

SR 167 Master Plan
Planning and Environmental Linkages Study

Attachment E. Coordination and Public Participation Summary

Final Study

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Washington State Department of Transportation



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Acronyms and Abbreviations

EAC	Equity Advisory Committee
FHWA	Federal Highway Administration
HOV	high-occupancy vehicle
NEPA	National Environmental Policy Act
PAC	Policy Advisory Committee
PEL	Planning and Environmental Linkages
SR	State Route
TAC	Technical Advisory Committee
WSDOT	Washington State Department of Transportation

Chapter 1. Background

The Puget Sound region is thriving and attracting large population and employment growth. This growth increases strain on our transportation infrastructure and services, resulting in increased traffic congestion and increased needs for maintenance and preservation. There is a need to move people and goods by maximizing the effectiveness of our multimodal transportation system now and into the future.

In response to this need, the Washington Legislature passed Engrossed Substitute Senate Bill 5825, directing \$3 million to develop a multimodal State Route (SR) 167 Master Plan. As part of the SR 167 Master Plan Planning and Environmental Linkages (PEL) Study effort, the Washington State Department of Transportation (WSDOT) will analyze existing and future conditions, incorporating information from public and partner engagement to identify near-, medium-, and long-term multimodal transportation needs and strategies along the SR 167 corridor.

The proposed SR 167 Master Plan PEL study area will include the existing SR 167 facility from the Port of Tacoma (SR 509) to Renton. WSDOT will also consider the local system and work with other transportation providers to fully understand the needs and solutions in the corridor.

The SR 167 Master Plan PEL Study started in earnest in fall 2021, and the SR 167 Master Plan PEL Study project team (project team) anticipates completing the SR 167 Master Plan PEL Study update in 2023. Communicating with local jurisdiction partners and agencies and the surrounding communities on this work is essential to developing solutions that meet the communities' needs. The project team developed strategies to engage the communities along the corridor, including key equity priority areas, and WSDOT's local agency and jurisdiction partners.

Chapter 2. Agency Coordination

FHWA

The project team completed the four required coordination points with the Federal Highway Administration (FHWA), and they received concurrence at each coordination point. Table 2-1 summarizes the goal and feedback received for each coordination point, and it includes references to where and how feedback was incorporated. The project team applied feedback throughout the study process. Refer to *Appendix A* of this attachment. FHWA WSDOT PEL Questionnaire for a copy of the agenda, meeting notes, and FHWA concurrence. FHWA was also invited to participate in the Technical Advisory Committee (TAC) and Policy Advisory Committee (PAC), which are described later in this chapter.

FHWA involvement in PEL studies is required for projects that have a federal nexus and are likely to require compliance with NEPA in the future... PEL studies are required to involve FHWA at four formal Coordination Points.

– Colorado DOT PEL Handbook 2022

Table 2-1. FHWA Coordination Points Summary

Coordination Point	Goal	FHWA Feedback
Coordination Point No. 1: October 12, 2021	Introduce the SR 167 Master Plan PEL Study and ask for feedback on the scope. Confirm rationale for the study.	FHWA agreed with the scope for the study. <ul style="list-style-type: none"> The project team should include information on floodplains, wetlands, and stormwater – <i>Refer to Chapter 5.</i> FHWA should be included throughout the PEL process – <i>Refer to the FHWA section in Chapter 2.</i> Resource agencies should be engaged early in the process – <i>Refer to the Resource Agency section in Chapter 2).</i> NEPA language in PEL studies can be beneficial – <i>Refer to the NEPA Process Principles section of Chapter 1 and Attachment A.</i>
Coordination Point No. 2: January 10, 2022	Provide an overview of the Draft project Purpose and Need and ask for feedback.	FHWA concurred with the project Purpose and Need. <ul style="list-style-type: none"> They agreed with the approach of a corridor-wide purpose and need for this study and then explained how the project Purpose and Need would be used to inform future project-level NEPA purpose and need statements – <i>Refer to Chapter 1.</i>
Coordination Point No. 3: July 27, 2022	Provide an overview of project and scenario development and ask for feedback on the scenario evaluation process.	FHWA concurred with the project team’s approach for scenario analysis. <ul style="list-style-type: none"> They requested access to information or tools used in the evaluation – <i>Refer to Chapter 3.</i> They asked if the project team can anticipate potential environmental documentation needs– <i>Refer to Chapter 5.</i>

