations and community leaders are busy and compensation is valuable. She asked that moving forward, the compensation is in line with the level of effort the community leaders are putting in. She would like to see that WSDOT understands that.

An EAC member from Atlantic Street Center, shared that from a non-profit organization's perspective, she would like to continue to be a connector between community members to the decision makers.

An EAC member from Renton community member, would like to continue participating. He shared his appreciation on how the project team ensured that every member of the community is represented to express their concerns.

An EAC member from Atlantic Street Center, thanked the project team for inviting the members into the implementation process.

An EAC member from African Community Housing and Development, added in the chat: *We use Community Café Model to harvest the insights of the participants and it costs. Thank you for inviting us. We are ready and we support you. Thank you!*

Closing

Amy closed the meeting by reiterating the next steps and offered to set up a call or a meeting with anyone to discuss further questions.

April shared final closing remarks and thanked the members.

Summer Outreach Events Summary

SR 167 Master Plan 2022 Summer Outreach Summary

Overview

WSDOT's SR 167 Master Plan project team joined informational tables hosted by the Gateway Program at local fairs, festivals, and farmers markets to reach out to local communities, especially people who may be affected by the project but do not proactively seek out project information. Study team members used display boards, printed materials, and QR codes to the project website and the online open house to discuss the study with attendees. Topics of conversation included discussing what the SR 167 Master Plan is, and how people can get involved in providing feedback to the study team to define the outcomes of the plan.

Purpose

We attended these events to:

- Provide study information to the community in an informal setting that does not require attendees to change their schedule or behavior in order to receive information
- Develop awareness of and excitement about the study
- Listen to qualitative feedback about improvements and needs for the SR 167 Corridor
- Drive participation to the online open house and project survey

Event Details

We attended seven events in July and August 2022, interacting with more than 964 attendees in all, and responded to hundreds of questions and comments. Interacting is defined as a verbal exchange with an individual.

Event	Date	Booth visitors
Kent Cornucopia Days	Friday, July 8 and Saturday, July 9, 2022	>300
Sumner Rhubarb Days	Saturday, July 9 and Sunday, July 10, 2022	>400
SeaTac Music in the Park	Wednesday, July 27, 2022	7
Tacoma Broadway Farmers Market	Thursday, August 4, 2022	62
Auburn Farmers Market	Sunday, August 7, 2022	74
Milton Days	Saturday, August 20, 2022	121
Skyway Community Health and Safety Fair (Renton/King County)	Saturday, August 20, 2022	20
	Total	>984

Event Format

At each event, the WSDOT set up an informational booth that included information about the Gateway Program and the SR 167 Master Plan. One project communicator and one project technical team member typically staffed each event. We shared general information and answered questions about the WSDOT work within the SR 167 Master Plan study area. We informed the community members about ways to provide feedback on the Master Plan and encouraged them to participate in the online open house survey. Attendees had the opportunity to share insights and comments with staff. Large boards displayed study area information to help guide discussion. Printed materials and QR codes linking to the project website were also provided for continued learning after the event.



The event booths included display boards and printed information.

Summary of questions and comments

Most attendees expressed excitement about the WSDOT projects along SR 167 and shared feedback on how to improve SR 167. Most visitors asked clarifying questions about what the Master Plan is and how it interacts with the already planned projects on SR 167, including the Gateway Program. Event attendees often asked about how the SR 167 Master Plan would influence their driving habits along the corridor.

Most frequent questions

- Can you add more capacity to SR 167?
- How will the Master Plan address safety and security on trails in King and Pierce County?
- Is there funding for future improvements?
- Will there be any bicycle and pedestrian integrations or improvements?
- Multiple people had questions on how Gateway Program construction will impact area roads and communities (i.e., traffic, alternative routes, additional congestion, tolling).
- When will northbound SR 167 HOV lane open from SR 410 to SR 18?



Team members discussed the project and answered questions from community

Most frequent comments

- SR 167 needs to be improved
- Navigating the SR 18 interchange is difficult
- Several comments about connecting SR 410 to neighborhood development
- Parking and accessing transit are issues
- A few visitors told the team members that they appreciated the opportunity to talk with the WSDOT staff in attendance, and that they were glad the team came to the event.

Co-Creation Workshops Summary

SR 167 Master Plan – Co-creation Workshops Summary

August - September 2022

Overview

The Washington State Department of Transportation (WSDOT) hosted several co-creation workshops to gain insight from the community on the SR 167 Master Plan. The equity focused co-creation workshops provided an opportunity for the SR 167 Master Plan project team to hear directly from community members in a workshop/focus group like setting.

Attendees at the co-creation workshops learned about the SR 167 Master Plan planning and environmental linkages study process, vision, and goals. The project team then led small breakout group discussions to gather insights and feedback about transportation challenges, needs and potential solutions for the SR 167 corridor and surrounding transportation systems. The feedback from these workshops will help inform the SR 167 Master Plan scenario development which may include identifying new transportation projects and/or solutions.

Objectives

For the series of co-creation workshops, the project team wanted to:

- Give place, voice, and time to people who need it the most, and whom we want to hear from the most.
- Listen to the community's commute and travel stories
- Gather feedback on potential solutions

CBO Partnership

The project team utilized our Community Based Organization partners on the SR 167 Master Plan Equity Advisory Committee to recruit members of the community for the co-creation workshops. An email and flyer were drafted for the CBOs, who represent or a part of communities who we want to hear from the most, to share with their network.

The objective was to invite community members who live in the Equity Priority Areas, are shift workers, or people with mobility challenges (people commuting without personal vehicles, seniors, low-income, and people with disabilities).

Community Based Organization Partners
IDIC Filipino Senior & Family Services
Asian Counseling and Referral Service
Center for Independence
Renton Inclusion Task Force
African Community Housing & Development
Sound Generation (Hyde Shuttle)
Forever Green Trails
Orion "Orion Works/Industries"
Atlantic Street Center
Futurewise

Event Details

We hosted six workshops at different locations in August and September 2022. We had nearly 70 attendees participants that attended our in-person and online workshops.

