

SR 167 Master Plan

A planning and environmental linkage study

Policy Advisory Committee

February 2, 2022

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Agenda and objectives

Objectives:

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

Agenda:

- Community engagement update
- Study area update
- Review purpose and need
- Review evaluation framework
- Next steps

The planning steps

Community and partner engagement

**Phase 1:
Study
planning**

Oct – Nov
2021

**Phase 2:
Existing and
future
conditions**

Dec 2021 –
Feb 2022

**Phase 3:
Develop and
screen
strategies**

Jan – Mar
2022

**Phase 4:
Develop and
evaluate
multimodal
scenarios**

Apr – Oct 2022

**Phase 5:
Final report**

Nov 2022 –
Feb 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

- Define scenario principles
- Review and discuss screened projects/strategies

Meeting 4 June

- Review and discuss scenario alternatives
- Review and discuss scenario analysis

Meeting 5 September

- Present refined scenarios

Meeting 6 November

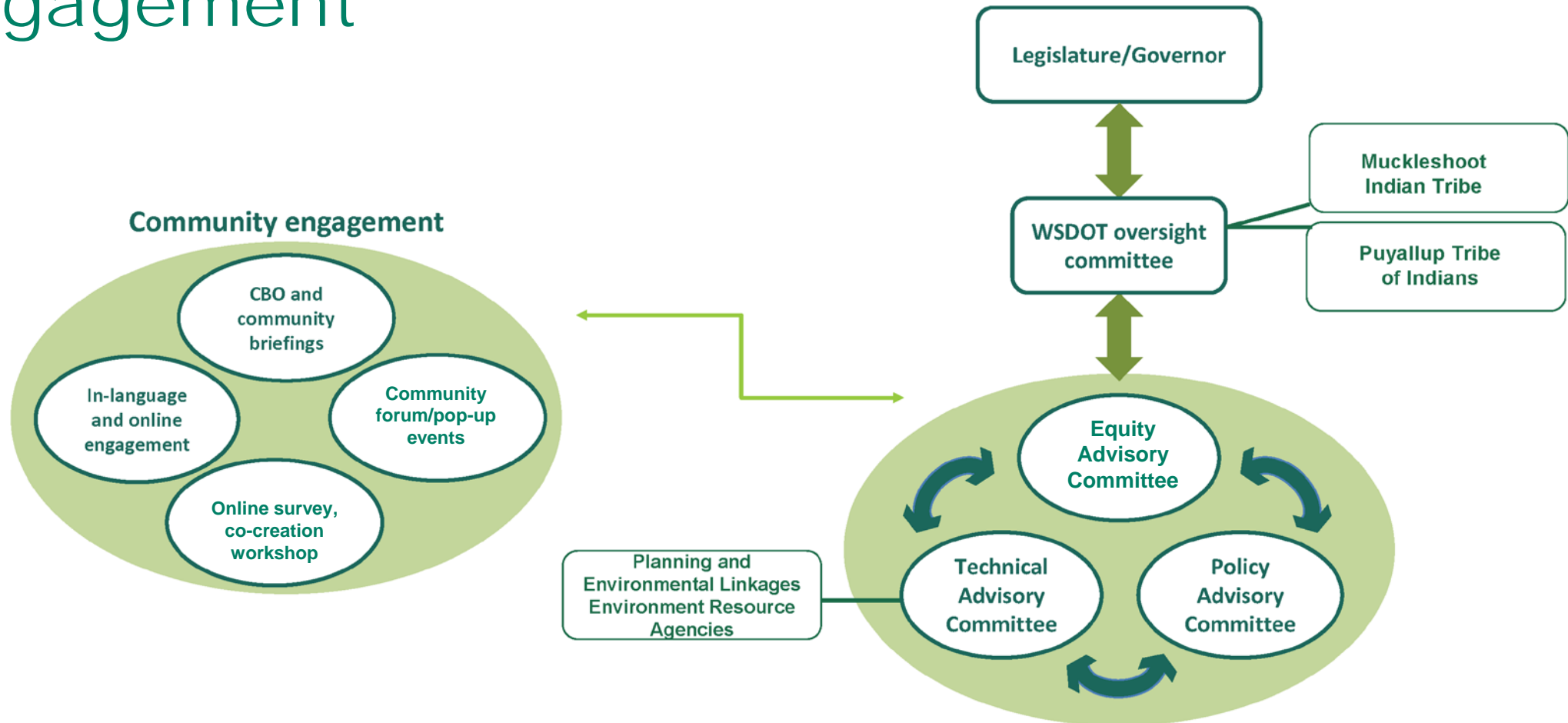
- Provide recommended solution

Meeting 7 January

- Review plan highlights
- Executive Summary
- Next steps

Community engagement

SR 167 Master Plan - Partner and Community Engagement



Engagement six month look ahead

Community engagement

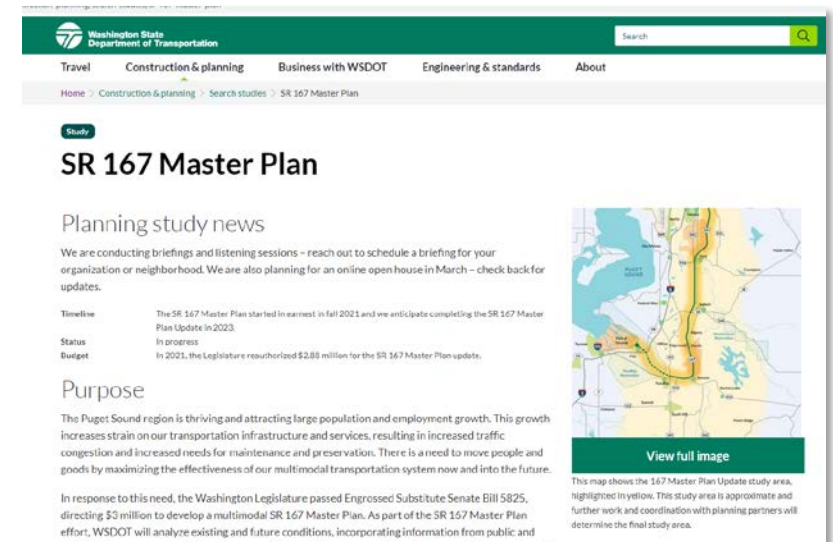
- Publish study website – January
- Launch online open house – March
- In-person open house/online town hall – April
- Co-creation workshops – June – August

Partner engagement

- Policy Advisory Committee Meeting #2 – February 2
