

SR 167 Master Plan

A planning and environmental linkage study

Technical Advisory Committee Meeting #4

June 29, 2022

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PLANNING MANAGER
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SR 167 MASTER PLAN EQUITY ANALYSIS LEAD
SR 167 MASTER PLAN PARTNER & COMMUNITY ENGAGEMENT LEAD
SR 167 MASTER PLAN EQUITY ADVISORY COMMITTEE FACILITATOR

Agenda and objectives

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

Agenda:

- Equity Advisory Committee update
- Break – 5 minutes
- Scenario analysis update
- Scenario discussion
- Break – 5 minutes
- Scenario discussion continued
- Scenario development
- Community engagement update
- Next steps

The planning steps

Community and partner engagement

**Phase 1:
Study
planning**
Aug – Nov
2021

**Phase 2:
Existing and
future
conditions**
Nov 2021 –
Feb 2022

**Phase 3:
Develop and
screen
strategies**
Feb – April
2022

**Phase 4:
Develop and
evaluate
multimodal
scenarios**
April – Nov
2022

**Phase 5:
Final report**
Nov 2022 –
March 2023

Partner meeting schedule

Meeting 1 November

- Review and discuss committee roles and responsibilities
- Draft purpose and need
- Study area approach
- Draft evaluation criteria

Meeting 2 January/February

- Final purpose and need
- Final evaluation framework
- Initial project list

Meeting 3 March

- Review existing conditions
- Define scenario development
- Community engagement update

Meeting 4 June

- Review and discuss scenario analysis
- Community engagement update

Meeting 5 October/November

- Present refined scenarios
- Community engagement update

Meeting 6 January

- Provide recommended solution
- Community engagement update

Meeting 7 March

- Review plan highlights
- Executive Summary
- Next steps

Updates from the sandbox

Legend

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



Equity Advisory Committee

Equity Advisory Committee Meetings

Meeting 1 February

- Study overview
- Roles and responsibilities
- Review community profile
- Discuss community engagement

Meeting 2 April

- Community engagement
- Evaluation framework
- Equity analysis
- Project list update

Meeting 3 June

- Confirm equity priority areas
- Project list development process
- Discuss transportation challenges
- Community engagement update

Meeting 4 September

- Review and discuss scenario analysis
- Community engagement update

Meeting 5 November

- Present refined scenarios
- Community engagement update

Meeting 6 January

- Provide recommended solution
- Community engagement update

What is an Equity Priority Area?

- A geographic area that has a higher concentration of vulnerable or overburdened populations (identified through U.S. Census demographic indicators)

Why is this important?

- Identifying equity priority areas allows us to evaluate transportation scenarios (projects and strategies) are equitable in **maximizing benefits** and **minimizing impacts** to locations having the highest concentrations of vulnerable or overburdened populations.

How We Use Equity Priority Areas

Evaluation Metrics

- Number of jobs within 30, 45, 60 minutes of RGCs, Countywide Centers, and **equity priority areas** by vehicle or transit during the midday, PM, and evening peak hours
- Number of essential destinations/services (e.g., grocery store, school, healthcare facilities, childcare) within 20-min by walking, 30-min by transit and vehicle of **equity priority areas**
- Number of households (overall and **equity priority households**) within 30, 45, 60 minutes of RGCs, MICs, and Countywide Centers by vehicle or transit
- Population (overall and **equity priority populations**) within ½ mile of frequent transit or demand responsive service
- Number of vehicles in household in **equity priority areas**
- Number of transit seats per hour (midday, PM, evening) and stations in the **equity priority areas**
- Travel cost for vehicle and transit access in **equity priority areas**

SR 167 Community Profile Indicators

Demographic	Study Area	Puget Sound Region
Total Population	660,400	4,137,205
Low-Income Population *	25%	20%
Limited English Proficiency Population *	11%	8%
Minority Population *	43%	36%
Youth or Seniors *	36%	35%
Foreign Born Population *	19%	18%
Cost Burdened Households *	34%	33%
Households without a Vehicle *	6%	8%
Owner-Occupied Households	60%	61%
Renter-Occupied Households	40%	39%
Population with a Disability *	11%	11%
Unemployed Population	5%	4%
Population with a College Degree	38%	52%
Single-Parent Families *	27%	22%



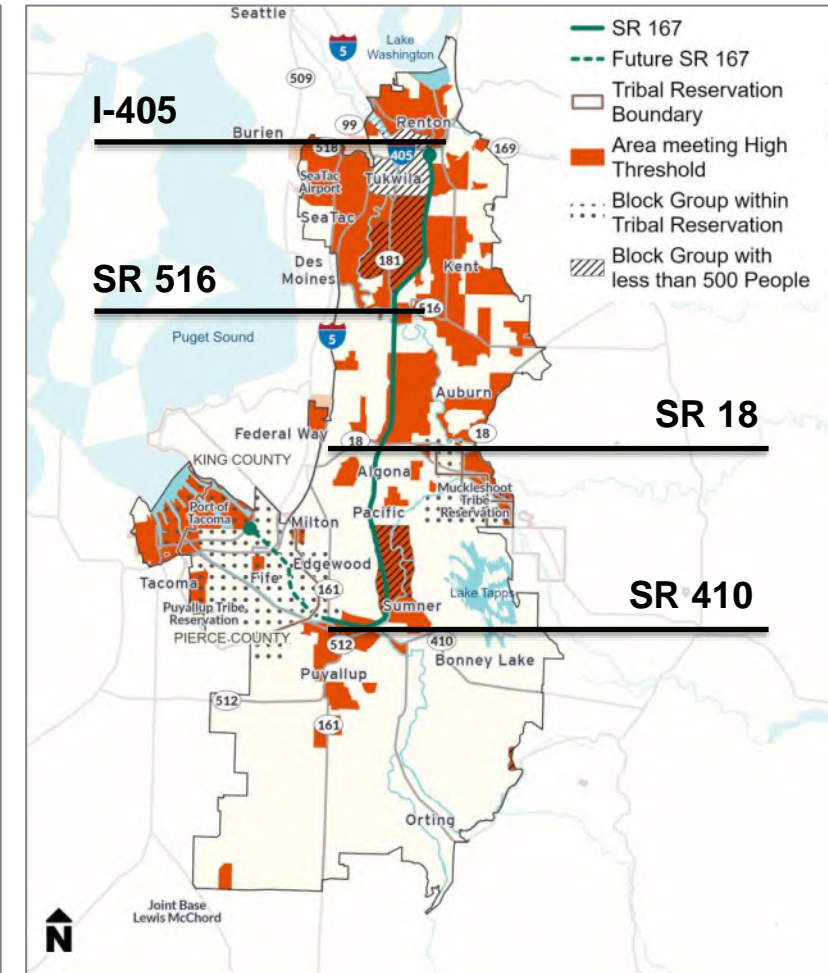
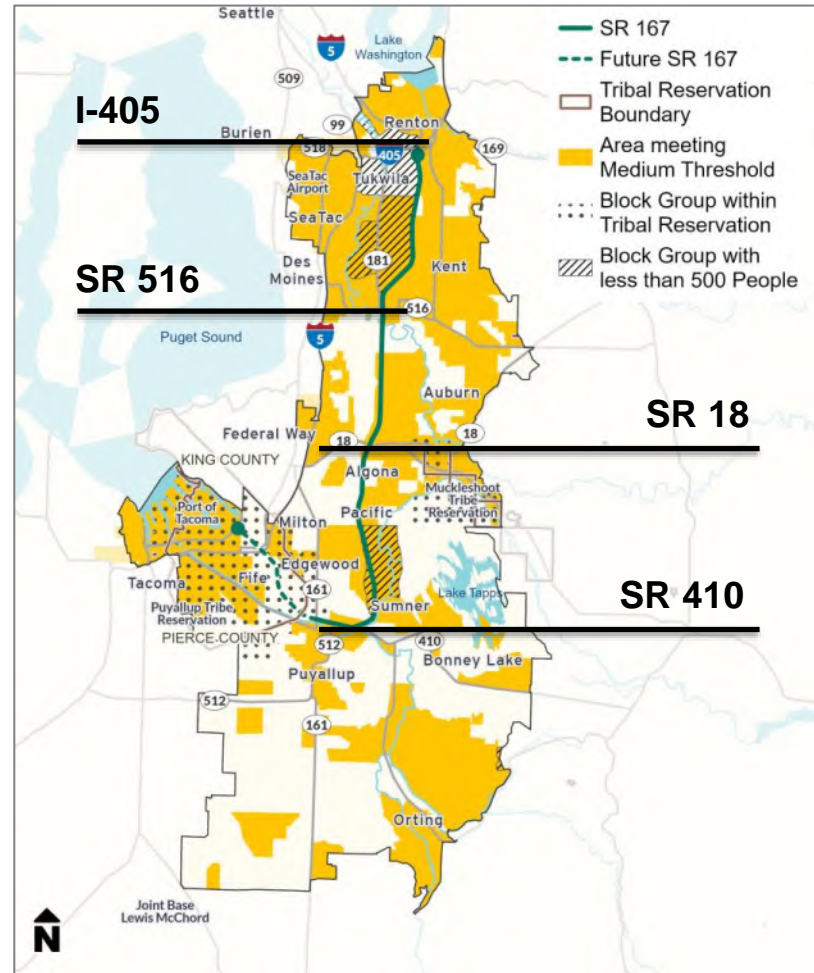
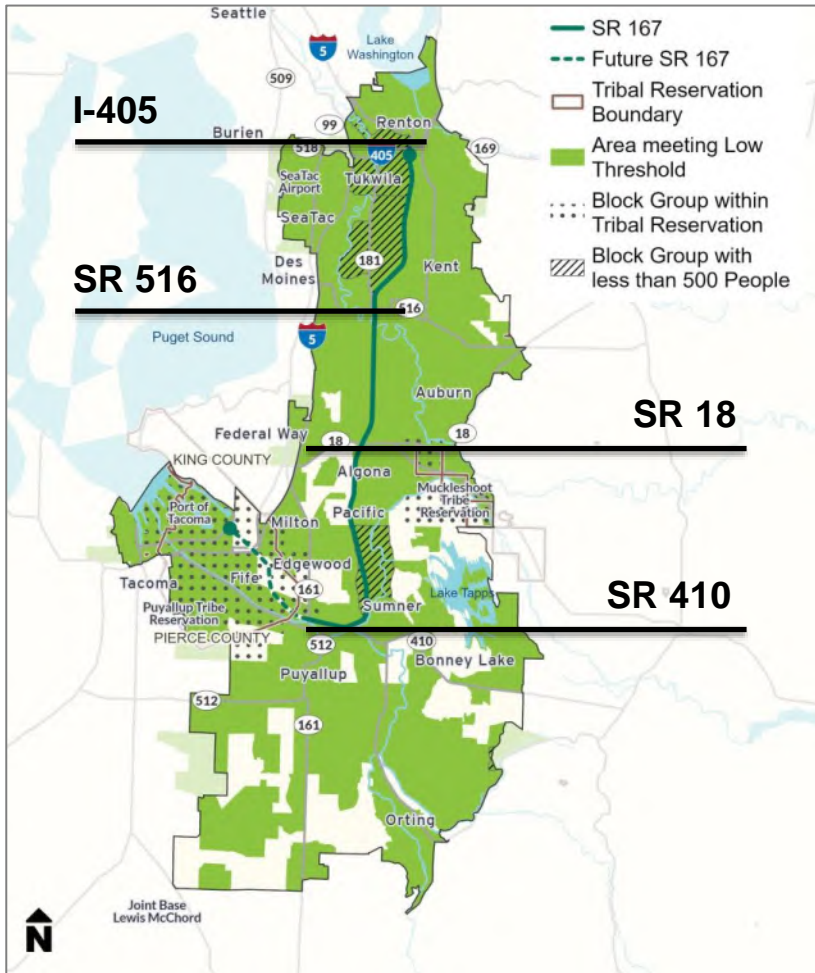
* = Demographic used to identify Equity Priority Areas

Equity Area Maps

Low Threshold Option

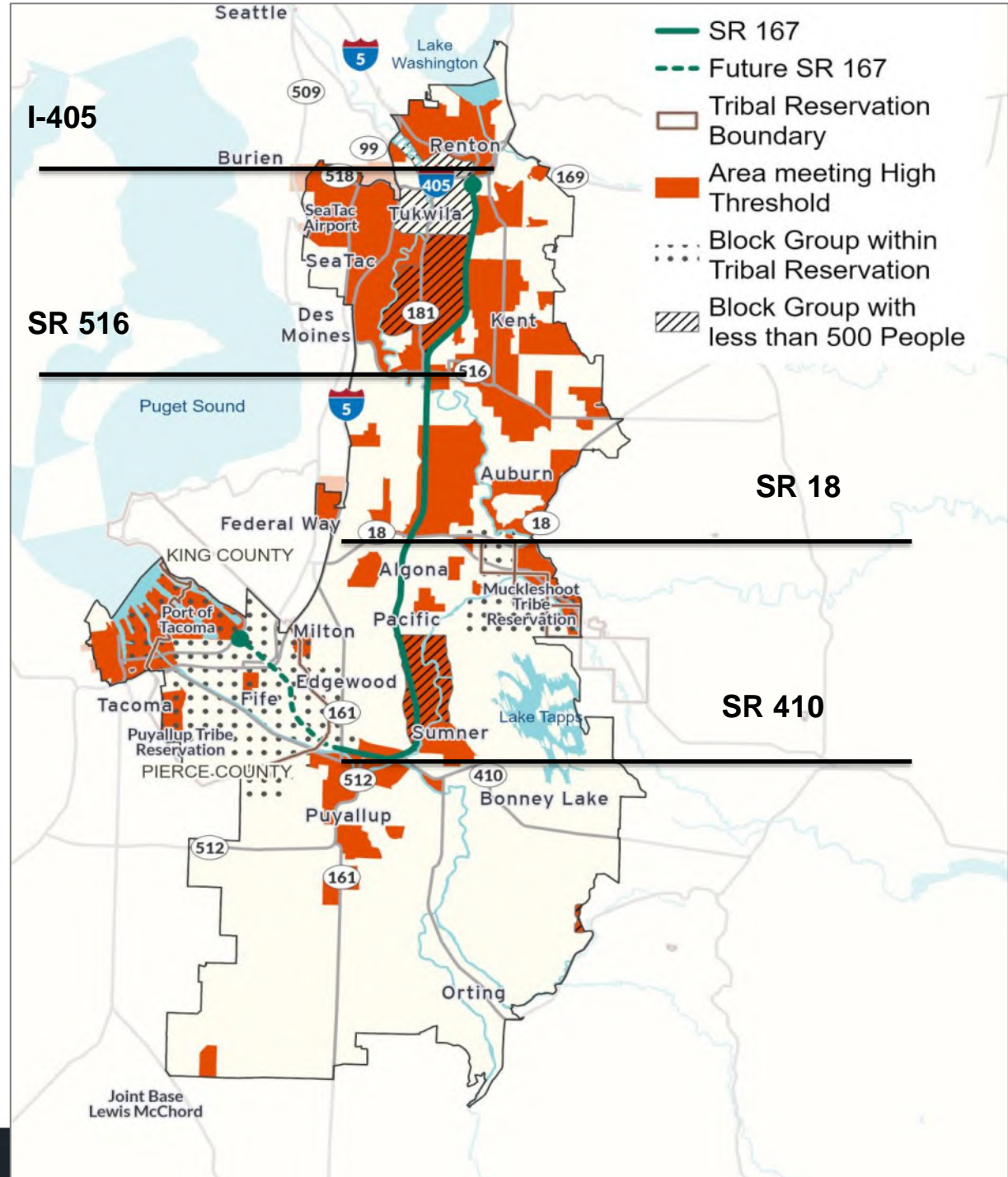
Medium Threshold Option

High Threshold Option



Equity Priority Areas

- GIS layer used to determine equity related performance measures during refined scenario analysis.