Location	Focus	Date	Attendees (In-person and online)
African Community Housing and Development	Equity Priority Area	Friday, August 26, 2022	>44
Federal Way Community Center	Equity Priority Area	Tuesday, August 30, 2022	9
Tukwila Community Center	Shift Workers	Thursday, September 1, 2022	4
Kent Commons	Mobility Challenges	Monday, September 12, 2022	3
Pioneer Park Pavilion	Equity Priority Area	Tuesday, September 13, 2022	8
		Total	>68

Content/ Workshop Outline

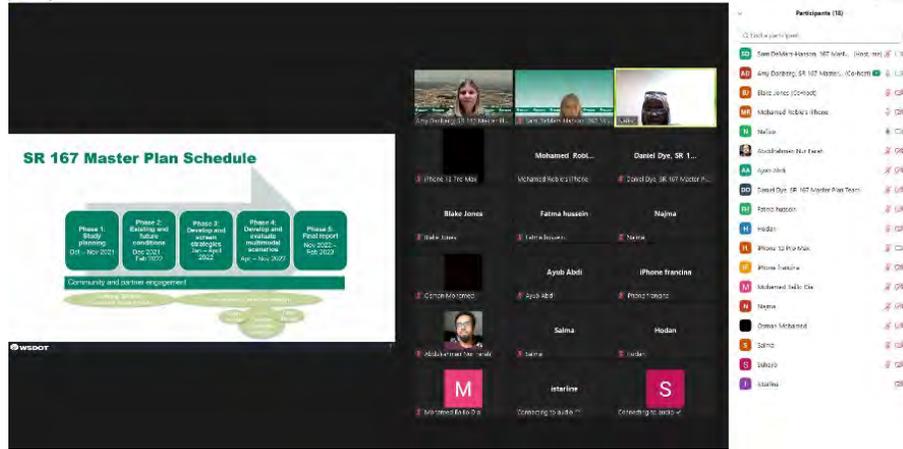
Each workshop, including online and in-person, was staffed by a host, a facilitator, a technical expert, and a note taker. Both in-person and online workshops followed the same format starting with introductions, a presentation of SR 167 Master Plan overview, breakout sessions, and a time to report out key themes and solutions to the group.

The project team started the workshop by informing the attendees about the SR 167 Master Plan to provide background information. This included current corridor challenges, the goals of the corridor study, the study area, and a high-level schedule of the study.



Co-creation workshop at Tukwila Community Center.

Most of the time spent in the workshops was listening to the attendees. Community members were able to share their personal challenges in traveling SR 167 and ask questions to the project team.



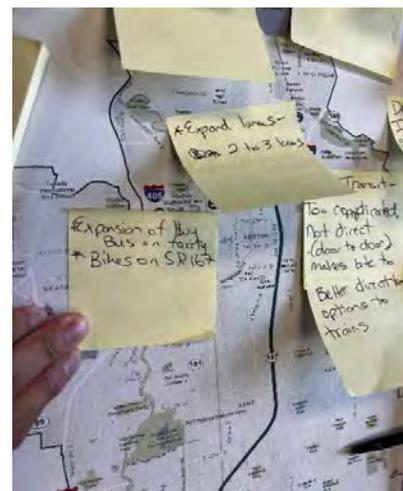
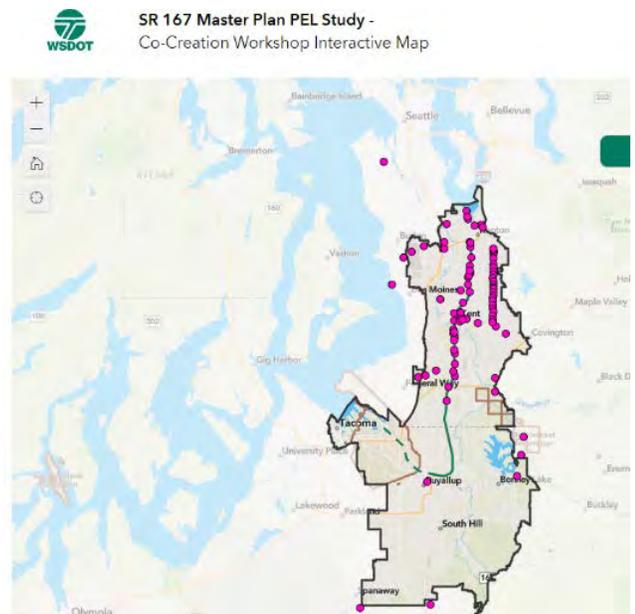
Online co-creation workshop on August 26, 2022.

Community Feedback

Facilitators and community members tracked comments on printed maps of the study area while in person, the online facilitator tracked comments in an interactive map tool:

Key takeaways from the community members across all workshops included the following challenges:

- Commuters avoid toll lanes because they are unsure of how it works and don't know the exact cost; some think it's too expensive and should consider the low-income community
- Heavy traffic during morning and night commute
- Most travel by car because public transportation options are limited where they live
- Bus stops are far away, or public transportation doesn't stop at their destination
- Need to build a bike infrastructure along SR 167
- Better connection to local neighborhoods and streets
- International students rely on public transportation and their options are very limited
- SR 167/405 interchange is not safe
- SR 167 is not being utilized for local travel, only long trips
- Accessing the airport is a challenge
- Taking transit does not provide a time savings or benefit -takes just as long as sitting in a vehicle
- Walking to transit (bus, light rail) is long and challenging



Attendees identified commute challenges along SR 167.

Appendix A – Interactive Map Comments:

Online interactive map comments:

Think about additional lane on 167 (not location specific)

Train should go all the way down

Green River College in Kent has bad traffic. Train is best and wish it went there.

Green River College: traffic is bad near there and train is best option. wish it went all the way down.

Looking for more east west connections on I-5. Not a lot of connection between I-5 and SR 167.

Expand light rail to Kent and Auburn

Expand light rail to Olympia

Make more highways, expand.

Not location specific: Teach people how to take bus/education. Separate buses from cars.

Provide reduced bus fare/free bus travel

More carpooling on 167

Options for people who can't afford to pay toll

Not location specific: Have payment system to pay with your phone if you don't have cash on Metro

Have cameras instead of speed traps.

Have dedicated place for freight

Confusing signage/lane weaving

Need signal to outer SR 167

Confusing signage from 405 to 167, and 167 to 405

Create a bike loop along Lake Washington

Not location specific: Need more transportation choices, including buses, train or light rail, bike routes, and pedestrian walkways. SR 167 corridor is only for cars.

Not location specific: Need more signage along SR 167, such as signage indicating nearby restaurants, retail, and grocers

Highway is very tight and dark, particularly within Auburn. Needs additional illumination.

Not location specific: SR 167 should have more emergency pull-off areas/shoulders along corridor.

Create a bike lane that travels along northbound SR 167

Create a bike loop around Lake Meridian

212th St to Central Ave, and Willis Street - these areas need more sidewalks and bike lanes.

Not location specific: rules for HOV lane and GoodToGo stickers use are confusing.