Coordination Point	Goal	FHWA Feedback
Coordination Point No. 4: June 5, 2023	Provide a summary of updates made since FHWA’s review of the PEL Study, and request concurrence on the study.	FHWA agreed with the revisions made to the study. <ul style="list-style-type: none"> • They requested a template for drafting a support letter and signing an agency concurrence/support page.

Resource Agencies

The project team solicited feedback from resource agencies including:

- Federal Emergency Management Agency (FEMA)
- National Oceanic and Atmospheric Administration (NOAA) Fisheries
- U.S. Army Corps of Engineers (USACE)
- U.S. Bureau of Reclamation
- U.S. Fish and Wildlife (USFWS)
- U.S. Coast Guard (USCG)
- Puyallup Tribe of Indians
- Muckleshoot Indian Tribe
- Washington Department of Natural Resources (DNR)
- Washington Department of Ecology
- Washington State Department of Archaeology and Historic Preservation (DAHP)
- Washington Department of Health (DOH)
- Washington Department of Fish and Wildlife (WDFW)
- Washington State Conservation Commission (SCC)
- Washington State Patrol (WSP)

Information was distributed during the study process to resource agencies. Early in the study, resource agencies were asked to provide feedback on *Attachment B, Chapter 12*. They were also invited to review the study recommendations and to participate in an online open house. Some resource agencies, such as the Muckleshoot Indian Tribe and Puyallup Tribe of Indians, were involved in TAC meetings throughout the project.

Tribal Nations Coordination

Representatives from the Muckleshoot Indian Tribe and Puyallup Tribe of Indians were invited to participate in the TAC, Equity Advisory Committee (EAC), and PAC. WSDOT staff met with the Puyallup Tribe of Indians on October 21, 2021, for a listening session and a final one on one briefing on February 7, 2023. The Muckleshoot Indian Tribe staff engaged with WSDOT via email and phone calls. The result of this engagement allowed WSDOT and tribal nation staff to share information and to discuss topics relevant to each tribe, such as potential projects and strategies that are on or near tribal lands, feedback for new projects or strategies, or coordination with tribal projects and services.

Chapter 3. Committee Coordination

Executive Committee

The Executive Committee was formed to serve as the WSDOT oversight committee and decision-making group. Led by Secretary of Transportation Roger Millar, the group met at key study milestones to hear progress and to guide the SR 167 Master Plan PEL Study process.

In addition, the project team developed three committee groups to help provide insight and guidance throughout the planning process. Those committee groups included a TAC, EAC, and a PAC.

The TAC included staff from local jurisdictions, the ports, transit agencies, tribes, and the business community. Committee members would typically attend both the TAC and PAC meetings to support their elected and act as alternates to the elected member when the elected was unable to attend.

The EAC included representatives from community-based organizations that advocated on behalf of vulnerable populations and overburdened communities, environmental justice initiatives, and transportation initiatives. The EAC was formed to support the project Purpose (Goals) related to equity and to ensure equity was included in the overall planning process for this study. The feedback gathered from the EAC was shared with the PAC and TAC and directly with WSDOT executive leadership.

The TAC and PAC included representation from local agency and jurisdiction partners. The PAC primarily consisted of elected officials, representatives from local jurisdictions along the project corridor, and members of partner agencies.

Brief summaries of the completed committee meetings are in the following section. Full summaries of the meetings can be found online at: <https://wsdot.wa.gov/construction-planning/search-studies/sr-167-master-plan>.