What did we hear?

Equity Priority Areas

- The EAC did not add additional equity priority areas focused on where people live
- Outside where people live, the EAC focused on key destinations people will want to access
 - Consider Shopping Centers
 - Southcenter Mall was called out as an important destination for many communities and young people
 - South Hill Mall in Puyallup
 - Commons at Federal Way
 - The Outlet Collection in Auburn
 - King County Region Justice Center in Kent is another important destination for people who are incarcerated or need to get to court appointments
 - Consider key community and regional health centers – SeaMar, Healthpoint, Valley Medical Center (Renton, Auburn)

What did we hear?

Transportation Challenges

- Transit needs:
 - Lack of transit in Bonney Lake and Sumner
 - Need for connections to Bellevue from north Renton
 - More frequent transit options to access Muckleshoot Indian Reservation
 - Bus routes and times are challenging for people moving east – west
 - Second shift and evening shift bus service and access
 - Rural access to transit – make connections from their home to transit hubs
 - Public transit is consolidating bus trips and these local stops are important
 - do no remove
- Pedestrian
 - Proper intersection and way finding technology and infrastructure

What did we hear?

Transportation Challenges

- More access to essential destinations:
 - Farmer's Markets, parks and green spaces, Valley Medical Center in Renton and Auburn, King County court system,
 - To community garden locations (Hillside Church in Kent)
- On demand and bus services is missing from rural areas
- Safety:
 - Climate resiliency and consideration for evacuation routes (Bonney Lake)
- Funding:
 - Accessing federal funds; Federal grant requirements are difficult to navigate for smaller jurisdictions
 - Public willingness to pay for transit

What did we hear?

Transportation Projects – roadway, transit, bicycle, pedestrian

- Transit
 - Mid-day Sounder service
 - More frequent transit service
 - Next bus arrival information
 - More frequency and availability for Access transit - tighter window on booking Access transit services
 - Keeping local routes intact with implementation of RapidRide – both KC Metro and Pierce Transit
 - Education to help community access and use public transit
 - Access to Kent Family Center and West Meeker Street in Kent
 - Access to International District and China Town from light rail and the bus

What did we hear?

Transportation Projects – roadway, transit, bicycle, pedestrian

- Pedestrian
 - More sidewalks (along SR 164, near Valley Medical Center)
 - Better lighting
 - Filling the gaps in the Interurban Trail (east west); providing access to other regional trails
 - Trail connection between White River Trail and Stewart Road path
 - Audible pedestrian signals at crossings near Valley Medical Center

What did we hear?

Transportation Projects – roadway, transit, bicycle, pedestrian

- Roadway
 - Improving SR 18/SR 167 interchange – specifically going east on SR 18 to south SR 167
 - East Auburn Access Project
 - Access from SR 167 to Valley Medical Center in Renton
 - Solutions for evacuation on SR 162
 - White River Bridge on East Valley Highway
- Other
 - More community garden spaces along corridors
 - Replacing trees that are removed as part of projects

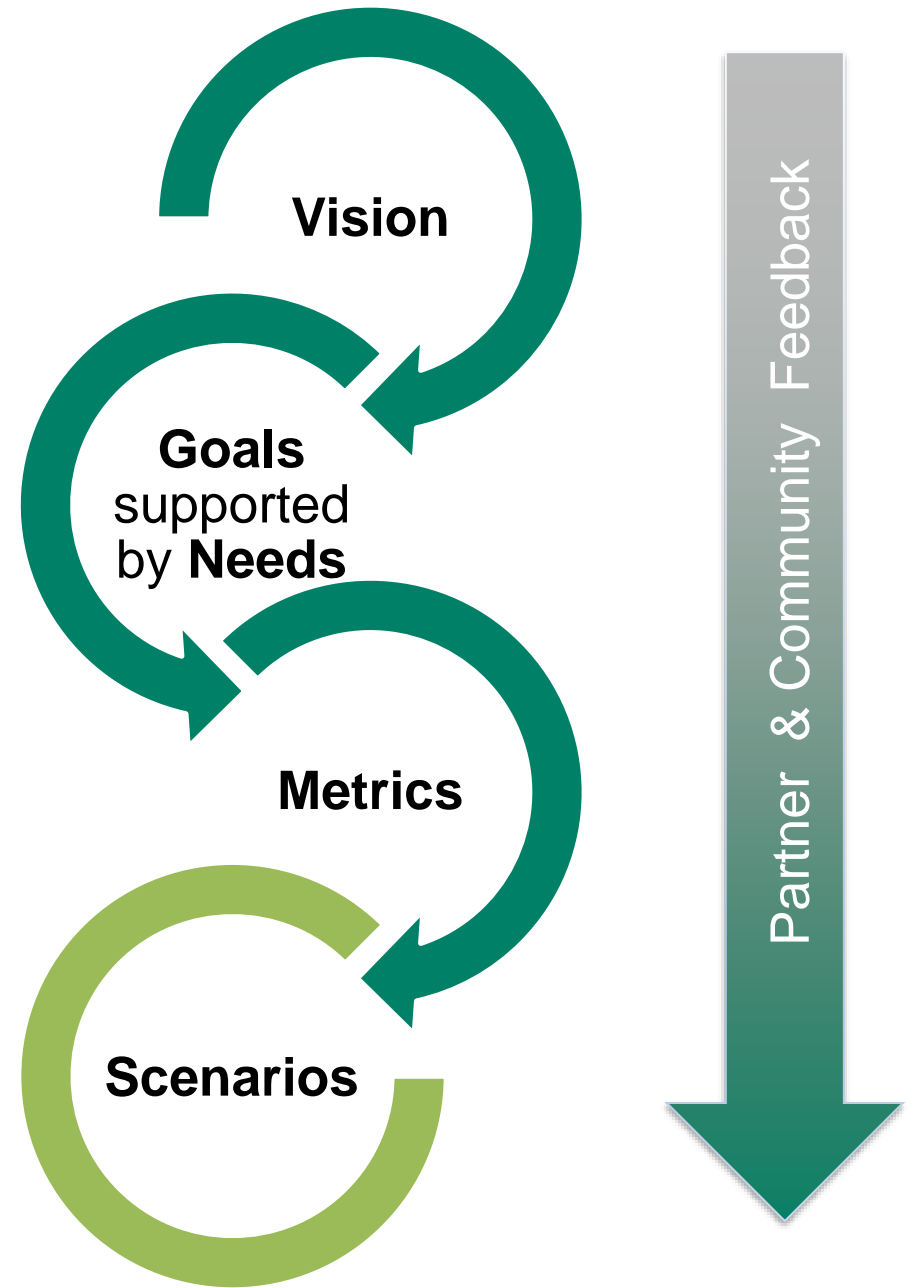
Discussion

- Do you have any clarifying questions about what we heard from the EAC?
- Do you have any concerns about the transportation challenges and solutions we heard from the EAC?
- We know that you may have engagement with equity communities/representatives that have informed project needs, any additional feedback that we could take back to the equity advisory committee?

Break

Scenario analysis

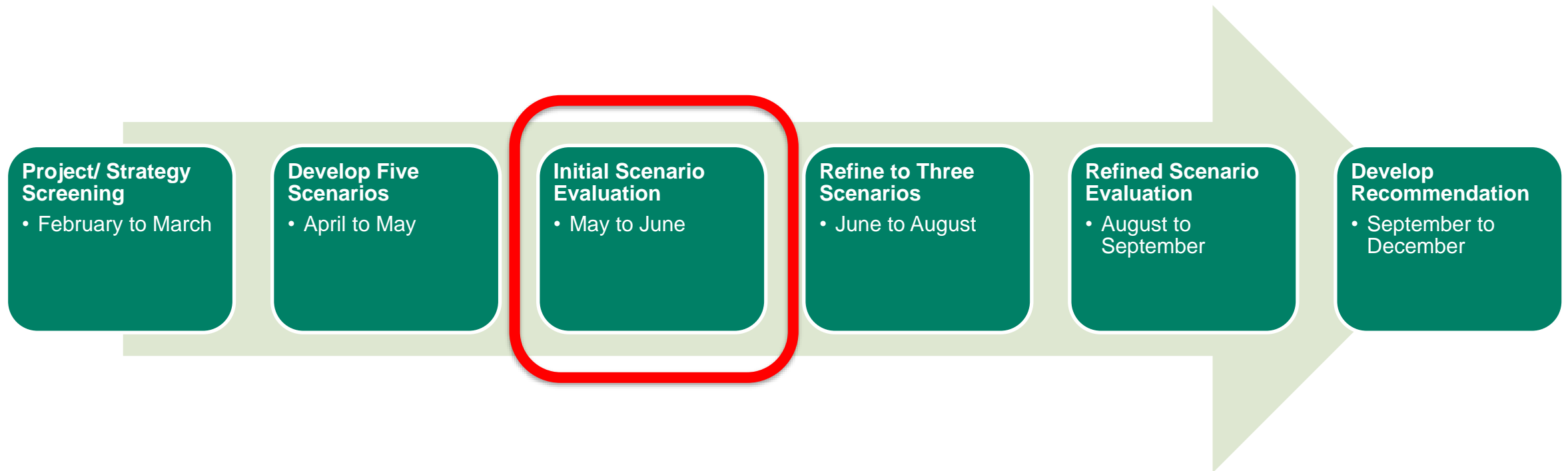
Our process: vision to scenarios



Feedback on the 5 Scenarios

- Handful of requests to include projects that were screened out
- Refinements to project descriptions and funding status
- Comments on Master Plan goal qualitative ratings

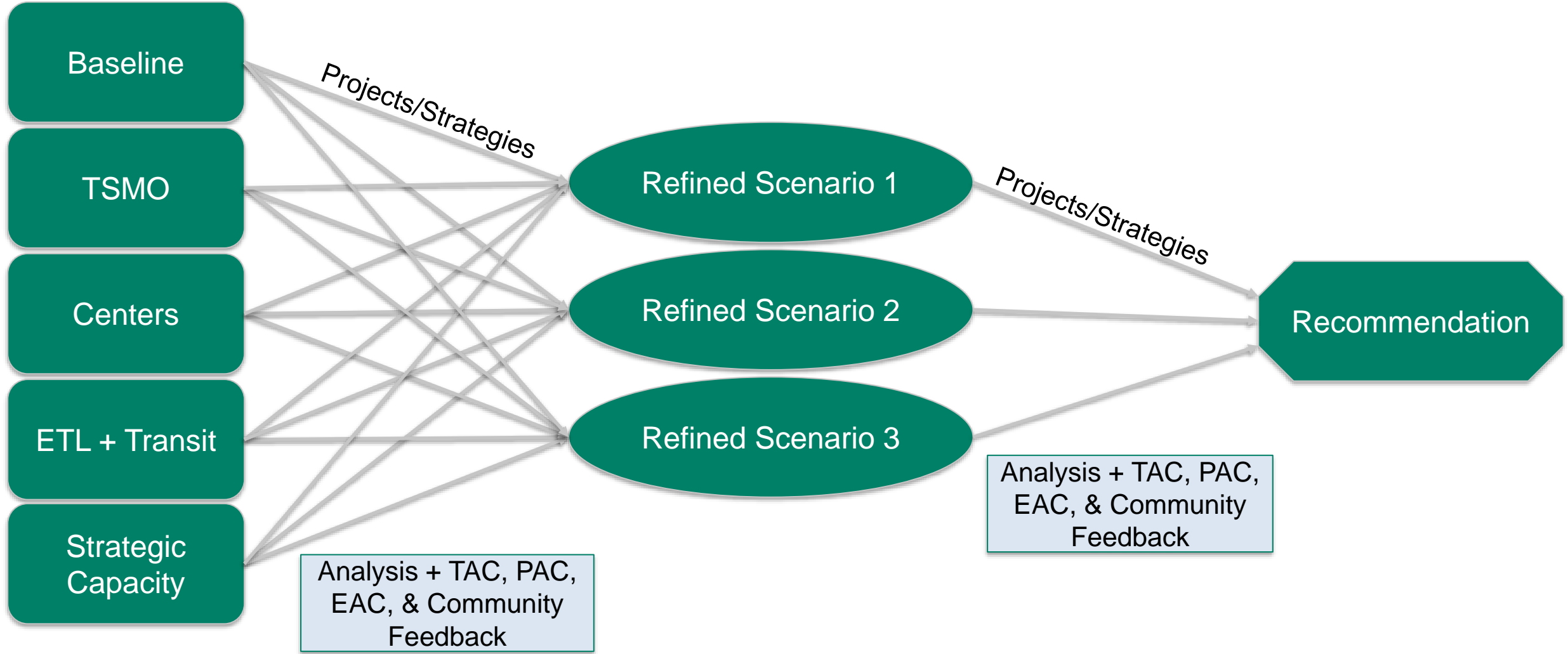
Scenario Development Process



Baseline + 4 scenarios

3 refined scenarios

Recommendation



Scenario Evaluation

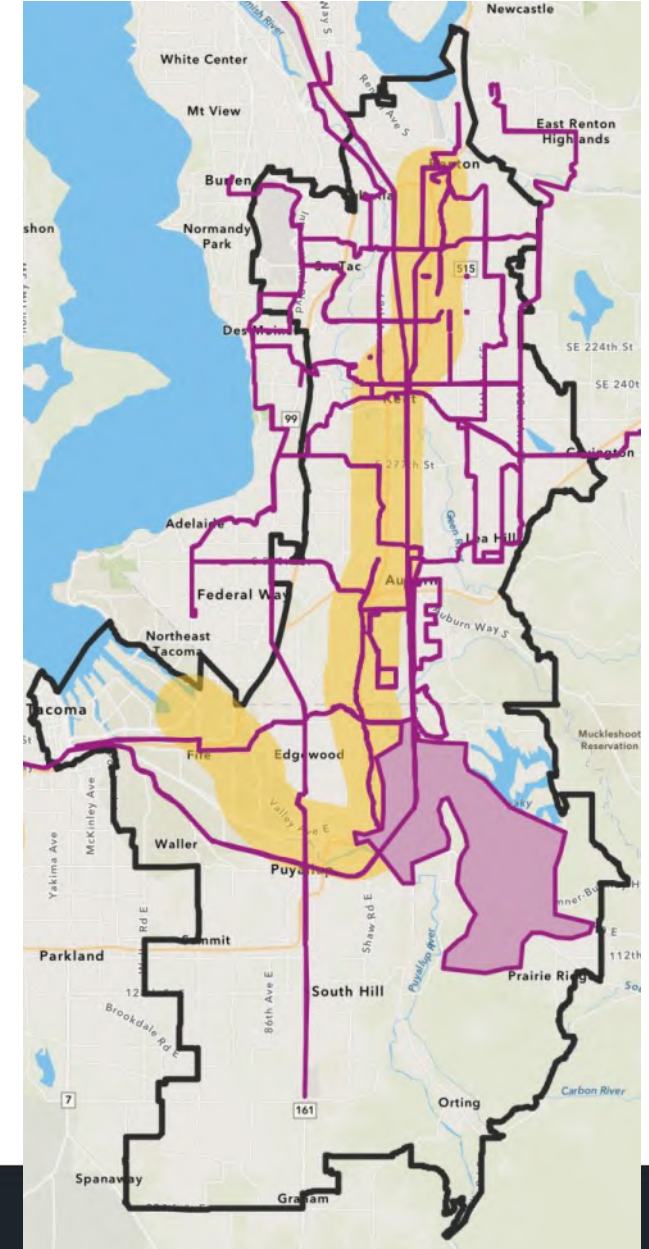
- High level review using regional travel model
- Evaluate major transportation projects and strategies:
 - New transit lines/on-demand transit connections
 - New arterial/highway lanes/major interchanges
 - Transportation Demand Management strategies
 - Transportation System Management strategies
- Not modeled:
 - Localized arterial improvements (e.g., minor widening, intersection improvements)
 - Localized freeway ramp improvements
 - Localized active mode improvements
- Evaluation results are relative to the Baseline scenario