Not location specific: the toll along I-405 is very expensive and not feasible for low-income drivers. Fee should be waived for everybody.

Increase number of overpasses along 167

Increase the number of highway exits along 167 - currently, you can't access all neighborhoods/areas easily

Not location specific: Provide more resources/make resources more accessible for how to use bus services. It is too complicated currently

The HOV lane transition from 167 NB to 405 NB is great, however the 6-person standard lanes are horrible. There are no signs that tell you to go the left lane for the 405 NB exit.

Increase the number of local streets to connect areas, as it currently takes too long to travel via car with warehouses in the areas taking up such large blocks of land.

Add a train or light rail adjacent to the SR 167 corridor

Not location specific: direct routes to trains. The bus system takes too long and does not connect houses to jobs conveniently.

Expand SR 167 from 2 to 3 lanes.

NOT LOCATION SPECIFIC - traveling in the morning traffic is bad northbound, traveling in the afternoon and evening traffic is bad southbound.

entire SR 167 - more lanes could help with bad congestion along SR 167

Sometimes trains will cut off traffic and add delays to travel

trails along SR 167 could be good option for bike commute, but need to make sure the trails are safe, and there is a large barrier between the highway and trail

Along SR 167, bus drivers have to go across a lot of lanes to get their exit, adding bus only ramps or bus only lanes may be a solution

All of SR 167 - if tolls are added, please consider adjusting the toll rate based on income levels.

NOT LOCATION SPECIFIC - if paved trails are added near SR 167 then make sure bus stops are accessible and frequent service is available.

Not location specific: commenter noted that there are no direct transit routes from their home to destinations.

Not location specific: commenter noted bus stops too far from house

Create a bus lane that travels along SR 167

Create a train or light rail that travels along northbound SR 167

Request for agency turnarounds

Commenter noted their family lives here

Commenter noted they live in Kent and use a car

Commenter noted that they travel to Bellevue to visit family

Commenter noted that they travel to Rainier for work

Commenter noted they ride the 7 bus to get to downtown

Commenter noted that there should be more retail options in this study area, particularly in Kent

Confusing signage northbound

Not location specific: request for more willingness to pay

Not location specific, along SR 167: increase HOV lane capacity, request for willingness to pay

Not location specific: commenter noted they drive up from the south

Commenter noted that they frequent the Ethiopian Community Center and churches nearby.

Concern that there are differences between the Good To Go stickers and ""gizmos"" (assuming Flex Pass and mail-in)

Commenter noted they travel to Downtown Seattle

Commenter noted they travel to Rainier (valley?) for church and work

Not location specific: commenter noted that all trips must be planned when traveling in the study area, or else they are too difficult

Traveling by bus from south Seattle to the study area is too hard - train is a great option

Commenter noted that they need to travel to school and the grocery store, and often do not have a car.

Not location specific: comment that a participant uses the light rail to travel to UW and requested transit as a mobility option to open opportunities to higher education

Commenter noted the new Pacific Medical Center in Renton, near to the IKEA.

Commenter noted that there is a farmer's market in this area that they go to.

Commenter noted that the Renton IKEA, Auburn Supermall, and Puyallup are all nearby destinations that they travel to.

Not location specific: expand lanes from 2 to 3 lanes

Not location specific: increase the number of exits to neighborhoods

Commenter noted that whether by car or train, they would like the ability to travel

Not location specific: commenter noted that they have to travel to school, work, and the grocery store, but do not always have a car and would like to know how to ride the bus

Not location specific: request for expansion of highway, bus onto city, and bikes on SR 167

Not location specific: request to increase the street grid/develop more local streets in order to make traveling to destinations less circuitous by car

During rush hour, there is too much traffic on 167. Request for expansion of road and overpass to make travel less complicated

Not location specific: commenter that uses transit noted that because it is not direct or door-to-door, they are often late to work.

Not location specific: request for better transit options to trains

Not location specific: commenter noted that getting to the bus stop is far from their home

Direct connection to West Seattle

Extend HOV lanes beyond Puyallup, add more lanes.

Online Open House Summaries

SR 167 Master Plan – Summer Online Open House Summary

June - July 2022

Introduction

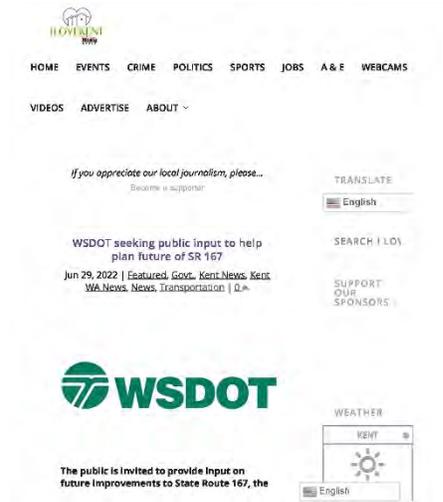
The Washington State Department of Transportation (WSDOT) hosted an online open house to share information about the SR 167 Master Plan Study effort and gather feedback from the communities along SR 167 from Renton to Tacoma. The online open house provided community members with an opportunity to learn more about the study and provide feedback on how they use SR 167, where they are traveling to and for what purpose, and general feedback about SR 167. The online open house was live from June 29 to July 29, 2022.

Through the online open house, community members were able to provide feedback on the study and respond to a short survey designed to provide the study team with key demographic information, how they use SR 167, and what challenges or solutions they would have for the corridor. The online open house and survey were available in English, simplified Chinese, Somali, Spanish, Tagalog, Russian, and Vietnamese.

Notification

The project team used several methods to notify the community of the online open house. The outreach included:

- Mailing a multi-lingual postcard to 57,984 residents and property owners living near SR 167 Master Plan study area including the cities of Algona, Auburn, Fife, Kent, Pacific, Puyallup, Renton, Sumner, Tacoma.
- Placing nine paid ads in print sources:
 - English – The Facts, Auburn Reporter, Kent Reporter, Federal Way Mirror
 - Chinese – Washington Chinese Post
 - Russian – Kanon Magazine
 - Spanish – El Mundo
 - Vietnamese – NW Vietnamese News
- Placing 11 paid ads in digital sources:
 - English – Geo Fencing – Banner & Native Ads, Facebook, SeattleEmerald.org, Seattle Emerald E-Newsletter
 - Chinese – Seattlechinesepost.com, SeattleChineseTimes.com
 - Somali – Runtanews.com
 - Spanish – ElMundous.com, Laraznw.com, Facebook
 - Vietnamese – nvNorthwest.com

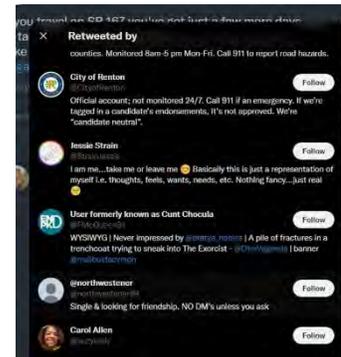


Sample online advertising



Local news story for the online open house

- Sending a press release to all Puget sound news outlets.
- Sending two emails with a link to the online open house to people on the SR 167 Master Plan listserv.
- Engaging the communications channels of local jurisdiction partners by sharing information to our Policy Advisory Committee, Equity Advisory Committee, and Technical Advisory Committee.
- Distributing a detailed press release advertising the online open house to all media sources.
- Making social media posts on Facebook to advertise the online open house in all project languages.
- Posting links to the online open house on the existing project webpage.
- Working with Equity Advisory Committee members to share social media posts on their social channels.