Technical Advisory Committee

- **Meeting No. 1:** The first meeting was held on November 10, 2021. The project team discussed roles and responsibilities and committee structure, and they reviewed and discussed the SR 167 Master Plan PEL Study schedule and committee work plan, shared key themes from listening sessions, gathered feedback on the project Purpose and Need and proposed study area, and introduced evaluation criteria.
- **Meeting No. 2:** The project team met with the TAC on January 19, 2022, to finalize the study area, review the project Purpose and Need, discuss the evaluation framework, and introduce the initial list of projects and strategies.
- **Meeting No. 3:** The project team met with the TAC on March 30, 2022, to report out on existing conditions, provide community engagement update, report out on initial list of projects and strategies feedback, and introduce and discuss Draft Scenarios development.
- **Meeting No. 4:** The project team met with the TAC on June 29, 2022, and they provided an update on the EAC process and feedback, provided an opportunity to supplement equity community feedback, shared the results of Level 1 and Level 2a Screening (Draft Scenarios) analysis, provide an opportunity for feedback on projects and strategies in the Draft Scenarios, and gave an update on community engagement.

- **Meeting No. 5:** The project team met with the TAC on November 9, 2022, and they provided an update on community engagement outcomes from the summer engagement activities, provided an overview of the Baseline Scenario and Refined Scenarios along with an analysis, and reviewed the next steps of the project.
- **Meeting No. 6:** The project team met with the TAC on February 15, 2023, and they introduced a draft of the Final Study Recommendations, including the process to get to the Final Study Recommendations and how they met the project Purpose and Need.
- **Meeting No. 7:** The project team met with the TAC on May 3, 2023, and they shared outcomes from online open house No. 2 and overall engagement updates and draft PEL study report chapters and appendices, and they discussed next steps related to implementation of the Final Study Recommendations.

Equity Advisory Committee

- **Meeting No. 1:** The first EAC meeting was held on February 25, 2022. The objective of this meeting was to introduce the SR 167 Master Plan PEL Study process; understand the vision and goals; discuss roles and responsibilities for the EAC, project team, and WSDOT; gather feedback on the community profile; and review upcoming community engagement and opportunities for partnership.
- **Meeting No. 2:** The project team met with the EAC on April 22, 2022, to introduce the community engagement process and how WSDOT will engage community-based organizations in outreach, discuss how EAC members can actively be engaged with and provide feedback on the equity priority areas (communities) that were defined in the SR 167 Master Plan PEL Study evaluation process, and discuss the projects, programs, policies that meet the needs of the equity priority areas (communities).
- **Meeting No. 3:** The project team met with the EAC on June 10, 2022, to report back on questions the members had on the previous meeting, gather feedback on recommended equity priority areas (communities) for the SR 167 Master Plan PEL Study scenario evaluation, gather feedback on transportation challenges and potential solutions, and gather feedback on equity-focused co-creation workshops.
- **Meeting No. 4:** The project team met with the EAC on September 23, 2022, to report back on summer community outreach and to share how the project team is incorporating feedback into the planning process.
- **Meeting No. 5:** The project team met with the EAC on November 18, 2022, and they provided an overview of the Baseline Scenario and three Refined Scenarios, presented and discussed the Baseline Scenario and Refined Scenario outcomes (benefits and impacts), and reviewed the next steps in the project.
- **Meeting No. 6:** The project team met with the EAC on March 3, 2023, and they introduced the draft of the Final Study Recommendations, including the process to get to the Final Study Recommendations and how they met the project Purpose and Need.
- **Meeting No. 7:** The project team met with the EAC on May 12, 2023, and they shared outcomes from online open house No. 2 and overall engagement updates and draft PEL study report chapters and appendices, and they discussed next steps related to engagement in the future and implementation of the Final Study Recommendations.

Policy Advisory Committee

- **Meeting No. 1:** On Wednesday, November 17, 2021, WSDOT hosted the first PAC meeting to discuss roles and responsibilities and committee structure, review and discuss the SR 167 Master Plan PEL Study schedule and committee work plan, share key themes from listening sessions, introduce evaluation criteria, and gather initial feedback from the members.
- **Meeting No. 2:** The project team met with the PAC on February 2, 2022. The objective of this meeting was to finalize the SR 167 Master Plan PEL study area, review and discuss the project Purpose and Need, and discuss the evaluation framework.