Scenario Evaluation Overview

- **Equity** – TSMO and Centers perform strongest
- **Safety** – All scenarios advance goal, but in different ways
- **Multimodal** – TSMO performs strongest, Centers has more dedicated freight investments, ETL+Transit has high person throughput; Strategic capacity offers best freight travel times and reliability
- **Mobility and Economic Vitality** – Strategic capacity addresses known bottlenecks, ETL+Transit reduces arterial traffic
- **Environment** – Centers performs strongest overall

Scenario Project/Strategy Summary: TSMO

- Variable price, all-lane tolling on SR 167
- Strategic arterial widening; signal upgrades
- Substantial expansion of transit services; speed and reliability enhancements
- Trail expansions and upgraded to access trails



Scenario Evaluation Results: TSMO

Benefit

- Greatest reduction in congestion and best improvement in travel time reliability for SR 167 facility
- Greatest reduction in VMT per capita
- Freight travel times improve moderately, but congestion accessing some areas
- Substantial expansion of regional trail network

Impact

- Greatest increase in arterial traffic, greatest increase in arterial travel times
- Bus speed and reliability is substantially impacted for some routes
- Moderate environmental impacts related to arterial widening
- Potential equity implications due to tolling of SR 167 even with increased transit service and new active mode facilities

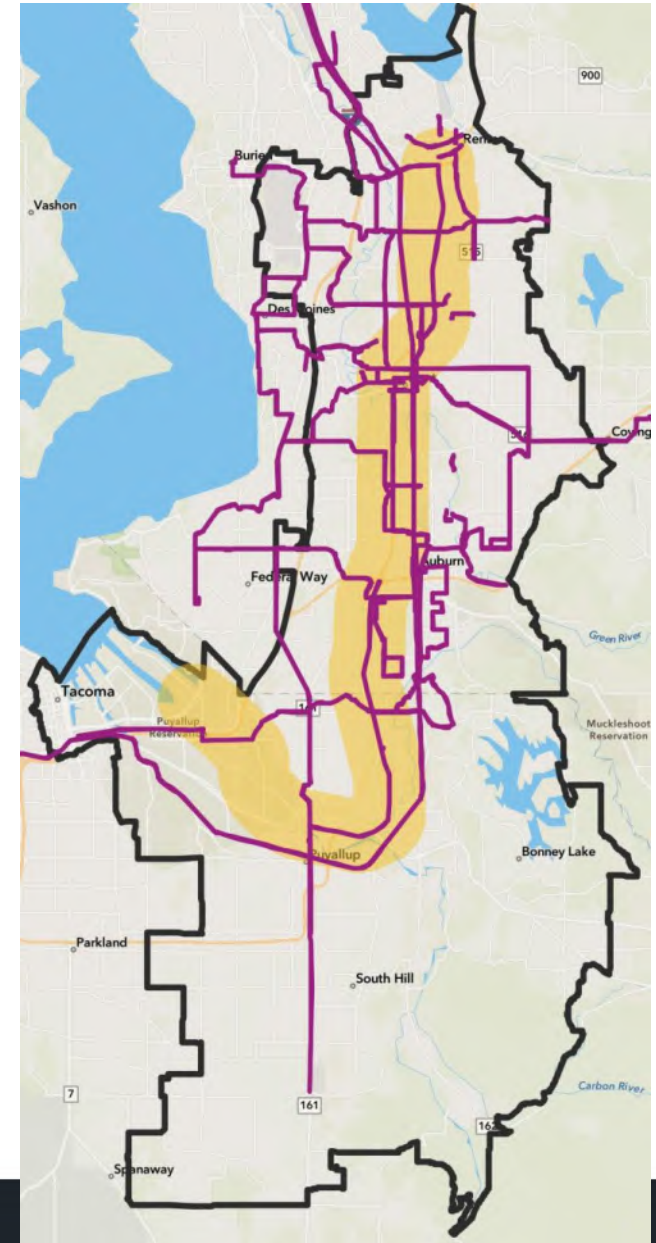
Scenario Evaluation Results: TSMO

Master Plan Goal	Pros	Cons
Equity	Substantially more transit service, access to transit, and trail access	Greater reliance on tolling to manage congestion
Safety	Substantially less speed differential on SR 167, improved trail crossings	Substantially more traffic on arterial streets; wider crossings of some arterials
Multimodal	Substantially higher transit frequencies, better freight travel times, regional trail expansion	More freight congestion on some arterials, higher traffic stress on some bicycle/ped routes, more transit delay on some arterials
Mobility and Economic Vitality	Much less congestion on SR 167	Much more congestion on arterials within one-mile of SR 167
Environment	Largest reduction in VMT and GHG	Moderate environmental impacts of widening several arterial streets

Discussion

Scenario Project/Strategy Summary: Centers

- Expanded transportation demand management strategies for all employers
- Substantial expansion of transit services; speed and reliability enhancements
- Substantial expansion of active transportation infrastructure in Centers
- Freight enhancements: truck only lane, arterial interchange improvements, expanded ETL access for freight



Scenario Evaluation Results: Centers

Benefit

- Greatest reduction in SOV travel and increase in transit and active mode shares
- Substantial equity benefits to expanded transit service and improved active mode infrastructure
- Greatest increase in daily transit trips
- Moderate reduction in VMT per capita
- Substantial freight travel time benefits for trucks that use ETLs

Impact

- Congestion levels on SR 167 and arterials similar to Baseline
- Freight vehicles in ETLs may increase toll rates
- Moderate environmental impacts related to truck lane widening and interchange improvements

Scenario Evaluation Results: Centers

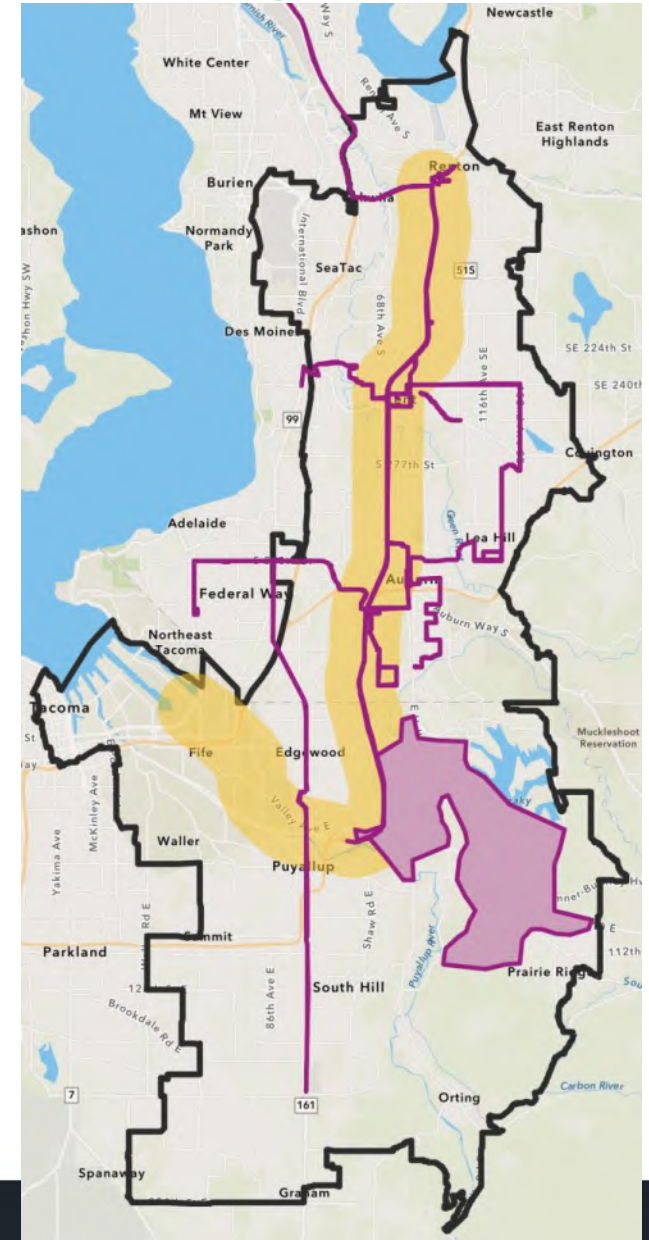
Master Plan Goal	Pros	Cons
Equity	Substantially more transit service, access to transit, improved active mode infrastructure	Handful of arterial/intersection widening projects in lower-income areas
Safety	Major investment in active mode improvements in RGCs and CWCs	Some higher-crash areas on SR 167 are not improved
Multimodal	Substantial transit expansion, new freight capacity south of SR 18, active mode improvements in Centers	Some active mode projects may decrease freight capacity near some MICs
Mobility and Economic Vitality	Moderate number of interchange improvements to Centers	SR 167 and arterial congestion is similar to Baseline scenario
Environment	Substantially less SOV travel and moderate decrease in VMT per capita	Moderate environmental impacts of SR 167 and interchange widening

Discussion

Break

Scenario Project/Strategy Summary: Express Toll Lanes + Transit

- Second express toll lane on SR 167
- Direct access ramps to transit hubs
- Bus rapid transit service on SR 167
- Key east-west transit routes



Scenario Evaluation Results: Express Toll Lanes + Transit

Benefit

- > 10,000 daily transit trips in express toll lanes
- Greatest person throughput on SR 167
- Substantial increase in transit mode share; moderate reduction in SOV
- Improved travel time reliability and lower tolls in express toll lanes
- Substantial improvement in freight travel times
- Greatest reduction in traffic on arterials

Impact

- VMT per capita similar to Baseline
- Potential equity impacts from additional long-distance travel in equity priority areas
- Substantial environmental impacts of widening SR 167 facility

Scenario Evaluation Results: Express Toll Lanes + Transit

Master Plan Goal	Pros	Cons
Equity	Moderately more transit service on SR 167 and east-west routes; additional ETL capacity will reduce peak toll rates	ETL capacity tends to add a moderate amount of traffic to equity priority areas
Safety	Less speed differential on parts of the SR 167 corridor; active mode investments in Centers	Moderate increase in weaving traffic to ETLs
Multimodal	Moderate transit ridership; substantially less midday freight delay; substantial access to transit improvements	Moderately lower transit ridership and active mode shares than TSMO or Centers
Mobility and Economic Vitality	Much better ETL travel time speed and reliability; reduced general purpose congestion; least amount of arterial congestion	Additional weaving at ETL access points
Environment	Less SOV travel	Substantial environmental impacts of widening SR 167

Discussion

Scenario Evaluation Results: Strategic Capacity

Benefit

- Substantial reduction in general purpose travel time on SR 167
- Addresses bottlenecks at major interchanges
- Greatest improvement in freight travel times overall
- Moderate increase in transit ridership

Impact

- SOV mode share unchanged from Baseline; moderately higher VMT per capita
- Potential equity impacts from additional long-distance travel in equity priority areas
- Significantly less expansion in active mode investments than other scenarios
- Substantial environmental impacts of widening SR 167 facility

Scenario Evaluation Results: Strategic Capacity

Master Plan Goal	Pros	Cons
Equity	Substantially reduces midday/off-peak delay for some equity priority groups	General purpose capacity tends to add more traffic to equity priority areas
Safety	Substantially less speed differential during off peak periods on SR 167; new interchanges remove some traffic from arterials	Wider ramp intersections can increase crossing distance
Multimodal	Significantly more freight capacity; reconstructed bridges can accommodate active modes	Least active mode investment compared to other scenarios
Mobility and Economic Vitality	Fewer hours of congestion in general purpose lanes; some traffic shift from arterial streets; best freight travel time and reliability	Peak hour congestion remains on SR 167
Environment	Fewer widening projects away from WSDOT corridor	Greater VMT per capita; substantial environmental impacts of widening SR 167