Content

The online open house consisted of seven pages. The Project Home page described the purpose of the online open house, information on how to participate, links to access the online open house in six languages other than English, and Title VI and ADA notices.

The project introduction page provided an overview of what the SR 167 Master Plan and Planning and Environmental Linkages Study are and included a map of the SR 167 Master Plan study area.

The project vision page outlined the key features of the SR 167 Master Plan vision and markers for how to track achievement of the vision. This explanation included descriptions of project goals including equity, safety, environment, multimodal, mobility and economic vitality, and practical solutions and a state of good repair.

The project's planning steps were outlined in the next page to inform the public on the project timeline and included a detailed graphic of project features throughout 2021 and 2022. This page also highlighted community engagement efforts during the summer of 2022.

The next page was dedicated to describing work the project has conducted prior to this current stage. This page explained how WSDOT worked to understand the existing and future conditions of the SR 167 corridor by conducting community engagement, developing a community profile, performing a land-use, housing, and employment summary, analyzing the freight, active transportation, and transit networks, and evaluating travel patterns. This page was accompanied by study area maps and other congruent graphics.

The sixth webpage housed the survey tool that asked a series of demographic questions, questions to gather feedback about the project, and an open comment section.

The Contact page provided project team contact information for an alternate way to provide public input or ask more detailed question to project staff.

Analytics

The online open house received a total of 22,003 unique pageviews from 7,955 visitors between June 29 and July 29, 2022.

Key takeaways from the web analytics include the following:

Access points to the online open house

Community members accessed the online open house both directly (38 percent)—by typing in the URL into a web browser, using a QR code or shortened URL, or via the WSDOT website—and indirectly, using links from tracked online sources such as digital advertisements, social media, or search engine results (62 percent).

In total, in-house and earned media accounted for approximately 35 percent of site traffic compared to 65 percent via paid promotions. It should be noted that there may be some flexibility in that distribution, as the “direct” source may include some unpaid pathways.

Online open house availability and use in languages other than English

In addition to the English-language online open house, WSDOT offered online open houses in six languages spoken at home by greater than four percent of the population within any one census tract in the project region. The online open houses in simplified Chinese, Somali, Spanish, Tagalog, Russian, and Vietnamese received a total of 667 unique pageviews from 219 visitors between June 29 and July 29, 2022. Visitors of the online open houses in languages other than English accounted for 2.75 percent of all open house visitors. This included:

- Simplified Chinese language: 118 pageviews by 32 visitors
- Somali language: 35 pageviews by 13 visitors
- Spanish language: 352 pageviews by 124 visitors
- Tagalog language: 54 pageviews by 16 visitors
- Russian language: 51 pageviews by 16 visitors
- Vietnamese language: 57 pageviews by 18 visitors

Geographic analytics

5,915 of the 7,955 visitors had an IP address located in Washington state. The table below shows eight Washington cities with more than 300 visitors.

City*	Visitors
Seattle	1,642
Kent	549
South Hill	544
Auburn	465
Tacoma	395
Renton	374

Federal Way	307
Bonney Lake	301

**Geographic location determined by IP address*

Time analytics

- On average, visitors spent about two minutes per online open house session and visited about 3 pages.
- Web traffic to the online open house was highest during the workday (8 a.m. – 4:59 p.m.), accounting for 46 percent of all pageviews during a period when many would not be available to attend an in-person open house. Another 41 percent of web traffic occurred between the hours of 9 p.m. and 6:59 a.m., hours during which an in-person open house would be unlikely to occur.
- Web traffic to the online open house was highest on June 30 (day after launch and when paid media began) and between July 6 and July 10 (period when the postcard hit mailboxes).

Survey analysis

A total of 2,642 people completed at least part of the survey during the online open house period representing about 33 percent of online open house attendees. What we know about the people who did complete the survey is that most identify as “white or Caucasian” (83 percent), own their home (83 percent), make a household income of \$100,000 or more (61 percent), and travel to work 3 or more days a week (64 percent). We learned that 99 percent of respondents travel through the SR 167 corridor with a personal vehicle, that most respondents live in Puyallup, Bonney Lake, Kent, Auburn, or Renton, and that most respondents travel through the corridor to access Kent, Auburn, Renton, Puyallup, and Tacoma.

WSDOT will also create a separate survey report with more detailed information on survey results.

Comment themes

The project team invited community members to submit comments through the survey tool.

A total of 1,128 people submitted written comments in their survey response during the online open house period. From the comments submitted, the project team identified key topics and themes. Comment themes included: capacity expansion, improved connectivity, and planning for the future. Below, key comment topics are grouped thematically, supplemented by representative quotes taken from submitted comments.

Capacity expansion

- Requests for more and wider lanes, longer on-ramps, and more dedicated lanes for trucks, HOV lanes, and HOT lanes.
- Requests for increased transit options including more Light Rail and safer public transit.

"I would really encourage creating more lanes or finding ways to incorporate new routes in others as alternatives."

"Carpool/HOV lanes need to be continuous, not start/stop. SR 167 needs 4+ lanes."

"Light rail and more parking at Sounder locations. More public transit options."

Improved connectivity

- Requests for improved connections to I-5, I-405, and other interchanges.
- Less traffic congestion along the corridor.

"Connect to I-5 as a highway and not a side street. Improve intersection at highway 18. Improve ramps and intersection by Valley Hospital."

Planning for the future

- Desire for finishing project construction quickly.
- Ensure this project anticipates future traffic needs.

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

Additional themes included the following:

Next steps

The online open house comments will help inform the project team as we narrow the list of potential solutions to better the transportation challenges experienced along the corridor. This information will also help engage equity priority areas during a series of co-creation workshops to ensure that all voices are represented during this information gathering stage.

