



## **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 Eagan, 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  <span style="color: green; font-weight: bold;">+1</span>	SR 512 and SR 518 and tolling on those corridors as routes that are congested  <span style="color: green; font-weight: bold;">+0</span>	Review impacts on connecting corridors (405)  <span style="color: green; font-weight: bold;">+0</span>	SR-167 is not very useful for existing/established transit routes  <span style="color: green; font-weight: bold;">+0</span>
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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.

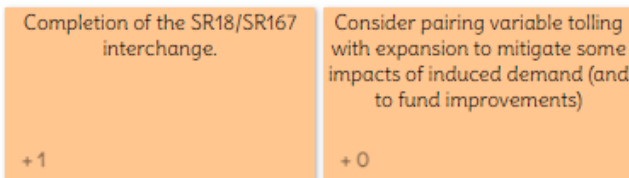


- Cecile Malik, City of Auburn, noted it sounds like most scenarios include adding at least one toll lane. Does the Master Plan consider where the tolls are invested and how other improvements and connections are made along the corridor? Is that part of the Master Plan or will it come later when the 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.

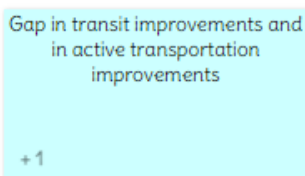
Idea board comments:

- 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 +



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



## 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.