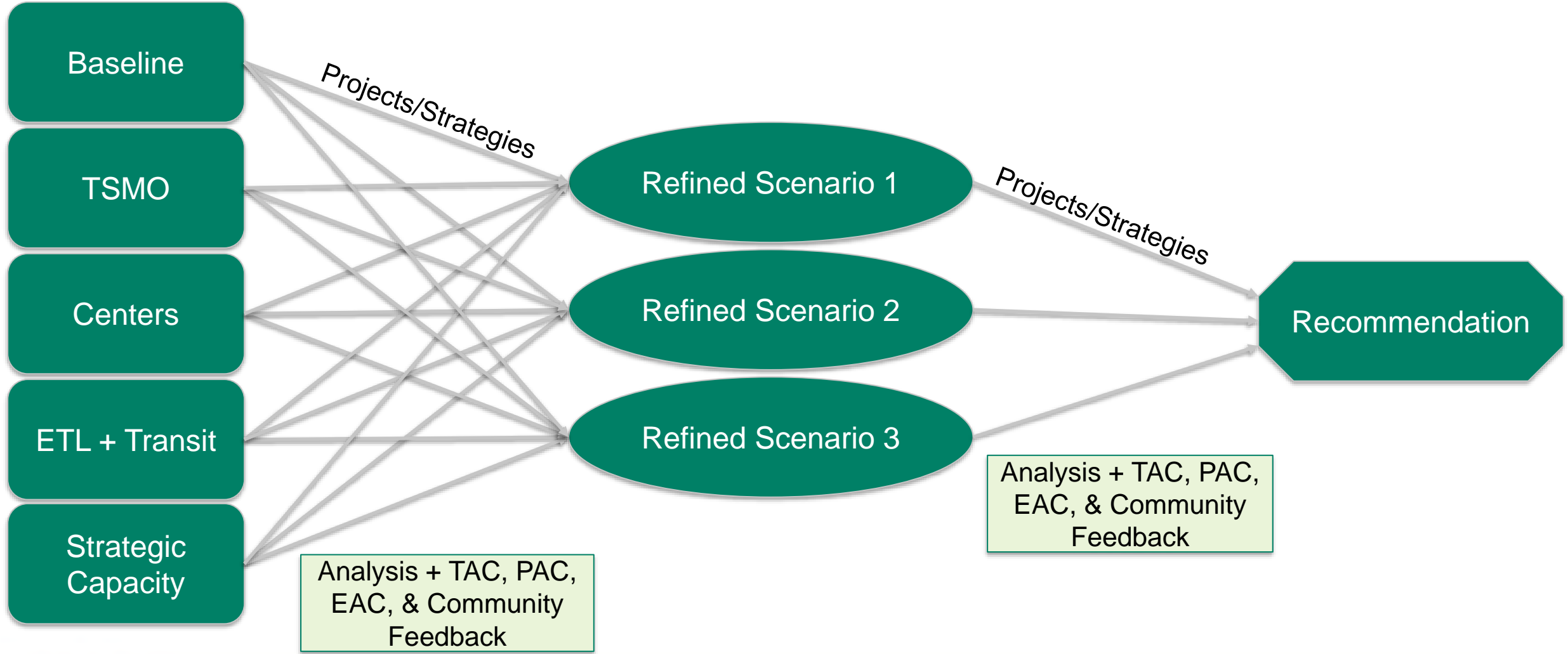
Discussion

Scenario Development

Baseline + 4 scenarios

3 refined scenarios

Recommendation

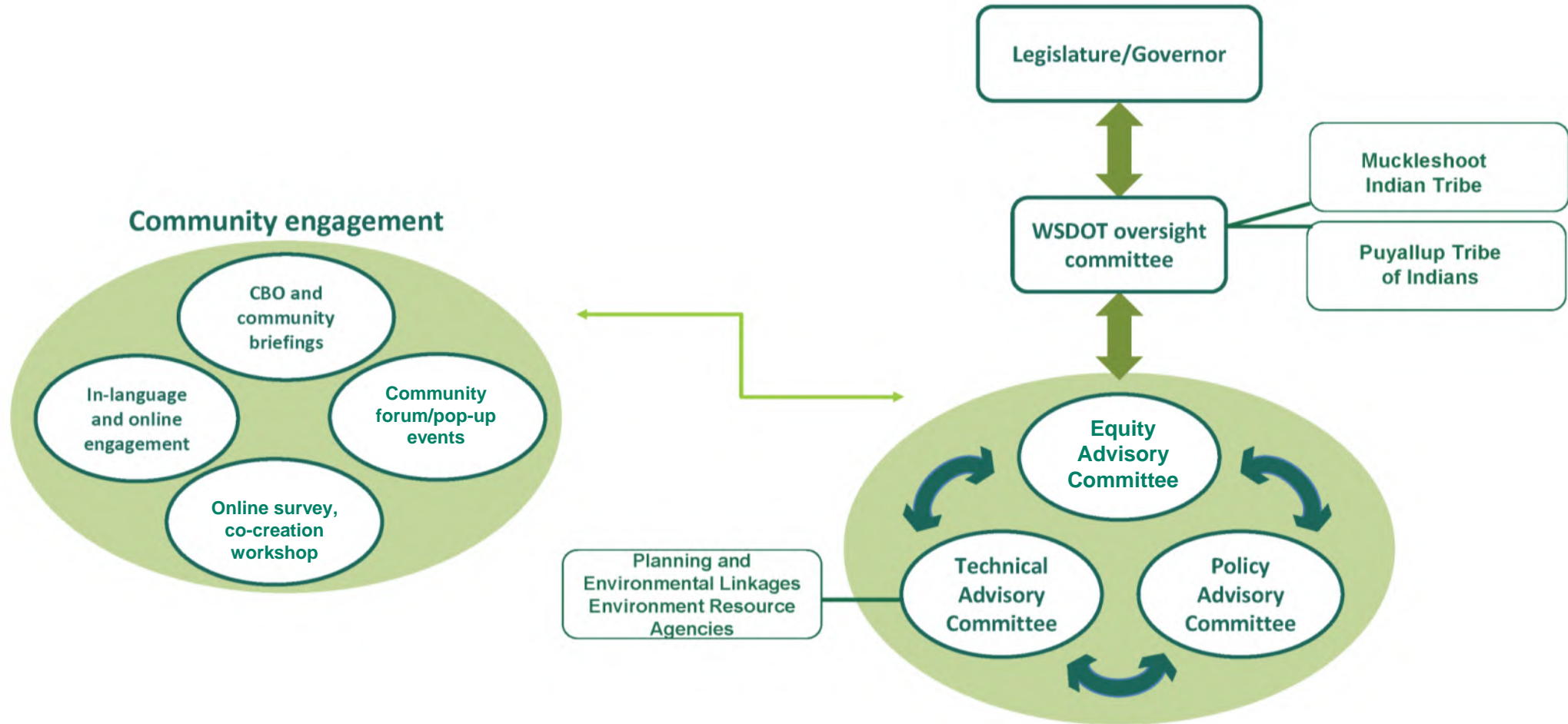


Moving from 5 to 3 Scenarios

- Work with partners to identify projects and strategies that best advance Master Plan goals
- Master Plan team will develop a new set of themes for the refined scenarios based on TAC, PAC, EAC, community co-creation workshops, and outreach feedback
- Master Plan team will conduct more detailed evaluation of projects and strategies:
 - Equity priority area evaluations
 - Evaluate accessibility for study area as a whole
 - Traffic operations analysis on SR 167 mainline
 - GIS analysis of major modal gaps
 - Environmental analysis
 - Cost estimates and cost effectiveness evaluation
- Evaluation focused on larger-scale projects and strategies

Partner and Community Engagement

SR 167 Master Plan - Partner and Community Engagement



Online open house launches today!

Online open house:

- Objective: Provide awareness for the Master Plan study and gather input from surrounding communities
- Available in 7 languages
- Phone in option
- Survey and feedback form

Notifications:

- Online and print advertisements
- Postcard –58,000 mailing addresses
- Press release
- Email update
- Social media toolkit for local jurisdiction and CBO partners

SR 167 Online Open House & Survey

WSDOT is studying options to improve the movement of people and goods along SR 167. The study area includes communities from Renton to Tacoma. If you live, work, or travel this area, visit the online open house to learn about the planning process and share your ideas by taking our survey. The online open house is available from June 29-July 29, 2022.

SR 167 在线开放日及问卷调查
WSDOT 正在研究改善 SR 167 沿线的人员和货物流动的方案。研究区域包括从伦顿 (Renton) 到塔科马 (Tacoma) 的社区。如果您在该地区生活、工作或出行, 请访问在线开放日来了解规划过程并通过参加我们的问卷调查分享您的想法。在线开放日的开放时间为 2022 年 6 月 29 日至 7 月 29 日。

Онлайн день открытых дверей и опрос, посвященный вопросам развития внутриштатного шоссе 167 (SR 167)

Департамент транспорта штата Вашингтон (WSDOT) ищет варианты улучшения передвижения людей и транспортировки грузов по внутриштатному шоссе 167 (SR 167). В районе проведения исследования, от Рентона (Renton) до г. Такома (Tacoma), проживает большое количество людей. Если Вы проживаете или работаете в этом районе, или же совершаете поездки по его территории, мы приглашаем Вас посетить наш онлайн-день открытых дверей, чтобы получить информацию о планировании транспортных решений и поделиться своими отзывами, приняв участие в нашем опросе. Онлайн-день открытых дверей будет проводиться с 29 июня по 29 июля 2022 года.

Página web interactiva y encuesta de la SR 167
El WSDOT está estudiando opciones para mejorar la circulación de personas y mercancías a lo largo de la SR 167. El área de estudio incluye comunidades desde Renton hasta Tacoma. Si usted vive, trabaja o viaja por esta zona, visite la página web interactiva del proyecto para conocer el proceso de planificación y compartir sus ideas realizando nuestra encuesta. La página web está disponible del 29 de junio al 29 de julio de 2022.

Online Open House at Survey ng SR 167
Pinag-aralan ng WSDOT ang mga opsyon upang mapabuti ang paggalaw ng tao at bagay sa SR 167. Kasama ang mga komunidad sa gitna ng Renton at Tacoma sa lugar ng pag-aral. Kung kayo ay nakatira, nagtatrabaho, o naglalakbay sa lugar na ito, bisitahin ang online open house upang matutunan ang proseso ng pagpapalano at ibahagi ang inyong mga ideya sa pamamagitan ng pagkuha ng survey. Ang online open house ay bakas mula Hunyo 29-Hulyo 29, 2022.

Kulanka Furan ee Khadka Intarameetka ah iyo Sahanka SR 167
Waxaad Gaadiidka ee Gobolka Washington (WSDOT) waxay darsayaa fursadaha lagu wanaajinayo dhacahaaga dadka iyo badeecooyinka ee istimacala jirka SR 167. Goobta daraasadda waxaa ka mid ah badahaoyinka Renton ilaa Tacoma. Haddii aad ku nooshahay, ka shaqayso, ama aad ku safarto aaggan, booqo kulanka furan ee Khadka intarameetka ah si aad wax uga ogaato habka wax loo qorsheeyayay aadna ula wadaagto fikradahaaga adigoo caadaniya sahankeena. Kulanka furan ee khadka intarameetka ayaa la heli karaa laga bilabo Aun 29-Lulyo 29, 2022.

SR 167: Diễn đàn trực tuyến và khảo sát
WSDOT đang thực hiện nghiên cứu các phương án cải thiện di chuyển cho người và hàng hóa dọc theo SR 167. Khu vực nghiên cứu bao gồm các cộng đồng từ Renton đến Tacoma. Nếu Quý vị đang sinh sống, làm việc hoặc đi lại tại khu vực này, vui lòng truy cập diễn đàn trực tuyến để tìm hiểu về quy trình lập kế hoạch và chia sẻ ý kiến bằng cách tham gia khảo sát. Diễn đàn trực tuyến bắt đầu từ 29 tháng 6 đến 29 tháng 7, 2022.



engage.wsdot.wa.gov/SR167masterplan Participate by phone at 1-800-574-9450

SR 167 Master Plan SR 167 总体规划 • Генеральный строительный план внутриштатного шоссе 167 (SR 167) Plan Maestro de la SR 167 • Kế hoạch tổng thể SR 167

Encuesta y página web interactiva de la SR 167

Disponibile hasta el 29 de julio de 2022

Come visit us at your local fair, festival or farmer's market!

Summer events:

- Kent Cornucopia days: July 8 – 10
- Sumner Rhubarb days: July 9 – 10
- Eastside Tacoma Farmers Market: July 26
- SeaTac Music in the Park: July 26
- Renton Farmer's Market: August
- Auburn Farmer's Market: August
- Puyallup Farmer's Market: August
- Milton Days: August 19 – 20

Many others under consideration...

Co-creation workshops

Objectives:

- Provide an opportunity for community members to tell us their story and for WSDOT to understand their transportation needs
- Provide an opportunity to work through potential ideas, solutions, and gather feedback

Logistics:

- We would like to partner with our CBO partners to gather 15-20 people per workshop.
- We will compensate workshop attendees for their time
- Two-hour workshop
- In-language engagement at the workshops
- Food and child activity center

Next steps

Partner meeting schedule

Meeting 1 November

- Review and discuss committee roles and responsibilities
- Draft purpose and need
- Study area approach
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Meeting 2 January/February

- Final purpose and need
- Final evaluation framework
- Initial project list

Meeting 3 March

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Meeting 6 January

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Meeting 7 March

- Review plan highlights
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Next Steps

- **Engagement**
 - Online open house launches today!
 - Policy Advisory Committee meeting 9:00 – 10:30 a.m., Wednesday, July 13
 - Equity Advisory Committee meeting – September 23
- **Technical Work**
 - Begin preparing models for analysis of 3 refined alternatives
- **Request for Partner Feedback:**
 - **3 Refined Scenarios:** Request for feedback anticipated in September
- **TAC Meeting #5: October**
- **PAC Meeting #5: November**

More information:

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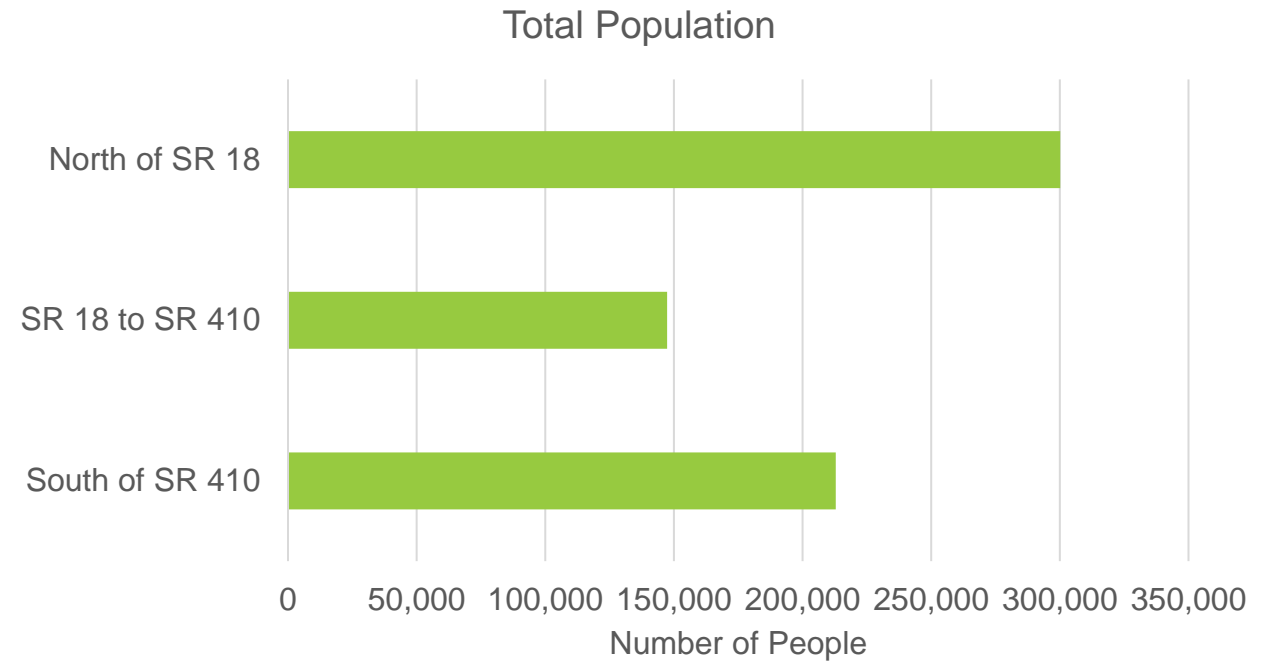
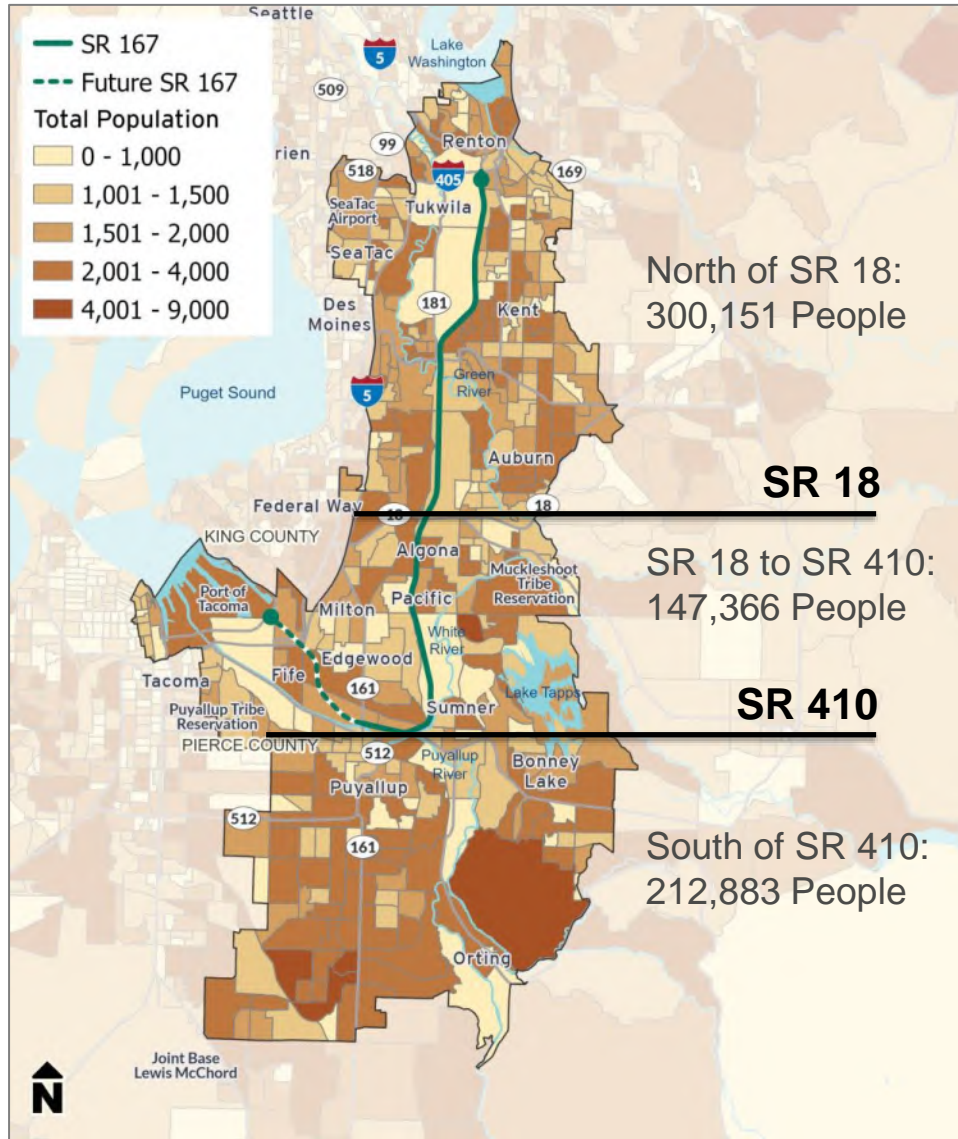
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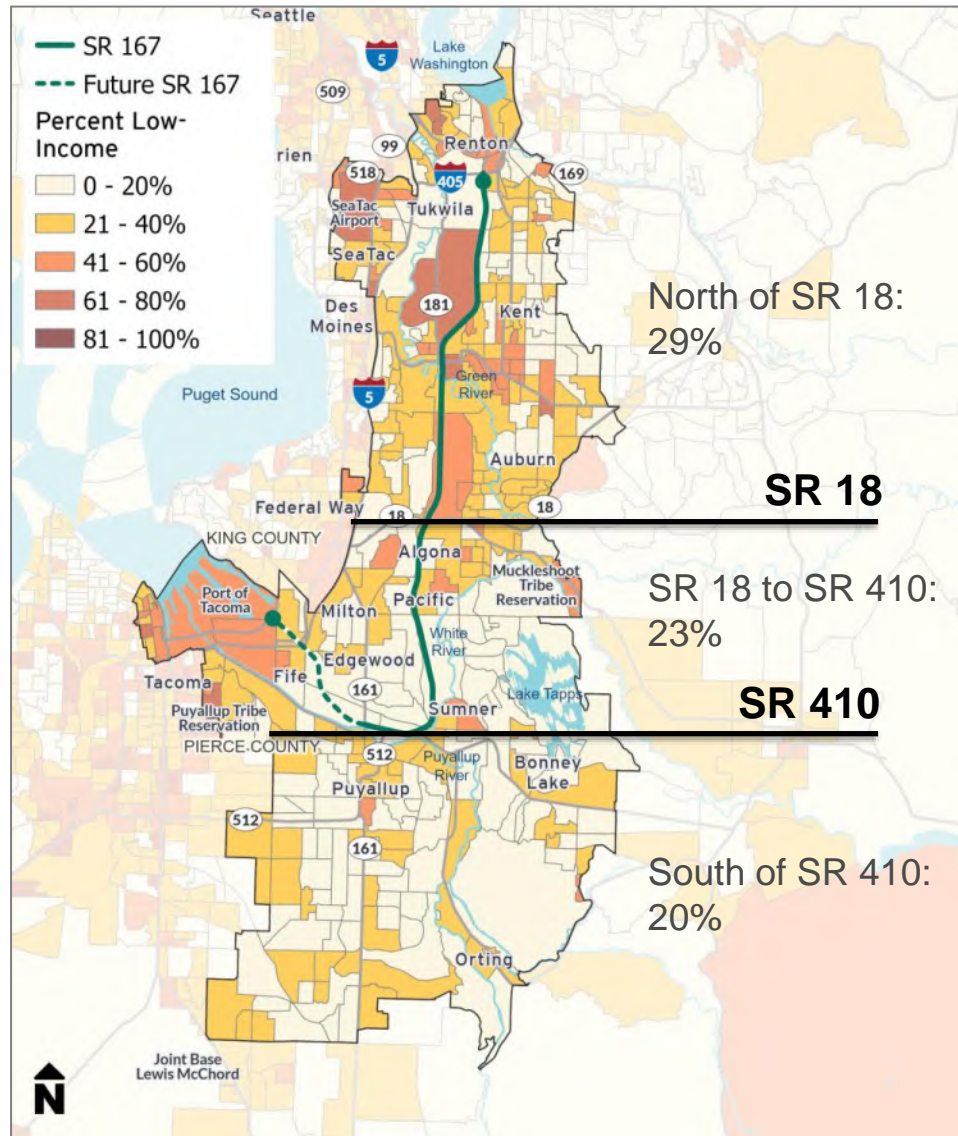
Resource Slides – Community Profile

Total Population



Total Population	Study Area	Puget Sound Region
Total	660,400	4,137,205
Average by Block Group	1,720	1,563
Range by Block Group	280 – 6,539	0 – 8,207

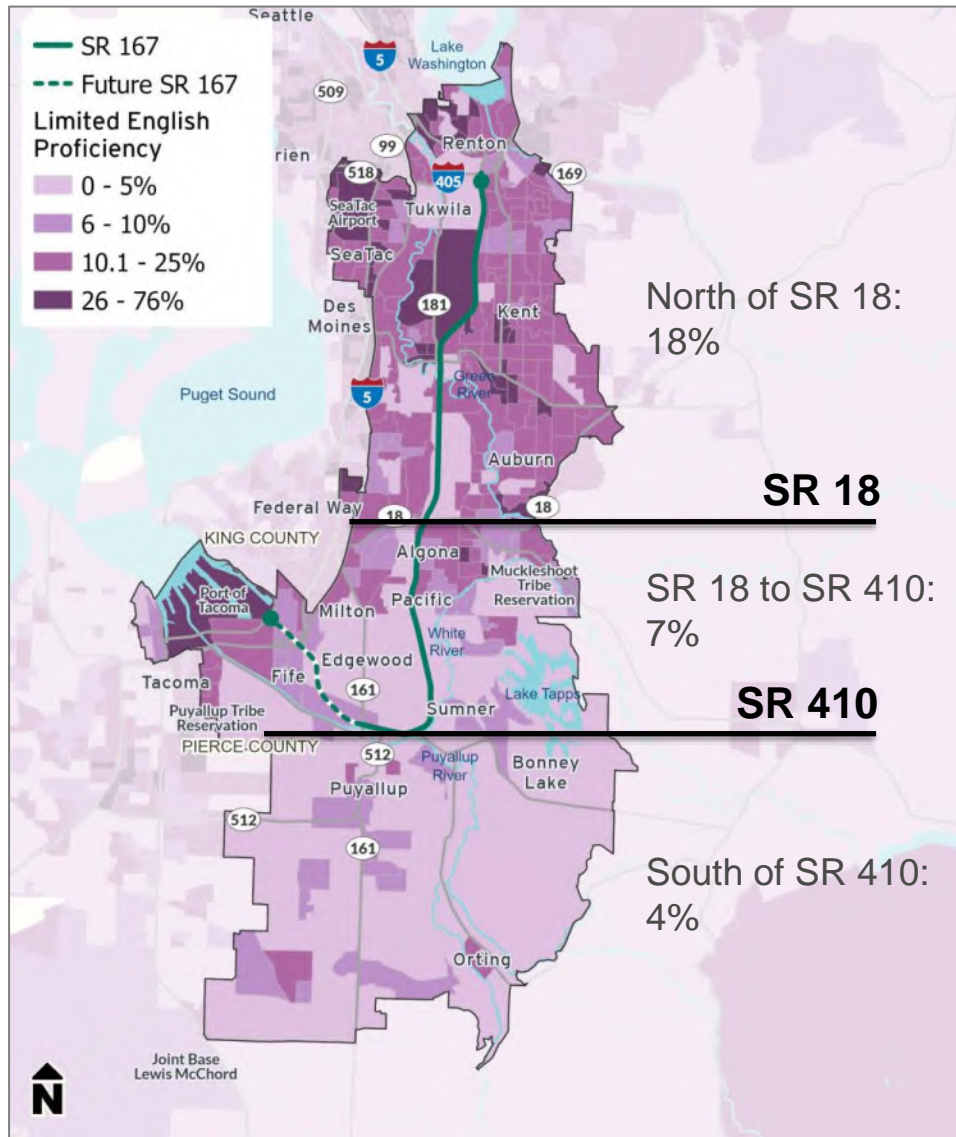
Low-Income Population



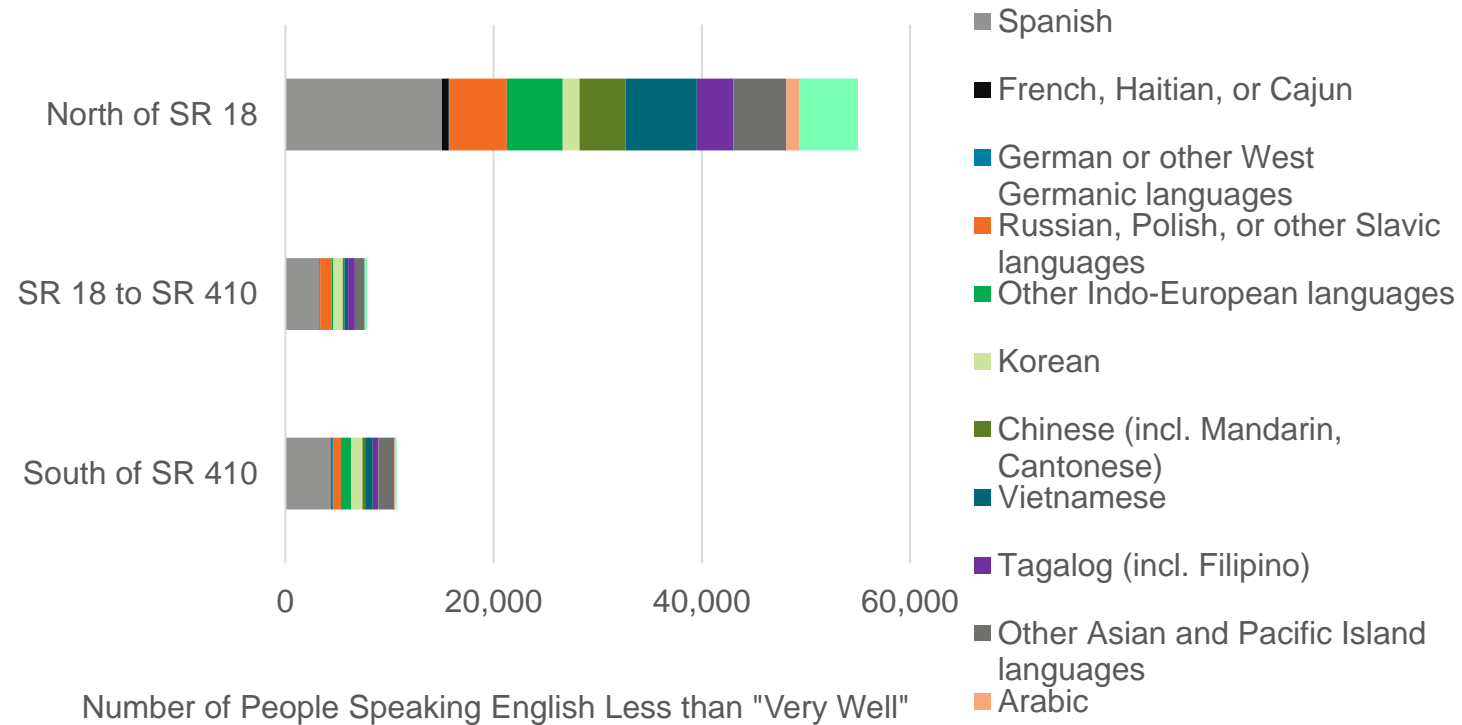
Low-Income Population: People living below 200% of the Federal Poverty Level
 (Approximately \$55,000 household income for a family of four with two children under 18 in 2021)

Summary	Study Area	Puget Sound Region
Average by Block Group	25%	20%
Percent Range by Block Group	0 – 69%	N/A

Limited English Proficiency Population

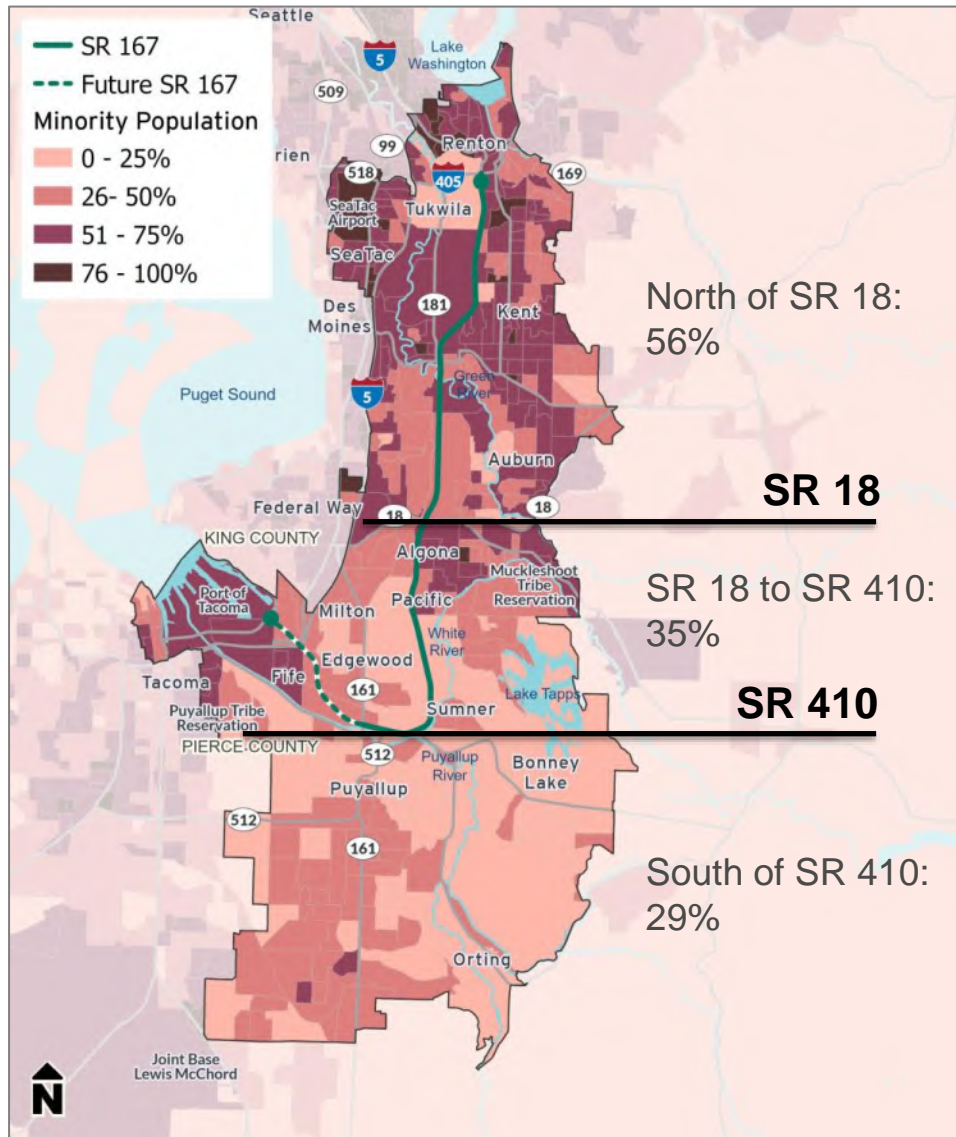


Limited English Proficiency Population: People 5 or Older speaking English less than “very well”