- **Meeting No. 3:** The project team met with the PAC on May 4, 2022, and reported on work to date, provided a community engagement update, and discussed scenario themes with the committee members.
- **Meeting No. 4:** The project team met with the PAC on July 13, 2022, to provide an update on the EAC process and feedback, an update on community engagement, a high-level insight on tradeoffs from the results of Level 1 and Level 2a Screening (Draft Scenarios), and an opportunity for feedback/discussion on tradeoffs to inform Refined Scenarios development and analysis.
- **Meeting No. 5:** The project team met with the PAC on November 30, 2022, to provide an update on community engagement outcomes, give an overview of the Baseline Scenario (funded projects) and Refined Scenarios, present and discuss the analysis, and review the next steps for the project.
- **Meeting No. 6:** The project team met with the PAC on March 13, 2023, to provide an update on the draft of the Final Study Recommendations and report out on the EAC and TAC's feedback on the draft of the Final Study Recommendations.
- **Meeting No. 7:** The project team met with the PAC on May 23, 2023, and they shared outcomes from online open house No. 2 and overall engagement updates and draft PEL study report chapters and appendices, and they discussed next steps related to implementation of the Final Study Recommendations.

Chapter 4. Public Participation

Co-creation Workshops Summary

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 who we want to hear from the most.
- Listen to the community's commute and travel stories.
- Gather feedback on potential solutions.

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

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

- Commuters avoid toll lanes because they are unsure of how it works and do not know the exact cost; some think it is too great of a cost burden and that the project team should consider the low-income community.
- Heavy traffic occurs during morning and night commutes.
- Most people travel by car because public transportation options are limited where they live.
- Bus stops are far away or public transportation does not stop at their destination.
- Bicycle infrastructure needs to be built along SR 167.
- Better connections are needed to local neighborhoods and streets.
- International students rely on public transportation and their options are very limited.
- SR 167/I-405 interchange is not safe.
- SR 167 is not being used for local travel, only long trips.
- Airport access is a challenge.
- Transit does not provide a time savings or benefit; it takes just as long as sitting in a vehicle.
- The walk to transit (bus, light rail) is long and challenging.
- People take jobs based on available transit to reach the job's location.
- Warehouses create big blocks to navigate.

Key takeaways from community members across all workshops included the following solutions or ideas:

- Expand the number of lanes to accommodate more traffic.
- Add more exits along SR 167 to increase access to frequently visited locations.
- Need more visibility along the corridor, including lighting and reflective paint.
- Expand Commute Trip Reduction (CTR) programming, which would be beneficial to shift workers.
- Dedicate a lane for freight traffic or designate specific hours.
- Provide more education about express toll lanes (ETL) or high-occupancy toll (HOT) lanes.
- Add more high-occupancy vehicle (HOV) lanes on SR 167.
- Implement reduced or free bus fares.
- Provide better signage along SR 167.

Online Open Houses

WSDOT hosted two online open houses to share information about the SR 167 Master Plan PEL Study effort and to gather feedback from the communities along SR 167 from Renton to Tacoma.

The first online open house provided community members with an opportunity to learn more about the study and to 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 to respond to a short survey designed to provide the project team with key demographic information, how they use SR 167, and what challenges or solutions they have for the corridor. The online open house and survey were available in English, simplified Chinese, Somali, Spanish, Tagalog, Russian, and Vietnamese.

The project team invited community members to submit comments through the survey tool. A total of 1,126 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.

Table 4-1 shows key comment topics received, supplemented by representative quotes, which were taken from submitted comments. Refer to *Appendix C* for a full list of comments received.