- Equity Advisory Committee Meeting – February
- Technical Advisory Committee Meeting #3 – March
- Policy Advisory Committee Meeting #3 – March/April
- Ongoing briefings

Engagement by the numbers

- 12 CBO listening sessions
- 2 local jurisdiction meetings
- 2 freight partner meetings
- 2 transit partner meetings
- 1 Puyallup Tribe of Indians listening session
- 1 business community meeting including 5 chambers of commerce
- Over 40 organizations engaged



What we heard – community-based organizations

- **Better transit access and safety**
 - Current transit options do not serve Black, Indigenous, and People of Color and low-income community members.
 - More direct routes with less commuting time.
 - Better access to the second bus/shuttle riders need between their homes and the main bus routes along the corridor.
 - Many riders rely on family/friends for a ride to the main route.
 - Getting to the corridor bus stops is a barrier.
 - More access to on-call shuttle vans/buses that are operated by transportation agencies, such as Metro.
 - More east-west bus access and connections
- **Provide accessible information**
 - Resources are not always translated in the spoken language or are partially translated.
 - Many CBOs say their members, especially seniors, do not use the latest technology (smart phones) or have access to internet.
- **Community needs go beyond transportation**
 - People's basic needs are not being met
 - Many people lack internet at home
- **Prioritize CBO engagement**
 - CBOs are trusted resources with cultural significance and are central to the community.