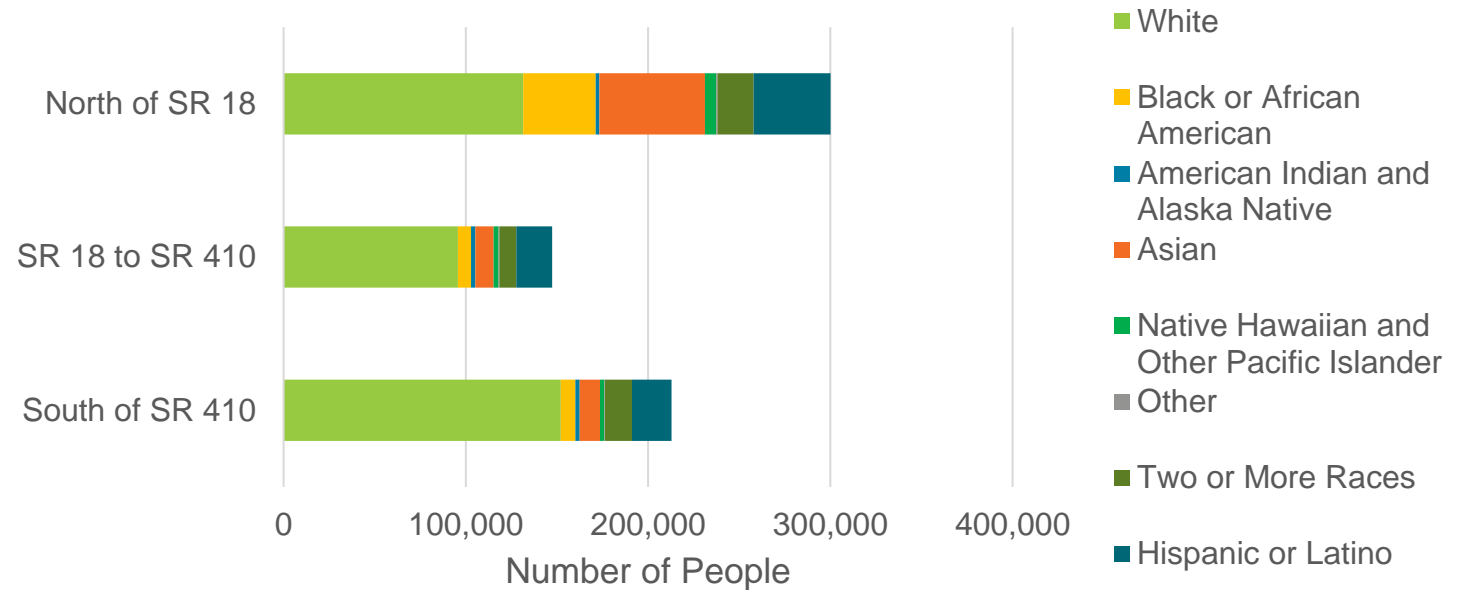
Summary	Study Area	Puget Sound Region
Average by Block Group	11%	8%
Percent Range by Block Group	0 – 62%	N/A

Minority Population (People of Color)



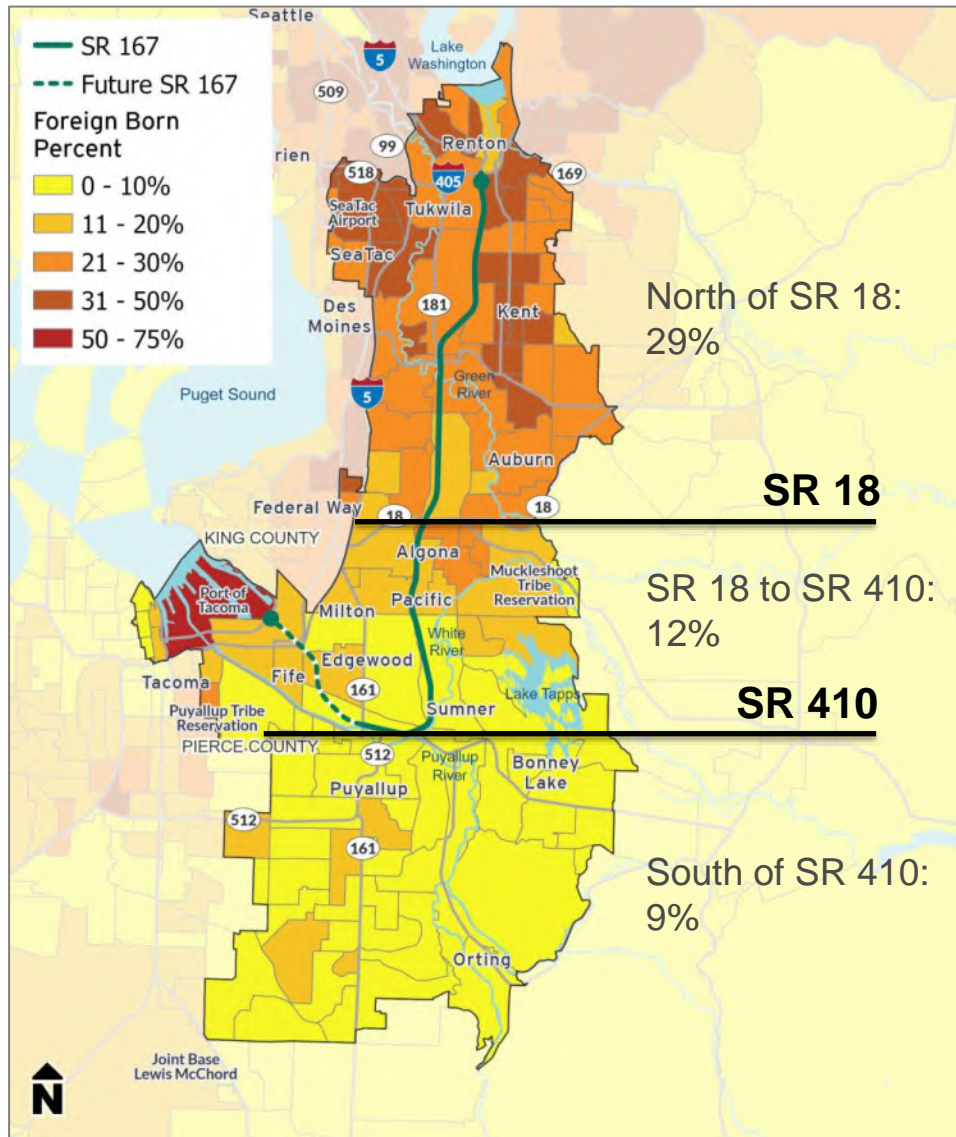
Minority Populations (People of Color): Individuals who report as a racial group other than white-only (non-Hispanic/Latino), some other race or two or more races.

Data Calculation: Total population minus White-only populations

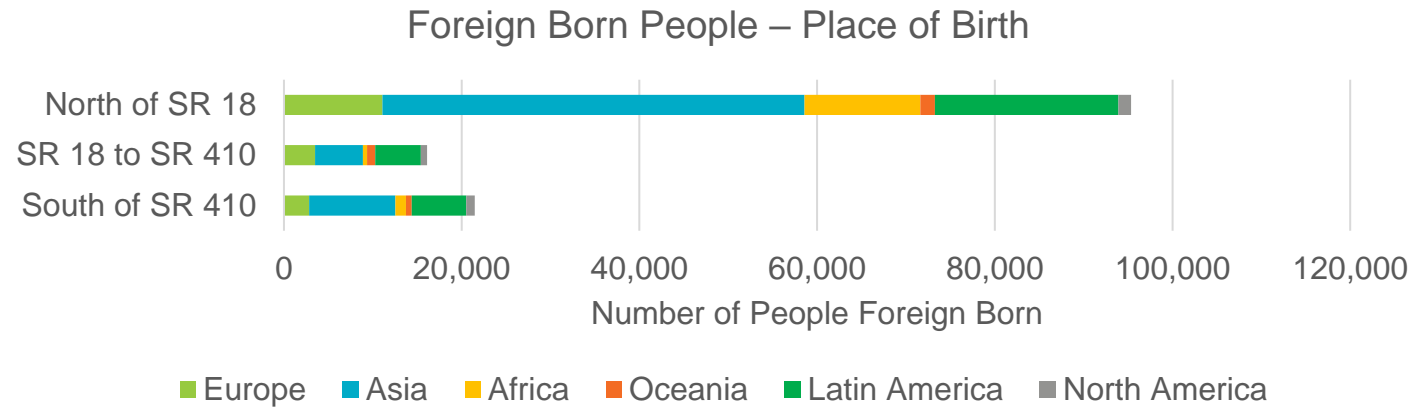
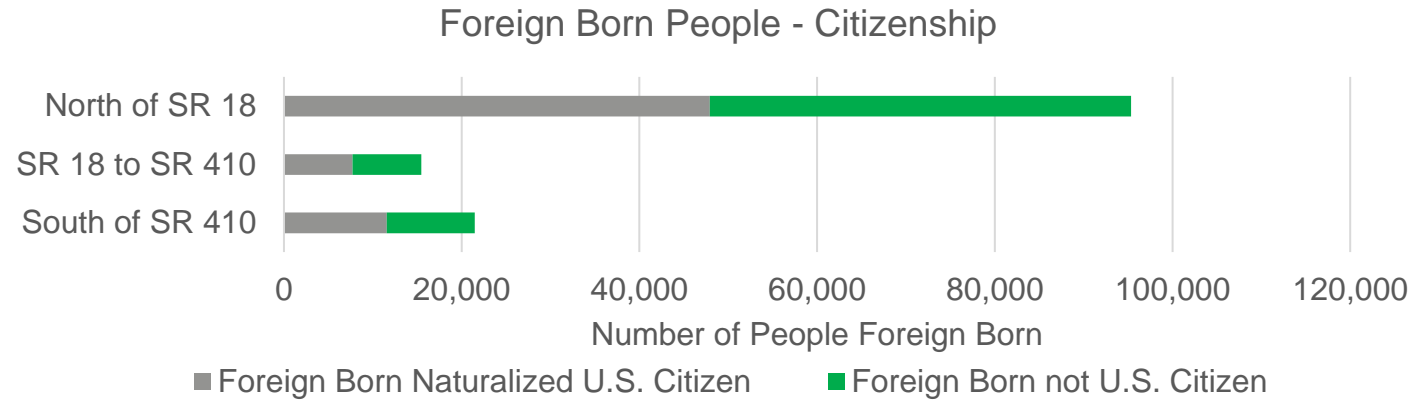


Summary	Study Area	Puget Sound Region
Average by Block Group	43%	36%
Percent Range by Block Group	0 – 94%	N/A