Appendix B- Community Comments and Questions

Community comments
"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."
"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."
"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."
"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."
"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 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."

"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"

"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."

"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."

"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.

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

"Growth, you should of added 2 lanes each way not 1, the south end growth will require this in 5 years anyway

Why isn't the new section by Sumner open?

there will always be a backup 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"

"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. 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."

"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."

"Poner más cámaras de seguridad de tránsito.

Por qué mucha gente rompe la ley

Tanto en velocidad como también en las líneas de tránsito ya que usan carpool y ni siquiera tienen go-to-go"

"Install more traffic safety cameras.

A lot of people violate traffic laws, including excessive speeds and using the carpool lane when they don't even have go-to-go [Good-to-go]."

"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 led 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 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 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."

"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."

"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."

"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."

"Speed limits, and a law so that cargo trucks won't travel on the center lane because that obstructs the flow of traffic more. They should stay on the right lane. They are a danger to others if they travel in the center lane."

"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."

"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 whose 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."

"Overall improvement is needed given how much the area around 167 has grown over the years. It cannot/will not 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."

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 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.

"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."

"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"

"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."

"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 destination most times, because we're already halfway there. Bus service takes nearly two hours."

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.

Appendix C- Final Survey

Survey Questions

We want to hear from you!

The Washington State Department of Transportation (WSDOT) would like to learn about how and why you travel throughout the State Route (SR) 167 corridor. Specifically, WSDOT is interested in learning about any travel that occurs on the SR 167 highway, parallel transit options (Sounder, light rail, or other transit) or within one mile of SR 167. We want to hear from you if you live, work, or travel this area.

1. Please complete this 10-minute survey.
2. Your answers to this survey are completely anonymous and no information can be connected to you.
3. This survey is voluntary, and you may skip questions or leave this survey at any time.

We will share results from this survey with community leaders and decision-makers so that we can make informed decisions for our communities.

4. Where do you live? Please select the city or area you live in or nearby. If you do not live in the SR 167 Master Plan study area, please select one of the outside study area options.

- a. Algona
- b. Auburn
- c. Bonney Lake
- d. Burien
- e. Des Moines
- f. Edgewood
- g. Federal Way
- h. Kent
- i. Milton
- j. Muckleshoot Indian Tribe land
- k. Orting
- l. Pacific
- m. Puyallup
- n. Puyallup Tribe of Indians land
- o. Renton
- p. SeaTac
- q. Sumner
- r. Tacoma
- s. Tukwila
- t. North of study area (e.g., Seattle, Bellevue, Snohomish County, etc.)
- u. East of study area (e.g., Maple Valley, Black Diamond, Enumclaw, etc.)
- v. South of study area (e.g., Joint Base Lewis-McChord, Olympia, etc.)
- w. West of study area (e.g., Gig Harbor, Vashon, Bremerton, etc.)
- x. Other, please specify _____

5. What is the main way(s) you travel in the SR 167 corridor? (Select all that apply)
 - a. Personal vehicle
 - b. Carpool/vanpool with people outside my household

- c. Rideshare service (e.g., Lyft, Uber, taxis, etc.)
 - d. Bus
 - e. On-demand shuttles (e.g., Pingo, Via to Transit, Community Ride, etc.)
 - f. Paratransit
 - g. Light rail
 - h. Sounder train
 - i. Bicycle, scooter, skateboard, or similar, including electric options
 - j. Walk or use a wheelchair
 - k. I do not travel in the SR 167 corridor
6. Please select the places you travel to at least weekly (Select all that apply).
- a. Algona
 - b. Auburn
 - c. Bonney Lake
 - d. Burien
 - e. Des Moines
 - f. Edgewood
 - g. Federal Way
 - h. Kent
 - i. Milton
 - j. Muckleshoot Indian Tribe land
 - k. Orting
 - l. Pacific
 - m. Puyallup
 - n. Puyallup Tribe of Indians land
 - o. Renton
 - p. SeaTac
 - q. Sumner
 - r. Tacoma
 - s. Tukwila
 - t. North of study area (Seattle, Bellevue, Snohomish County, etc.)
 - u. East of study area (Maple Valley, Black Diamond, Enumclaw, etc.)
 - v. South of study area (Joint Base Lewis-McChord, Olympia, etc.)
 - w. West of study area (Gig Harbor, Vashon, Bremerton, etc.)
 - x. Other, please specify _____
7. What is your most common reason for traveling along the SR 167 corridor?
- a. Live nearby
 - b. Work nearby
 - c. Traveling through (you do not stop along the corridor)
 - d. School/classes
 - e. Shopping/errands
 - f. Fun/recreation
 - g. Health/medical services
 - h. Visit family/friends

i. Other (please tell us more) _____

Part of the SR 167 Master Plan's Vision states that WSDOT will identify near-, medium-, and long-term solutions intended to facilitate the movement of both people that travel on and across SR 167 for work, school, other essential and non-essential trips, and goods that support economic vitality.

8. What type of transportation outcomes would best benefit your travel along the SR 167 corridor? (Select your top three choices)

- a. Less stop-and-go traffic on SR 167
- b. Less stop-and-go traffic on the arterial streets near SR 167
- c. More predictable travel times
- d. More connected sidewalk system to make it easier and feel safer to walk, bike, or use a wheelchair
- e. More connected bike lanes and routes to make it easier and feel safer to cycle
- f. More regular transit service, with more stops along the route (e.g., more local bus stops and frequent bus trips)
- g. Faster and more predictable transit service (e.g., express/rapid bus trips or light rail service)
- h. More commuter transit service during the day, evening, and weekend [e.g., Sounder train]
- i. Expedited freight and package delivery

9. What else would you like WSDOT to consider as we plan for travel in the SR 167 area for the decades ahead? [open ended question]

We would like to ask you demographic questions. These questions help WSDOT ensure that we are hearing from a representative group of people. These questions are optional. Your answers to all the survey questions, and the following demographic questions, are anonymous and will be grouped with the answers of other anonymous respondents to identify trends and patterns.