CBO input from:

- Center for Independence
- Asian Counseling & Referral Service
- IDIC Filipino Senior & Family Services
- Somali Community Services of Seattle
- Tilth Alliance
- Renton Inclusion Task Force
- Forever Green Trails
- Futurewise
- Atlantic Street Center
- Low Income Housing Institute
- Sea Mar Community Health Centers

What we heard – community-based organizations

Due to gentrification, the people that we support are moving further and further south - Renton, Kent, Federal Way, and even much further south to Spanaway.

- Atlantic Street Center

The public transportation piece is the biggest issue for our residents.

- Low Income Housing Institute

Serving the most people does not always mean serving the most vulnerable people.

- Asian Counseling and Referral Service

We have people who take the bus to the Somali Community Services of Seattle from Kent— it's a one-to-two-hour commute. It is really challenging to commute.

- Somali Community Services of Seattle

Local transportation access is a challenge. There is a need to improve accessibility surrounding the transit stations, including improved pathways.

- Center for Independence

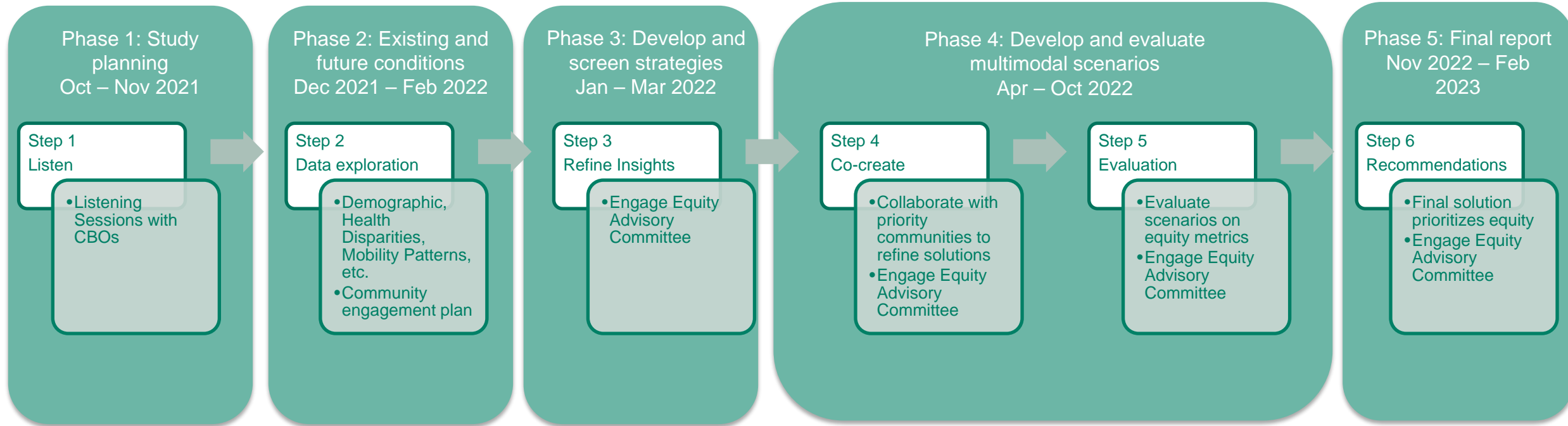
It is hard for the elderly to get around to do their errands and accomplish their needs. Some members will carpool together.

- Filipino Senior & Family Services

Access to restrooms on public transit is a public health issue, people taking 2-3 routes at a time without access to a restroom.