The second online open house provided community members with an opportunity to learn about the draft Final Study Recommendations and the feedback the project team heard from committee and community members. The online open house was live from March 15 to April 15, 2023. A total of 58 people submitted written comments in their survey response during the online open house period. Table 4-2 lists the comments received during the online open house. Refer to *Appendix C* for a full list of comments received. Feedback from Online Open House No. 2 focused on the following:

- **Support:** General support for recommendation and noted an urgency to build it now.
- **Tolling concerns:** Concerns around express toll lanes and cost burden on low-income community members.
- **HOV definition in express toll lanes:** Requests to keep HOV occupancy at two people or more instead of three.
- **Capacity expansion:** Ongoing requests for multiple general purpose lanes in both directions.
- **Prioritizing equity communities:** Appreciation for WSDOT listening to people affected by transportation and working to provide solutions.
- **Transit expansion:** Support for increasing transit, specifically sounder service and putting light rail along SR 167.
- **Pedestrian and bicycle connections:** Appreciation for multimodal improvements especially for low-income community members.

Table 4-1. Online Open House No. 1 Comment Summary**Comment Summary**

"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 two general purpose lanes in each direction and add two lanes to WA18 between 167 and I-5, including a rework of the 167/18 interchange. Finishing 18 to I-90 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 (11pm-12am) 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."

Comment Summary

"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 two lanes each way not one, the south end growth will require this in five 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."

"Three general purpose lanes and one carpool lane. No tolls like 405 North of Bellevue. Add one 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."

Comment Summary

“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 highway 18/167 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 on 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.”

Comment Summary

"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 light rail 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."

Table 4-2. Online Open House No. 2 Comment Summary

Comment Summary

The best solution to fix HWY 167 is adding 1 or 2 additional general purpose lanes in each direction from Highway 512 to I405. Toll lanes don't work. One only has to look at I-5 as that facility is built correctly (4 general purpose lanes in each direction) and moves a lot of people and freight daily. Adding a truck toll lane is stupid and a joke and will make traffic much worse. Please don't make the same mistake that they are making on I-405 from Renton to Bellevue which desperately need's general purpose lanes, and they are adding a toll lane this time around.

Since this is the first I have heard about all this.

Only things I would like to input is an idea of an offramp from Hwy 18 to 167 South and eliminate need to exit Hwy 18, to get on to West Valley to then get on to 167 South; and making a safer entrance for Hwy 18 traffic merging on to 167 south rather than having exiting traffic of 167 trying to exit at the same time as entering traffic from 18. it's a really nasty choke point.

Do it! Don't wait, let's go!

I think you are wasting a lot of money. Adding a burden on low income families and increasing carbon emissions. Tolls are a huge burden on low income families. It caters on to rich elites that can afford it. Build regular lanes on express lanes. You're increasing carbon emissions because transit carries very little traffic (especially since 2019) and you won't make cars move faster. More idling means more carbon emissions. Add regular travel lanes. Upgrade the 18/167 interchange so travel can go any direction without going on surface streets.

I approve and support WSDOT's SR 167 Master Plan. The aspect that I support for WSDOT's SR 167 Master Plan is that express lanes will be implemented.

if we are going to widen 161 up the hill, consider filling between the bridge over the railroad and the hill to remove the large sag. this will allow for improvement in the grade and alignment of the highway up the hill.

The Hwy 167 Master Plan of 2008 was a great plan. This new plan is a joke and the people in charge are idiots and they should be fired. It seems to me that by adding toll lanes instead of general purpose lanes they are creating more congestion. Adding 1 or 2 general purpose lanes is the best solution to the congestion issues on Hwy 167. The dirty little secret with toll lanes as they need congestion to make them work. It is awful that the Texas company where some of the toll revenue goes is against general purpose lanes, that way the more the congestion the more toll revenue. That's exactly what's going on here, What a joke. WSDOT has already screwed up I405 as we were promised 2 additional general purpose lanes, instead adding a worthless toll lane. We will fight this and get the word out!

Recommendations are not looking at future. Investment should be on expansion of more lanes on 167, as well as technology enhanced lanes with consideration to EV autos. Your plans currently barely cover a small current situation, leaving a much greater need.

"Is the only way to have a sustainable economy is to have growth?"