10. How do you identify?

- a. Man
- b. Woman
- c. Non-binary, gender nonconforming, genderqueer, or other gender(s) not listed here

11. How old are you?

- a. Under 18
- b. 18-24
- c. 25-34
- d. 35-44
- e. 45-54
- f. 55-64
- g. 65-74
- h. 75+

12. Including yourself, how many people live in your household?
- a. 1
 - b. 2
 - c. 3
 - d. 4
 - e. 5
 - f. 6 or more
13. Do you rent or own your home?
- a. Rent
 - b. Own
 - c. Other arrangement (please specify)
14. Do you have access to a working motor vehicle at home?
- a. Yes
 - b. No
15. How do you identify? (Select all that apply)
- a. American Indian or Alaska Native
 - b. Asian or Asian American
 - c. Black or African American
 - d. East African
 - e. Hispanic or Latino
 - f. Middle Eastern or North African
 - g. Native Hawaiian or Pacific Islander
 - h. White
 - i. Not listed here (please tell us more) _____
16. What is your total household income for the 2021 calendar year, before taxes?
- a. Less than \$25,000
 - b. \$25,000 to \$49,999
 - c. \$50,000 to \$74,999
 - d. \$75,000 to \$99,999
 - e. \$100,000 to \$149,999
 - f. \$150,000 and above
 - g. Don't know
17. What best describes your work status? (Select all that apply)
- a. Employed, work outside of the home and travel to work 3 or more days per week
 - b. Employed, work outside of the home and travel to work 2 or fewer days per week
(e.g., teleworking, hybrid working, etc.)
 - c. Employed, work from home
 - d. Homemaker
 - e. Student (full or part-time)
 - f. Retired
 - g. Unable to work (due to a disability, caring for a family member, etc.)

h. Other (please specify) _____

18. Do you have a disability?

- a. Yes
- b. No

19. What language(s) do you speak at home? (Select all that apply)

- a. Arabic
- b. Cantonese
- c. English
- d. Korean
- e. Mandarin
- f. Russian
- g. Somali
- h. Spanish
- i. Tagalog
- j. Vietnamese
- k. Other (please tell us more) _____

SR 167 Master Plan – Spring Online Open House Summary

March - April 2023

Introduction

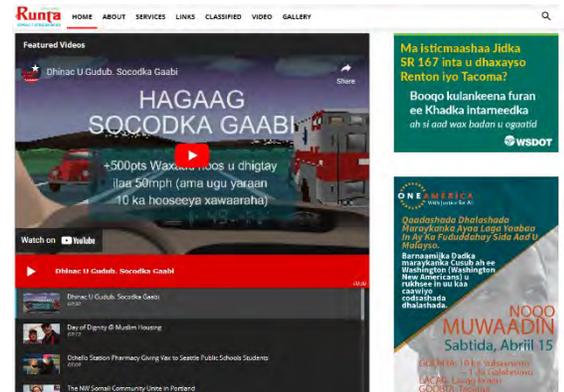
The Washington State Department of Transportation (WSDOT) hosted an online open house to share how community and partner feedback was incorporated into the SR 167 Master Plan Study effort. The online open house provided an opportunity to learn about how partner and community feedback was used to inform the plan’s draft recommendation and to allow the public to reflect on the information through a comment box. The online open house and demographic survey were available in English, simplified Chinese, Somali, Spanish, Tagalog, Russian, and Vietnamese.

The online open house was live from March 15 to April 15, 2023.

Notification

The project team used several methods to notify the community of the online open house. The outreach included:

- Mailing a multi-lingual postcard to 31,488 residents and property owners living near SR 167 Master Plan study area including the cities of Algona, Auburn, Fife, Kent, Pacific, Puyallup, Renton, Sumner, Tacoma.
- Placing two paid ads in print sources:
 - Chinese – Seattle Chinese News
 - Vietnamese – NW Vietnamese News
- Placing digital ads on 5 local online publications and through social media channels:
 - English – Geo Fencing – Banner & Native Ads, Facebook, SeattleEmerald.org, Seattle Emerald E-Newsletter
 - Somali – Runtanews.com
 - Spanish – Geo Fencing – Banner & Native Ads, EIMundous.com, Laraznw.com, Facebook
 - Vietnamese – nvNorthwest.com
- Sending a press release to all Puget Sound news outlets.
- Sending two emails with a link to the online open house to people on the SR 167 Master Plan listserv.
- Engaging the communications channels of local jurisdiction partners by sharing information with our Policy Advisory Committee, Equity Advisory Committee, and Technical Advisory Committee.



- Distributing a detailed press release advertising the online open house to all media sources.
- Making social media posts on Facebook to advertise the online open house in all project languages.
- Posting links to the online open house on the existing project webpage.
- Working with Equity Advisory Committee members to share social media posts on their social channels.



Content

The online open house consisted of eight pages. The home page described the purpose of the online open house, information on how to participate, links to access the online open house in six languages other than English, and Title VI and ADA notices.

The project overview page provided a description of what the SR 167 Master Plan and Planning and Environmental Linkages Study are, included a map of the SR 167 Master Plan study area, project timeline, and outlined the study process.

The project vision page outlined the key features of the SR 167 Master Plan vision and markers for how to track achievement of the vision. This explanation included descriptions of project goals including equity, safety, environment, multimodal, mobility and economic vitality, and practical solutions and a state of good repair.

The project's outreach and engagement efforts to date were outlined in the next page to reflect what we heard from the community and partners. The page highlighted the key themes of community feedback: capacity expansion, improved connectivity, and planning for the future. It also detailed specific improvement projects the project team included in the three refined scenarios as a result of this community feedback. A series of project maps explained how projects for expansion, reducing congestion, making transit connections, making pedestrian and bicycle connections, improving local roads, and safety could be implemented.

The next page explained what projects included in the draft recommendation are currently funded. These projects serve as the recommendation's baseline.

The sixth webpage explained the study process and detailed each of the three refined scenarios that were used to inform the draft recommendation. Each scenario was explained, shown in a map, and highlighted key takeaways.

The next page presented the draft recommendation that was reached as a result of feedback from project partners, community members, and integration of the three refined scenarios. This page included a detailed map that showed an extensive list of potential improvement projects.

The final page provided the community with an opportunity to provide feedback on the draft recommendation. This page had a short, optional demographic survey, and an open comment box for feedback.

Analytics

The online open house received a total of 9,604 unique pageviews from 4,631 visitors between March 15 and April 15, 2023.

Key takeaways from the web analytics include the following:

Online open house acquisition

Community members accessed the online open house primarily through direct channels (41.5 percent)—by typing in the URL into a web browser, using a QR code or shortened URL, or via the WSDOT website—and through referral links (54.3 percent) on external websites. Other acquisition channels included social media (1.4 percent) and organic search (2.4 percent).

Online open house traffic was driven by the earned media and paid media tactics that were implemented. It should be noted that there may be some flexibility in that distribution, as the “direct” source may include some paid and unpaid pathways.