- Renton Inclusion Task Force

Elevating equity – our approach

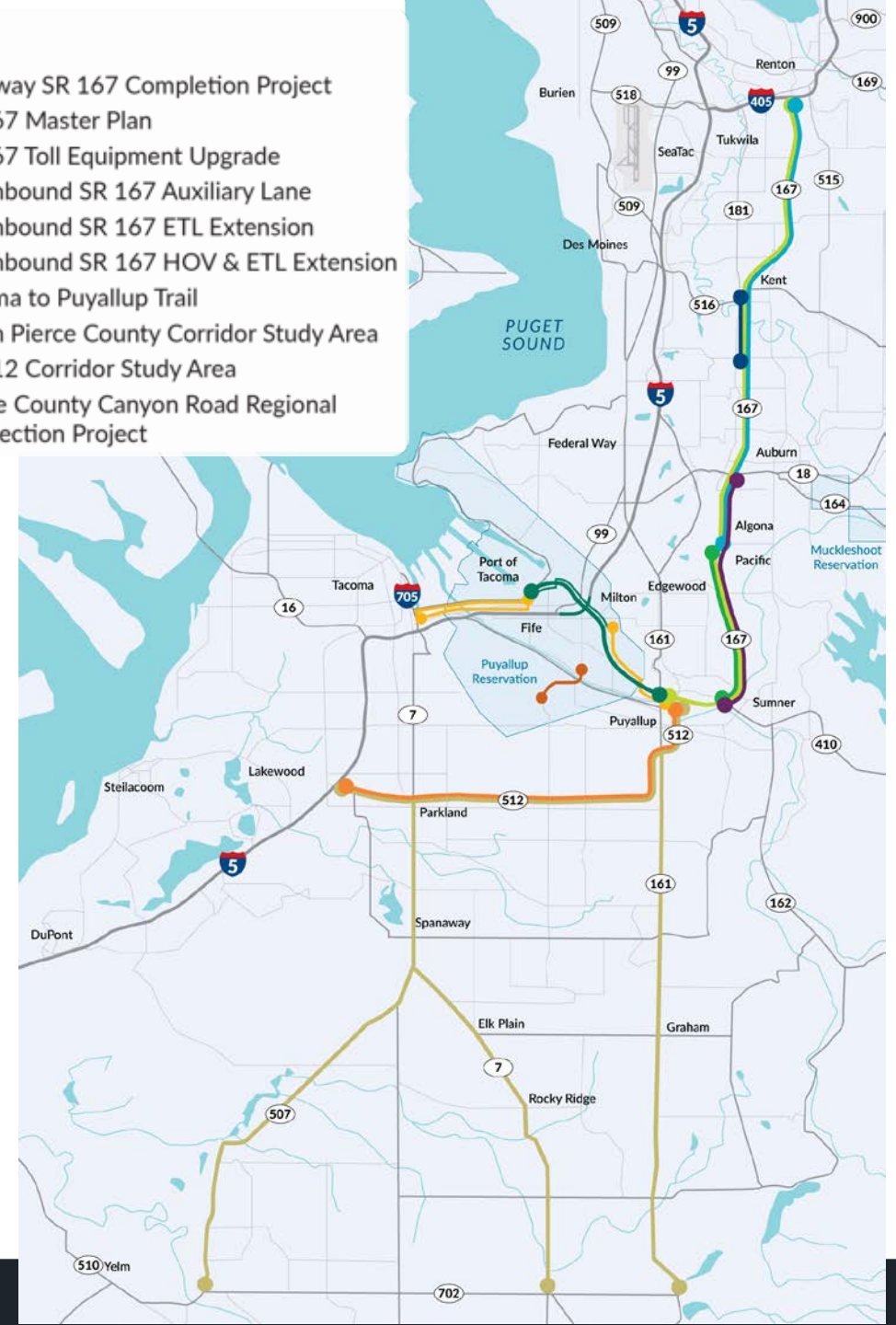


Study area update