Foreign Born Population

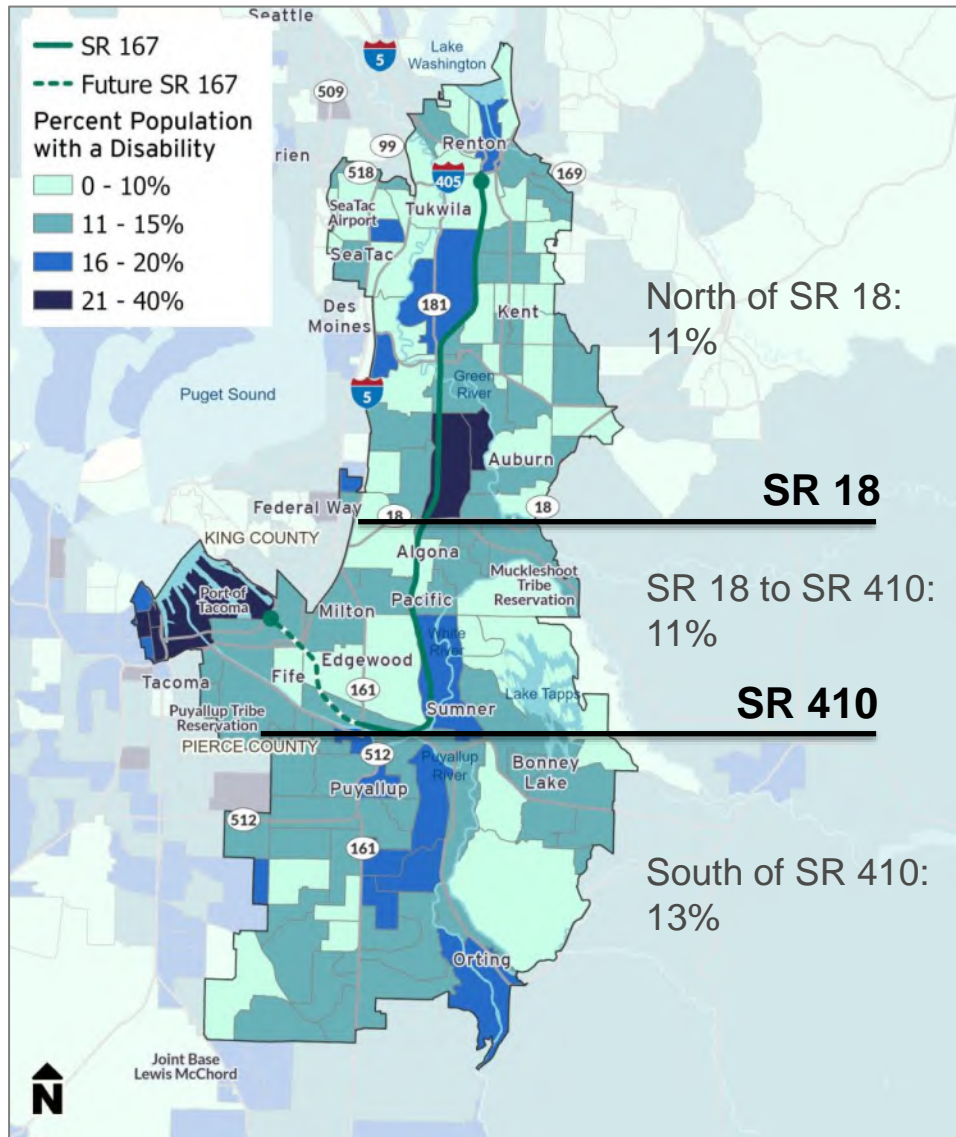


Foreign Born: People who are not U.S. citizens at birth

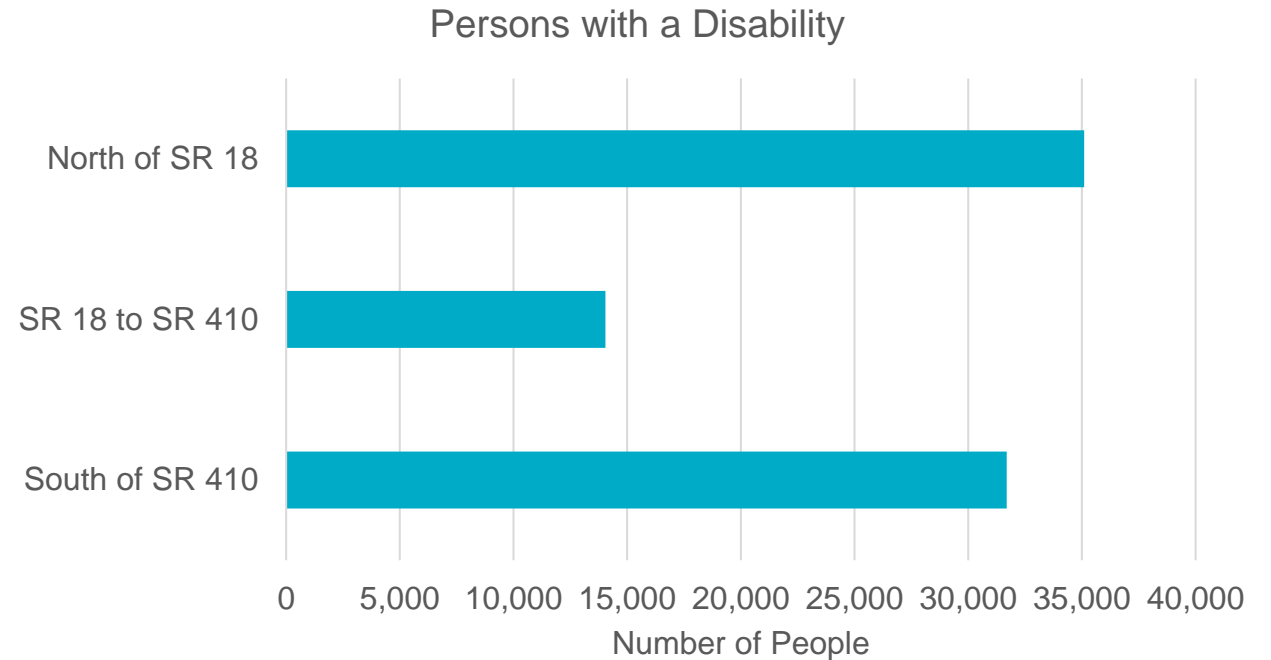


Summary	Study Area	Puget Sound Region
Average by Block Group	19%	18%
Percent Range by Block Group	1 – 65%	N/A

Persons with a Disability

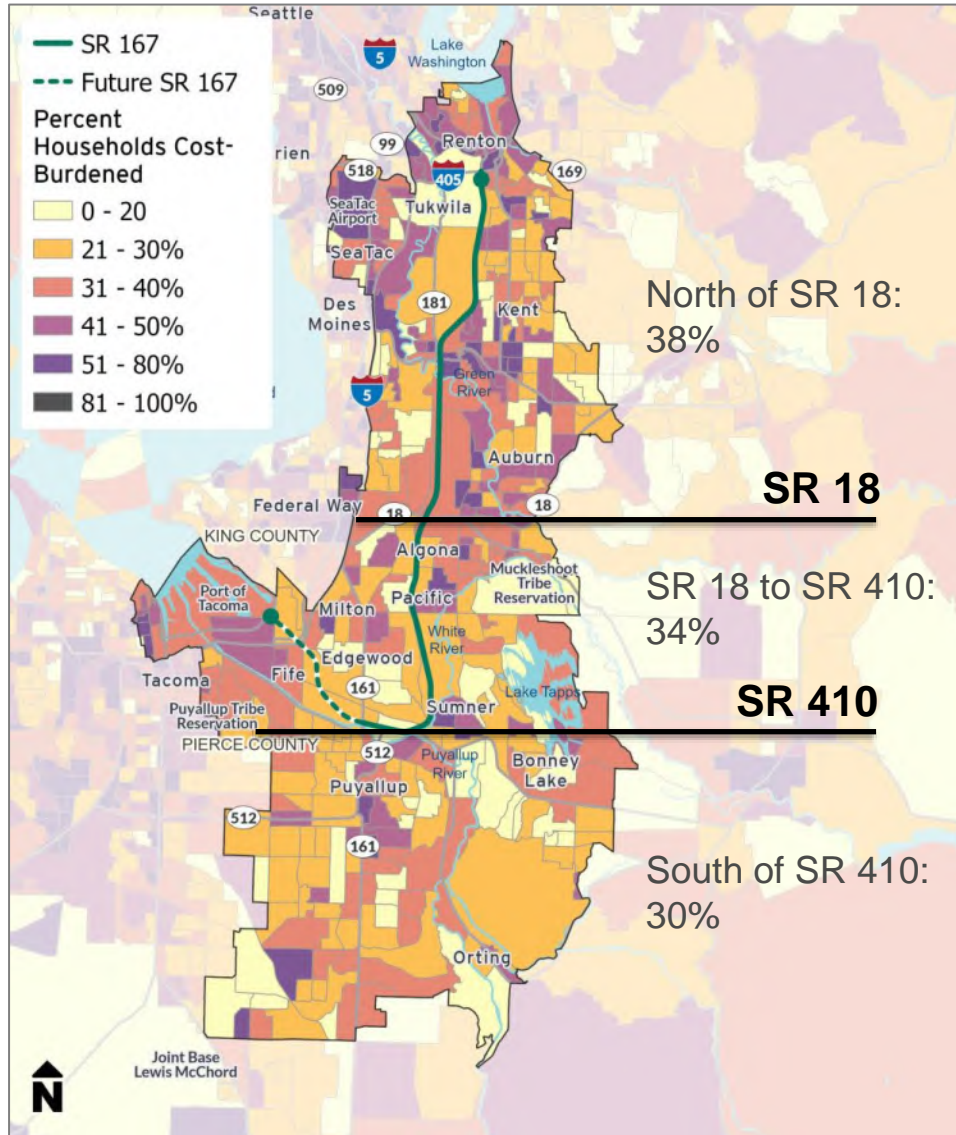


Persons with a Disability: Non-institutionalized civilian population 5 or older with a mental or physical impairment

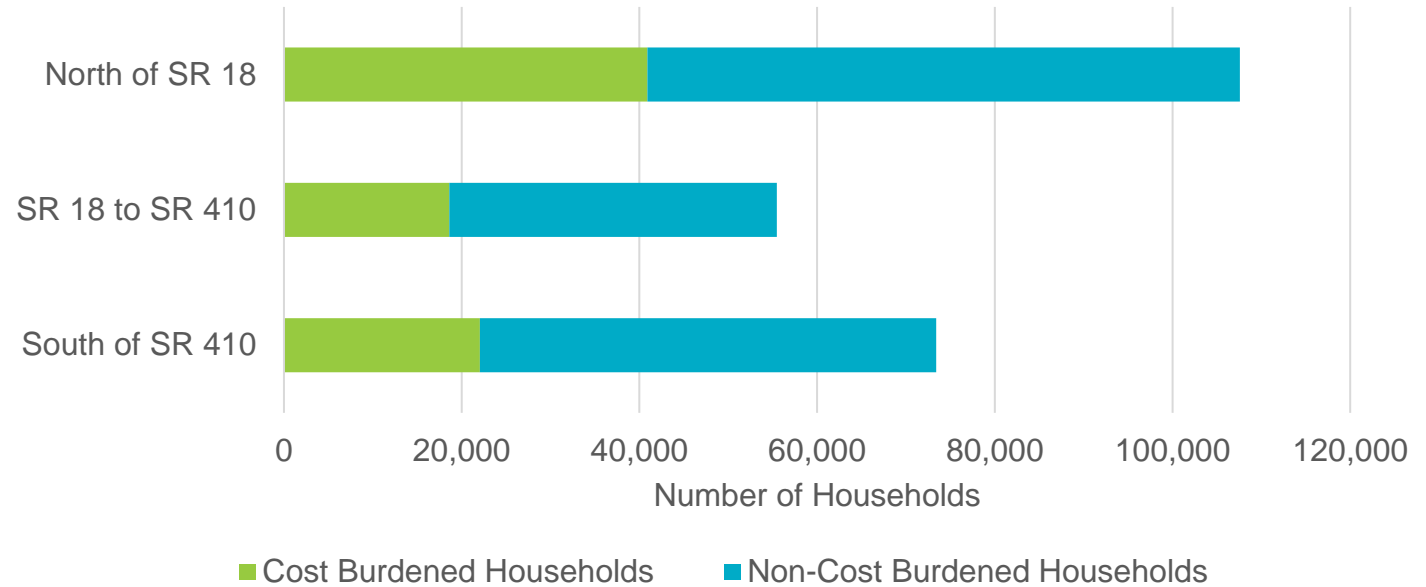


Summary	Study Area	Puget Sound Region
Average by Block Group	11%	11%
Percent Range by Block Group	5 – 31%	N/A

Cost-Burdened Households

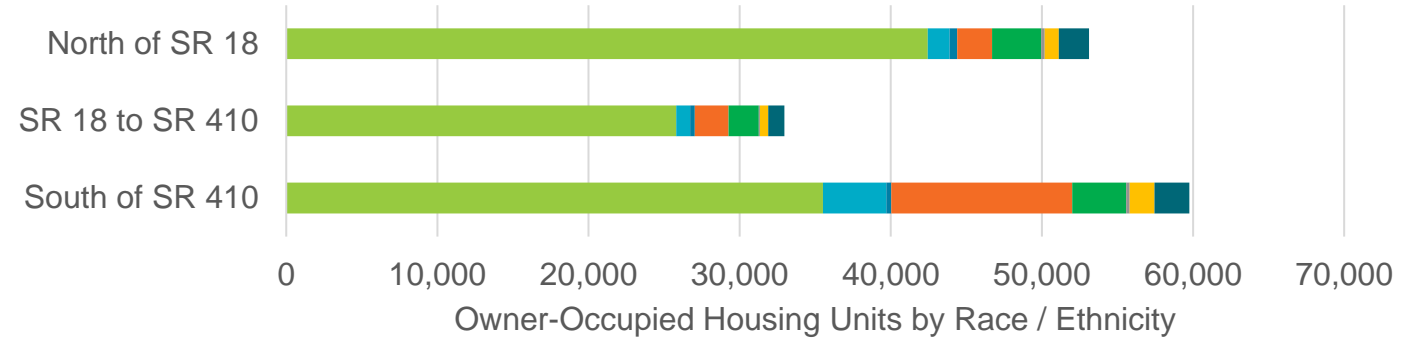
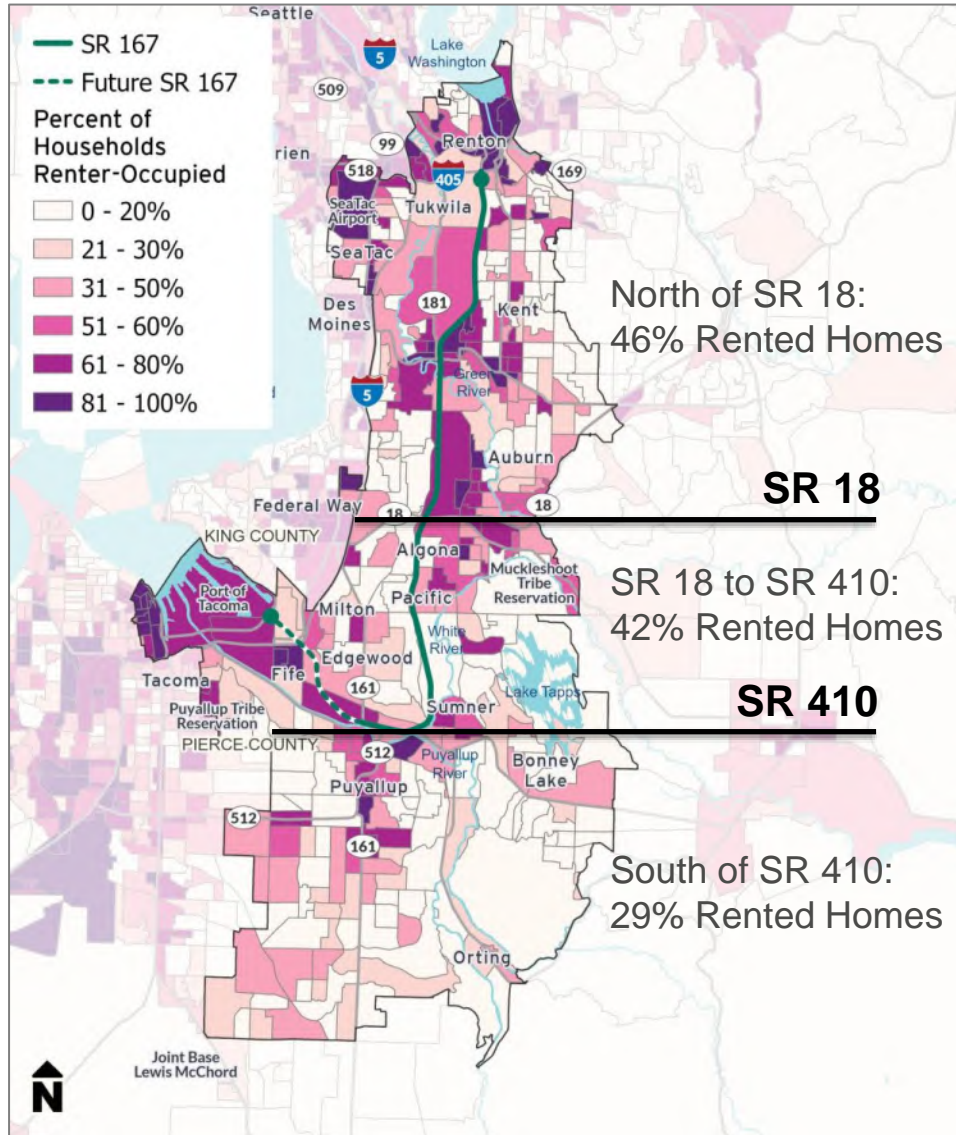


Cost-Burdened Households: Households spending at least 30% of income on housing costs



Summary	Study Area	Puget Sound Region
Average by Block Group	34%	33%
Percent Range by Block Group	0 – 76%	N/A