The plans are well thought out. I travel SR 167 less than once each month, but because of disabilities and health issues am unable to use public transportation.

"Eliminating River Road as a truck route is my biggest concern."

Comment Summary

PLEASE get this done in my lifetime -- we've been promised this for a long time.

Dont forget Algona and how west valley can help local traffic at peak times of day. The west valley hwy 18/167 interchange could be improved in multiple ways by reducing lights and implementation of traffic circles. Same thing at west valley and jovita. This would prevent backups on 18 and 167 offramps if traffic could flow smoothly at those locations.

At night 167 turns into an all out racing zone. I live on a housing estate adjacent from the freeway and the amount of high powered, illegal racing cars almost nightly is a severe safety risk. Along with the illegal noise pollution levels of these vehicles. I hope something is done to address the illegality going on 7 days a week.

I feel like there should be emphasis on the safety of SR 167 going into Interstate 405 since the way up and down is on the same road creating safety issues and congested traffic. There is also a lot of backlog caused at the end of the Northern part of SR 167 because of a traffic light. This kind of backlog and congested traffic happens mainly during office hours. I think there needs to be a closer re-examination of what to improve on. Also, I feel like we should remove/re-exam the need for the double lines running from the north to about the middle of SR 167. It feels largely unnecessary and instead creates congestion. The other side doesn't have it so why this side.

Whatever we can do that is forward thinking will help with the traffic on 167. The improvements you e suggested sound great. Good for business and the environment.

Completion of 167 to Tacoma long overdue, and widening to relieve congestion on 167 is badly needed. The traffic in Puyallup is horrendous.

Itâ€™s disappointing during the enhancements the carpool lane was taken out at the on ramp to N-SR-167 from Ellingson Rd. For a family of four we used to have direct access to SR-167 via the carpool lane and now we have to stop and wait. Other times the traffic light to that on ramp is on in middle of afternoon to evening hours when traffic control is not needed.

Iâ€™m thankful that the needs of a variety of citizens and modes of transport might be met when this proposal comes to fruition.

"As an occasional bus rider on 578 Sumner to Seattle, I see little return on Scenario A. Very few riders are on 578 between Puyallup and Federal Way even though current transit time to Seattle is not much longer than by car.

I support a truck only lane M-F 8-5.

Expansion of merge capabilities and reducing backups is of great importance. Improving outdated interchanges so they flow better with future demand also.

Stop making people pay twice for highway use. Tab fees for plate management only. Focus on general use lanes. Raise gas tax. No sales tax on road construction materials. No mileage tax, intrusive.

Start moving dirt. We want this project completed NOW.

Keep high-occupancy level at 2 persons per vehicle, and not 3 as it is from Bellevue North. It's too confusing to have different requirements in different areas. Leave it at 2 until there are 2 people in the majority of vehicles, then change it to 3 for HOV lanes.

Comment Summary

Living in Fife, Traffic is often a deterrent when requesting family friends to visit the area. This is not a new phenomena. I've lived in many areas of Puget Sound my whole life and have witnessed the prejudice towards South end Travel the entire time. The south end traffic problems are well known by local citizens to be more pronounced and frustrating than other areas of King, pierce, snohomish counties. The consistent overall traffic slowdowns are a hassle at a minimum and a nightmare at other times. It's a substantial reason, if not the number one reason why property values in the South are much lower than other puget sound areas, The Traffic is just awful down here . I am optimistic that discussed changes might alleviant some of this .

While I appreciate the focus on transit in Scenario A, I think a majority of community members are invested in driving to work, and so Scenario A would not have the greatest impact. I think Scenario B or C would be the best options.

double deck the entire length of 167 so trucks would have their own freeway

I generally like these proposed recommendations. One clarification I think needs to be added: Where the proposal mentions "Complete street enhancements" on West Valley Highway between 15th St NW and Edgewood Drive, it must also include reconstruction of the main roadway where necessary. Much of this length has not been repaved in years because of the cost of needed repairs and the roadway is literally crumbling apart. At least the northern end of this stretch needs a complete rebuild according to the City of Auburn. It doesn't make any sense to me to add enhancements without fixing the roadway as well.