Acquisition overview:

Channel	Users
Referral	2,519
Direct	1,925
Organic Search	111
Social	64
(Other)	19

Notable referrals:

- llovekent.net
- Seattletransitblog.org
- Kennydale.org
- Foxnews.com

Analytics Glossary

General terms:

- Users/visitors: Number of devices that initiated at least one session.
- Pageviews: The number of individual pages visited throughout all user sessions.
- Channels: Groupings of different sources.

Acquisition terms:

- Acquisition: Where visitors originated from.
- Referral: Users who access the site through other sites, not from Google searching.
- Organic search: Organic search results are the unpaid results that appear on a search engine results page after a query.
- Social traffic: Visitors coming from social media platforms.
- Direct traffic: Visitors who access the site by the exact website link.

Online open house availability and use in languages other than English

In addition to the English-language online open house, WSDOT offered online open houses in six languages spoken at home by greater than four percent of the population within any one census tract in the SR 167 study area. The online open house pages in simplified Chinese, Somali, Spanish, Tagalog, Russian, and Vietnamese received a total of 2,045 pageviews from 1,099 visitors between March 15 and April 15, 2023. Visitors of the online open houses in languages other than English accounted for 23 percent of all open house visitors.

Geographic analytics

The table below shows six Washington cities with more than 50 visitors.

City*	Visitors
Seattle	541
Kent	200
Auburn	133
Renton	105
Tacoma	100
Federal Way	73

*Geographic location determined by IP address

Time analytics

- On average, visitors spent about a minute and a half on each page and visited an average of two pages per session.
- Web traffic to the online open house was highest the week of March 20 (period when the postcard hit mailboxes).

Survey analysis

A total of 90 people completed at least part of the survey during the online open house period representing about 2.5 percent of online open house attendees. The purpose of the survey tool for the second online open house was to provide an opportunity for community members to respond to the draft recommendation. Participants did this through an open comment box. A total of 58 survey respondents submitted a response in the open comment box during the online open house period. The survey also asked for basic demographic information so the project team could compare how well respondent demographics aligned with the study area demographics. The project team found that most survey participants identify as “white or Caucasian,” own their home and have access to a vehicle, make a household income of \$75,000 or more, and primarily speak English at home. Themes from feedback comments are detailed below:

Comment themes

From the comments submitted through the survey tool, the project team identified key topics and themes. Comment themes included: support to implement the recommendations, concerns around the burden of express toll lanes and HOV lanes on low-income communities, a continuation of requests for multiple general-purpose lanes, support for increasing transit, and an appreciation for specific projects that reflect the community feedback received throughout

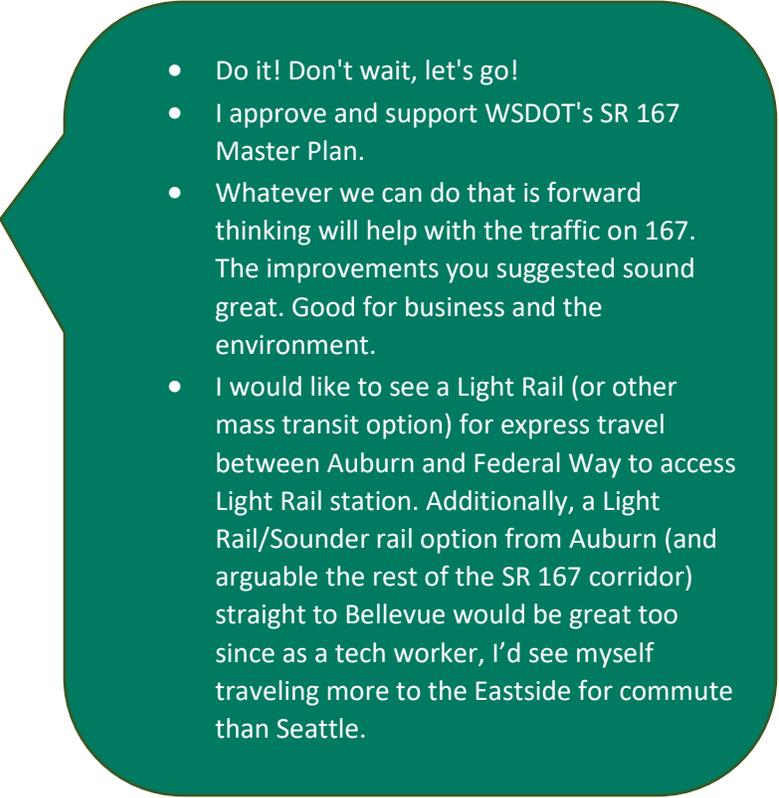
the study process. Below, key comment topics are grouped thematically, supplemented by representative quotes taken from submitted comments.

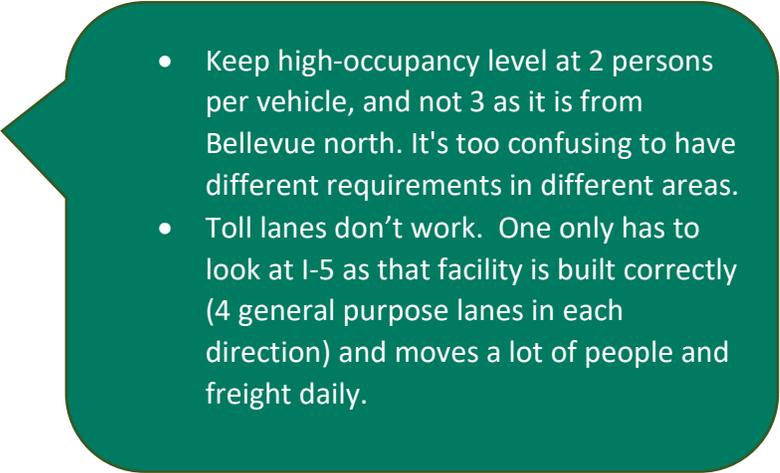
Theme 1 - Support

- Many support the recommendations and expressed a desire to begin building it now.
- Support for increasing transit, specifically Sounder service and putting Light Rail along SR 167.