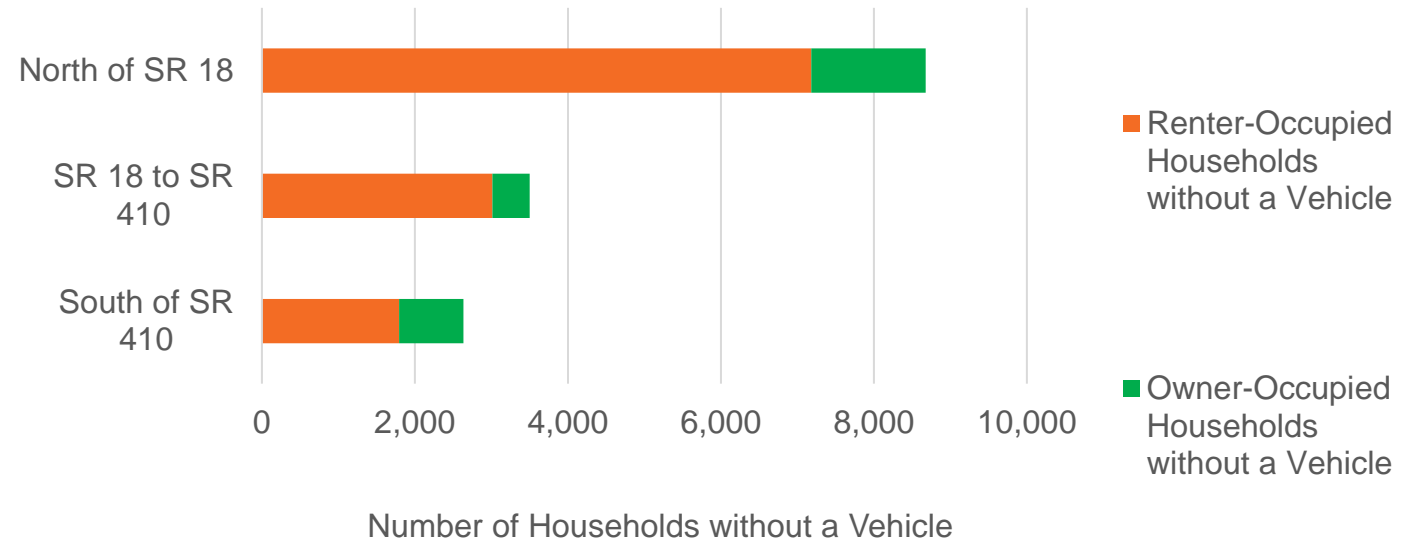
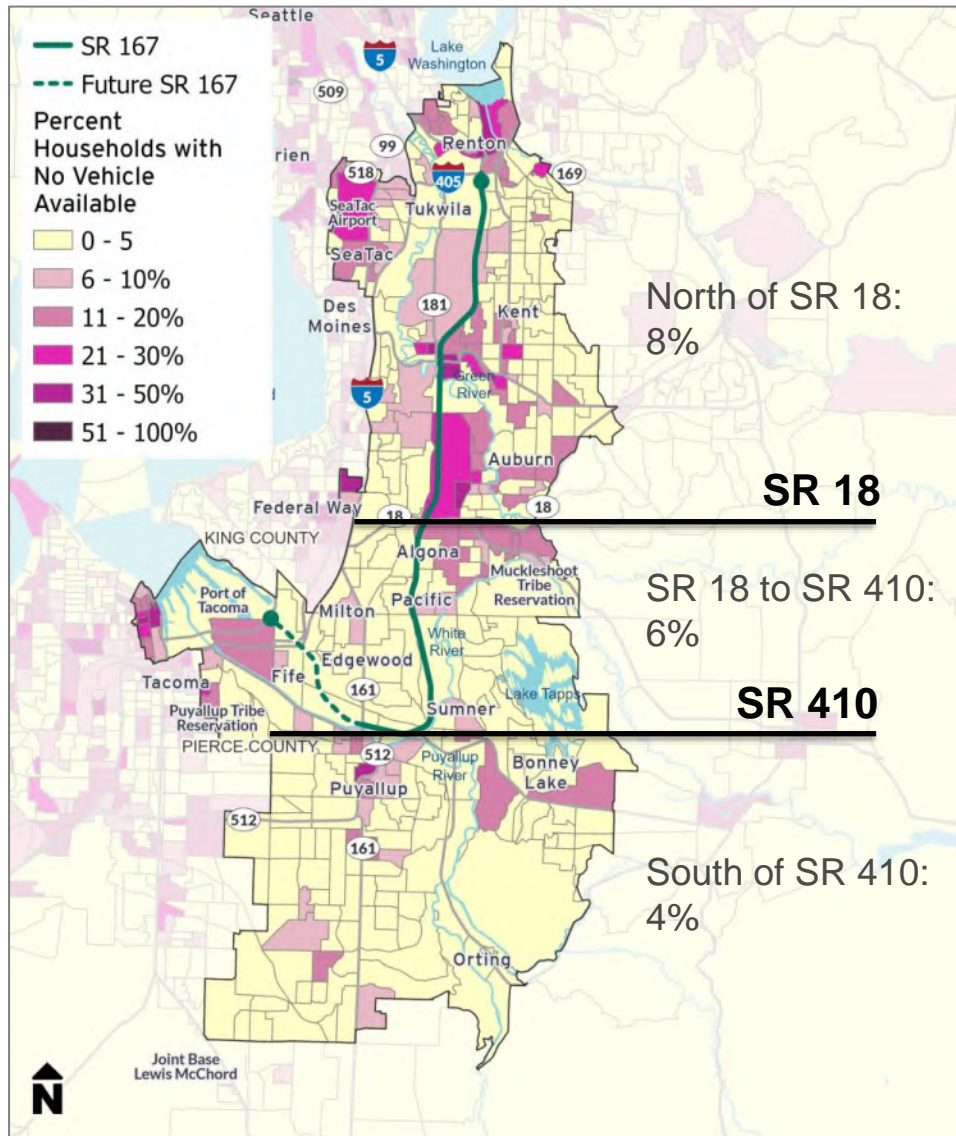
Rented versus Owned Homes



- White
- Black or African American
- American Indian and Alaska Native
- Asian
- Hispanic or Latino
- Native Hawaiian and Other Pacific Islander
- Other
- Two or More Races

Summary	Study Area	Puget Sound Region
Average by Block Group	60% Owned Homes 40% Rented Homes	61% Owned Homes 39% Rented Homes

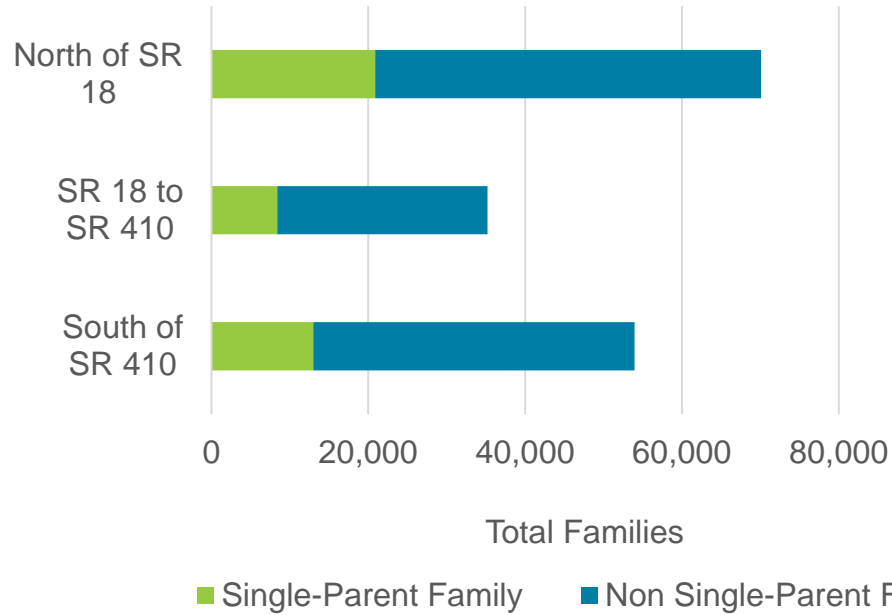
Households without a Vehicle Available



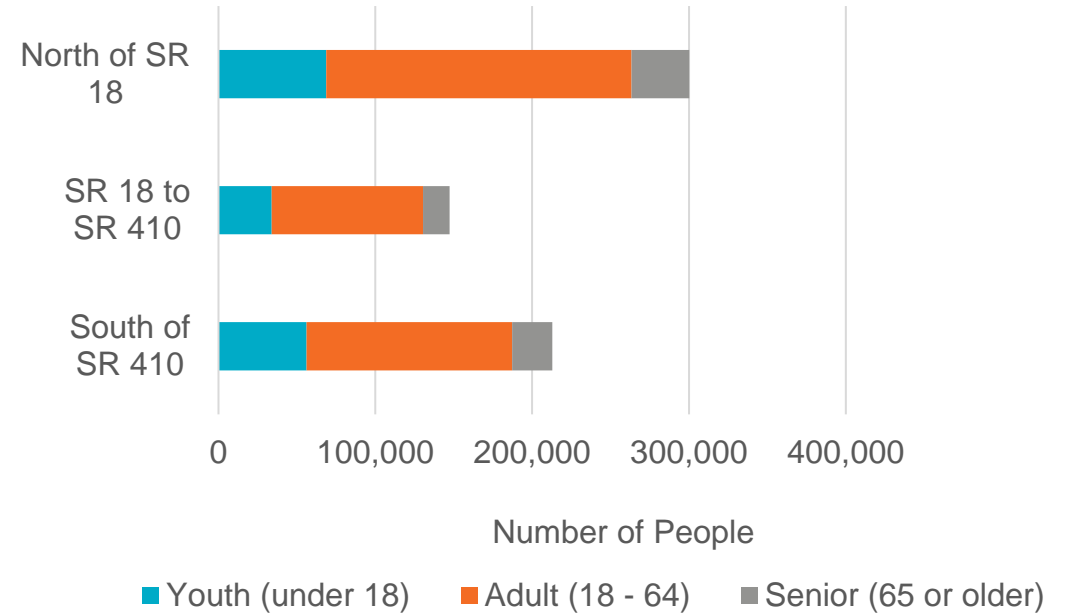
Summary	Study Area	Puget Sound Region
Average by Block Group	6%	8%
Percent Range by Block Group	0 – 48%	N/A

Other Demographic Topics

Single-Parent Families



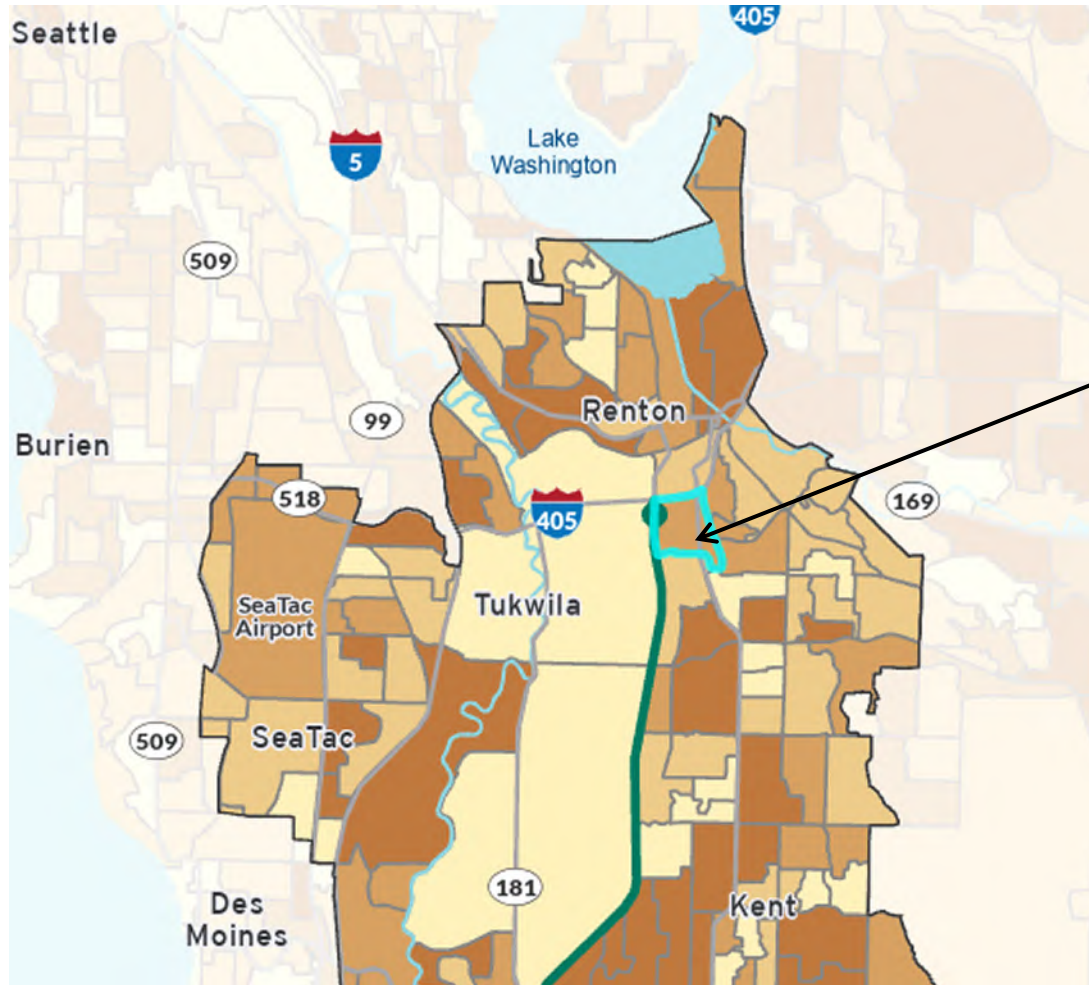
Youth and Senior Populations



Summary	Study Area	Puget Sound Region
Average by Block Group	27%	22%
Percent Range by Block Group	0 – 90%	N/A

Summary	Study Area	Puget Sound Region
Average by Block Group	24% Youth 12% Senior	22% Youth 13% Senior
Percent Range by Block Group	0 – 48% 0 – 83% Senior	N/A

Summary of Demographics – Geography



Block Group 3

Total Population: 1,769

Low-Income Population: 29%

Minority Population: 64%

Limited English Proficiency

Population: 14%

Youth or Seniors: 39%

Single-Parent Families: 38%

Cost Burdened Households: 37%

Households without a Vehicle: 1%

Equity Priority Areas - Analysis

Goal: Identify geographic areas that have a concentration of equity populations to help analyze potential benefits and impacts of project scenarios.

A “Threshold” is a % that must be met in order to get included in the results.

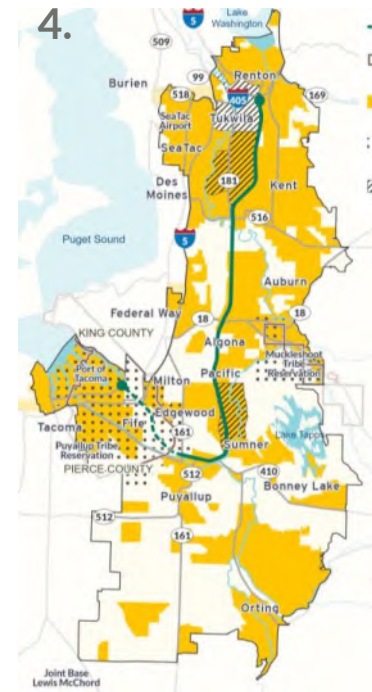
1 Identify demographic indicators for equity analysis and calculate average % for Puget Sound Region

2 Use statistical analysis to create a threshold for identifying concentrations of potential equity populations (“medium threshold”)

3 Identify two other options for thresholds (“low” and “high”)

1. Demographic Indicator and Puget Sound Region Average		2. Equity Priority Area Threshold
Low-Income Population	20%	35%
Limited English Proficiency Population	8%	54%
Minority Population	36%	17%
Youth or Seniors	35%	44%
Foreign Born Population	18%	38%
Cost-Burdened Households	33%	45%
Households without a Vehicle	8%	16%
Population with a Disability	11%	29%
Single-Parent Families	22%	16%

Lower % Option	Equity Priority Areas	Higher % Option
Low Threshold	Medium Threshold	High Threshold



4 Identify areas on a map that are above the threshold for at least 1 Demographic Indicator

5 Get feedback from EAC on areas to add/remove and make updates to map

6 Final Equity Priority Area layer that will be used in analyzing potential project scenario benefits and impacts