Glad to see that WSDOT is listening to the affected people and taking steps to alleviate our concerns

I am concerned that these projects don't focus enough on reconnecting communities. Freeway lids have become common on WSDOT projects on I90 and on corridors north of I90. However, WSDOT has yet to give the same kind of consideration to communities south of Lake Washington. Further, the plan needs to prioritize the list of improvements to build first those improvements that provide alternatives to driving on SR 167. Those improvements are far lower cost and can provide a much larger benefit to cost ratio than the highway widening projects that will cost billions of dollars. The interurban trail is an excellent parallel alternative to SR 167 but is underutilized because it lacks sufficient low-stress active transportation facility connections. In most cases these connections can be made for a tiny fraction of the cost of updating an interchange. These facilities can also save users' lives.

The biggest problem area on 167 is the constant slowdown/backup for 167 northbound traffic at the 405 southbound interchange where traffic weaving is required. An over ramp to avoid that back up would allow a smoother interchange flow for those heading to I-5 or to the airport.

Looking forward to less backups in peak travel hours after completion of this project.

Prohibit large trucks from being in any lane besides the right lane. Enforce the speeding and dangerous driving of semis and large trucks more often.

I vote for master plan

[Redacted]. Twenty five years too late and by the time its finished it will be outdated. I can tell you when WSDOT will know when they finished their study on the 167 project. When they've spent their budget allotment.

[Redacted] the masses for a few

I like these plans. But I think they did not consider Military Road area. There is no transit, no sidewalks and many other things that should be considered for a road that could be considered as a parallel route to SR 167 and I5 in a significant portion of the scope of this study.

your maps in this presentation are not good especially for those who live close to the potential changes Was not able to zoom in and see how these changes affect my property Concerned about sound and offramp placing Not good

Comment Summary

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.)

The 167/512/410 interchange needs to have ALL the weaving in all directions eliminated, not just toll lanes. Most traffic will use gp lanes and that weaving traffic is what causes the backups. it's expensive, but complete flyover lanes are needed.

It is truly a difficult collection of data to sit and dissect. Summations and footnoting to original source info would have made this much easier and I know there is much I have not clearly interpreted.

Where in the [redacted] is light rail? Need light rail from auburn to Renton to Bellevue. Hard to believe there is no light rail planned from Renton to Bellevue along 405 corridor when 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.

Link light rail. Have it run to downtown and east side.

No more Express Toll. Should be Carpool with Good To Go pass for those who can afford it.

"How close will the finished product (State Route) to Freeman Road?

We live just up the hill (east) of the Milton Way/Freeman Road/20th Street Intersection on 20th Street/Yuma.
Thanks"

I like to extend 4-5 lines each way. Because High Way 5 was so much cars all day long.

please make the bus to Sumner faster

Would like to see a permanent acquisition of a rail corridor for Sounder service and future high speed rail.

I hope Link can run on the expanded right of way of SR 167.

Community feedback indicates a desire for night/weekend transit (sounder) service that is not immediately referenced in the master plan. Increasing sounder utilization in general would mitigate many of the traffic issues identified and provide immediate benefit to the entire study area. Highly recommend expansion of service to include 1) additional morning/afternoon service times during the week, 2) night/weekend service, especially during summer event season, and 3) improved multi modal transit to rail stations including bike, parking, and bus. Appreciate your focus on this important community initiative!

Put in more lanes from Puyallup to Fife connection then what is currently needed so it is built for expansion

Comment Summary

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!"

Summer Outreach Events Summary

The project team staffed and attended several fairs and festivals over the summer of 2022. The team attended the events to:

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

Most attendees expressed excitement about the WSDOT projects along the SR 167 Corridor, and they shared feedback on how to improve SR 167. Most visitors asked clarifying questions about what the SR 167 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.



Team members discussed the project and answered questions from the community.



The event booths included display boards and printed information.