Theme 2 - Concerns

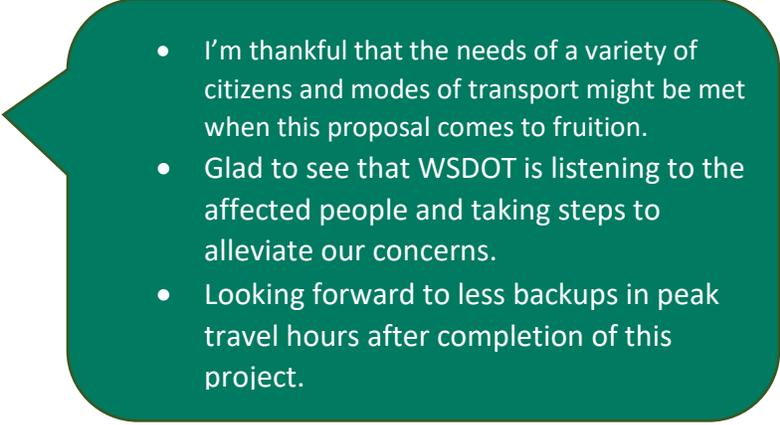
- Concerns about express toll lanes and the burden to low-income community members.
- Requests to keep HOV occupancy at 2 people or more.
- Ongoing requests for multiple general-purpose lanes in both directions.
- Concerns about safety, especially high speeds along the corridor at night.

- 
- Do it! Don't wait, let's go!
 - I approve and support WSDOT's SR 167 Master Plan.
 - Whatever we can do that is forward thinking will help with the traffic on 167. The improvements you suggested sound great. Good for business and the environment.
 - 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.

- 
- 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.
 - 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.

Theme 3 - Appreciation

- Appreciation for multimodal improvements, especially for low-income community members.
- Appreciation for WSDOT listening to people affected by transportation and working to provide solutions.

- 
- I'm thankful that the needs of a variety of citizens and modes of transport might be met when this proposal comes to fruition.
 - Glad to see that WSDOT is listening to the affected people and taking steps to alleviate our concerns.
 - Looking forward to less backups in peak travel hours after completion of this project.

Next steps

Feedback from this online open house will be recorded in the final Planning and Environmental Linkages Study report. A final recap of the project, including engagement information from this online open house will be shared with partner groups through a final series of committee meetings. The final study recommendation will be published in June 2023.

Appendix B- Community Comments and Questions

Community Comments

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 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?

Human? Depends

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.

Meridian and SR 167 intersection is horrible at best. Then it dumps on to River Road. If the trucks destined to the port were taken off RR the backups would be minimized.

In 1984 the state kicked the can down the road.

40 years later, here we are.

PLEASE get this done in my lifetime -- we've been promised this for a long time.

Don't 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.

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.

It'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.

I'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.

Building more toll lanes without enforcement would be discor

priority #1 should be to add non-restricted lane(s) to increase traffic capacity as SR 167 is increasingly a primary north/south traffic corridor in the region

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 phenomenon. 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

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 it's 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 or 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.

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.)

One suggestion I have that I saw in another state was that EVERY on ramp became its own lane. No more fighting for a spot or waiting for someone to let you in. At the next overpass, that lane automatically exited. EVERY time. EVERY on and EVERY off. No questions. The right lane was the on/off lane. No "ramps", no commuter stop lights. No surprises. I thought it was very efficient, and even though I'd not driven on roads like that before, it was easy to pick up.

Also, commuter lanes (Let's be real and call them "privileged lanes" for those who can afford to pay the fees) do not inspire folks to rideshare. Folks who care about the environment rideshare. Folks with similar schedules who live near each other and work near each other rideshare. If 80% of the traffic uses 2 lanes while 20% of the traffic uses 1 lane, you have a 40:40:20 split. If all three are open, you have 33% in each lane...moving people better, faster. (Not to mention reducing "illegal" drivers cutting in/out of the commuter lane.

Thank you for offering the opportunity to chime in!

The 167/512/410 interchange needs to have ALL the weaving in all directions eliminated, not just toll lanes. Most traffic will use go 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 hell 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 there'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.

I did not see any discussion on Park & Rides to support the transit elements. There are zero bus routes through most of the south end neighborhoods which means that anyone interested in taking transit must drive to a parking facility somewhere. Most Park & Rides that have good service fill early leaving no transit options for late-morning to mid-day transit trips. There are not any plans to add transit service to my neighborhood leaving Park and Rides as the only transit option.

My final comment has to do with the estimate. The estimates for the alternatives seem very low. Was a robust CEVP process followed?

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 Highway 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!

Appendix C- Final Survey

Survey Questions

We want to hear from you!

Share your thoughts on the proposed plans for SR 167. [open ended comment box]

We would like to ask you demographic questions. These questions help WSDOT ensure that we are hearing from a representative group of people. These questions are optional. Your answers to all the survey questions, and the following demographic questions, are anonymous and will be grouped with the answers of other anonymous respondents to identify trends and patterns.

1. How do you identify?
 - a. Man
 - b. Woman
 - c. Non-binary, gender nonconforming, genderqueer, or other gender(s) not listed here

2. How old are you?
 - a. Under 18
 - b. 18-24
 - c. 25-34
 - d. 35-44
 - e. 45-54
 - f. 55-64
 - g. 65-74
 - h. 75+

3. Including yourself, how many people live in your household?
 - a. 1
 - b. 2
 - c. 3
 - d. 4
 - e. 5
 - f. 6 or more

4. Do you rent or own your home?
 - a. Rent
 - b. Own
 - c. Other arrangement (please specify)

5. Do you have access to a working motor vehicle at home?
 - a. Yes

- b. No
6. How do you identify? (Select all that apply)
- a. American Indian or Alaska Native
 - b. Asian or Asian American
 - c. Black or African American
 - d. Hispanic or Latino
 - e. Native Hawaiian or Pacific Islander
 - f. White
 - g. Other race(s) (please specify) _____
7. What is your total household income for [2022], before taxes?
- a. Less than \$25,000
 - b. \$25,000 to \$49,999
 - c. \$50,000 to \$74,999
 - d. \$75,000 to \$99,999
 - e. \$100,000 to \$149,999
 - f. \$150,000 and above
 - g. Don't know
8. What best describes your work status? (Select all that apply)
- a. Employed, work outside of the home and travel to work 3 or more days per week
 - b. Employed, work outside of the home and travel to work 2 or fewer days per week (e.g., teleworking, hybrid working, etc.)
 - c. Employed, work from home
 - d. Homemaker
 - e. Student (full or part-time)
 - f. Retired
 - g. Unable to work (due to a disability, caring for a family member, etc.)
 - h. Other (please specify) _____
9. Do you have a disability?
- a. Yes
 - b. No
10. What language(s) do you speak at home? (Select all that apply)
- a. Arabic
 - b. Cantonese
 - c. English
 - d. Korean
 - e. Mandarin
 - f. Russian
 - g. Somali

- h. Spanish
- i. Tagalog
- j. Vietnamese
- k. Other (please tell us more) _____