Updates from the sandbox

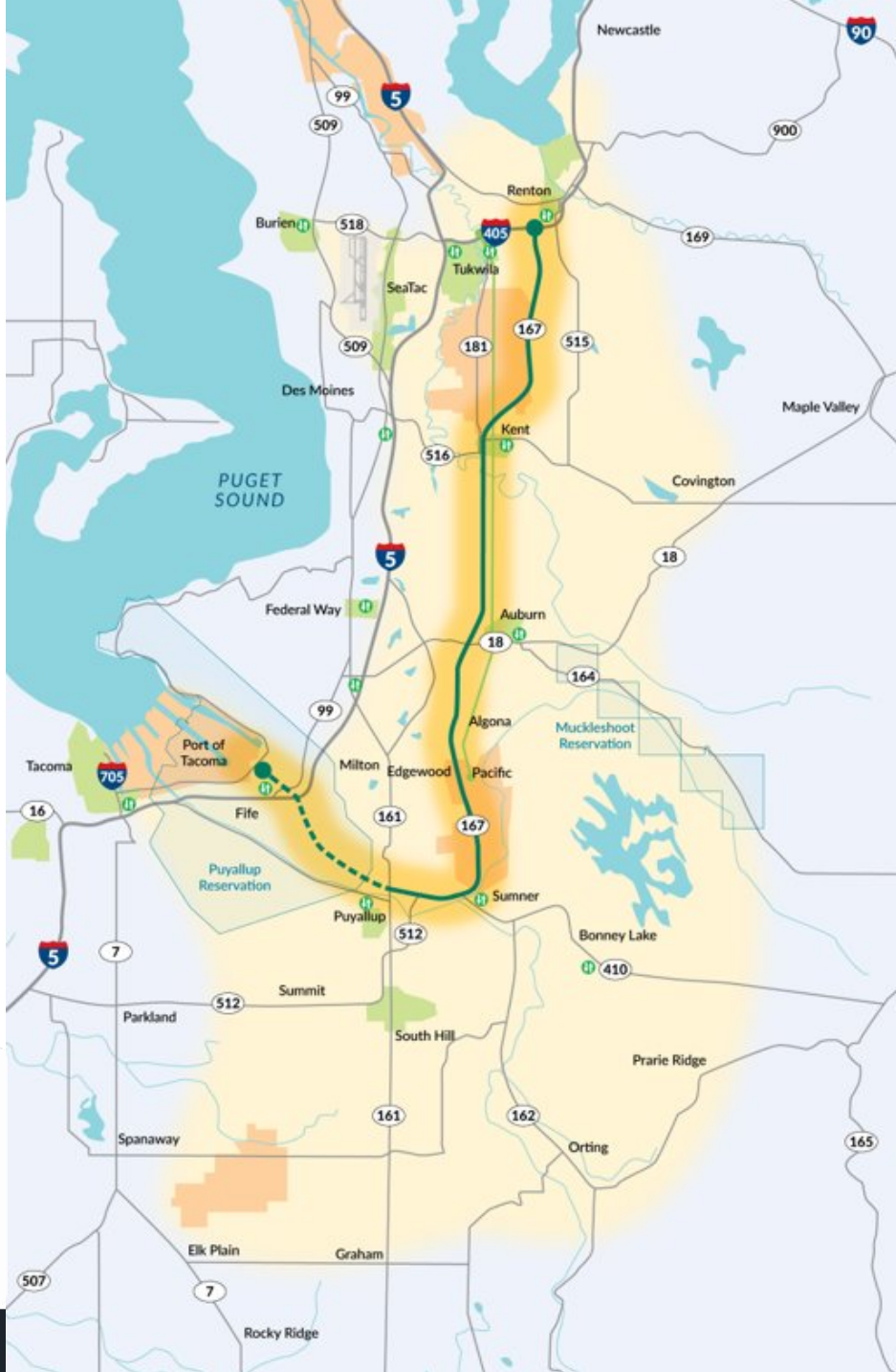
Legend

- 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



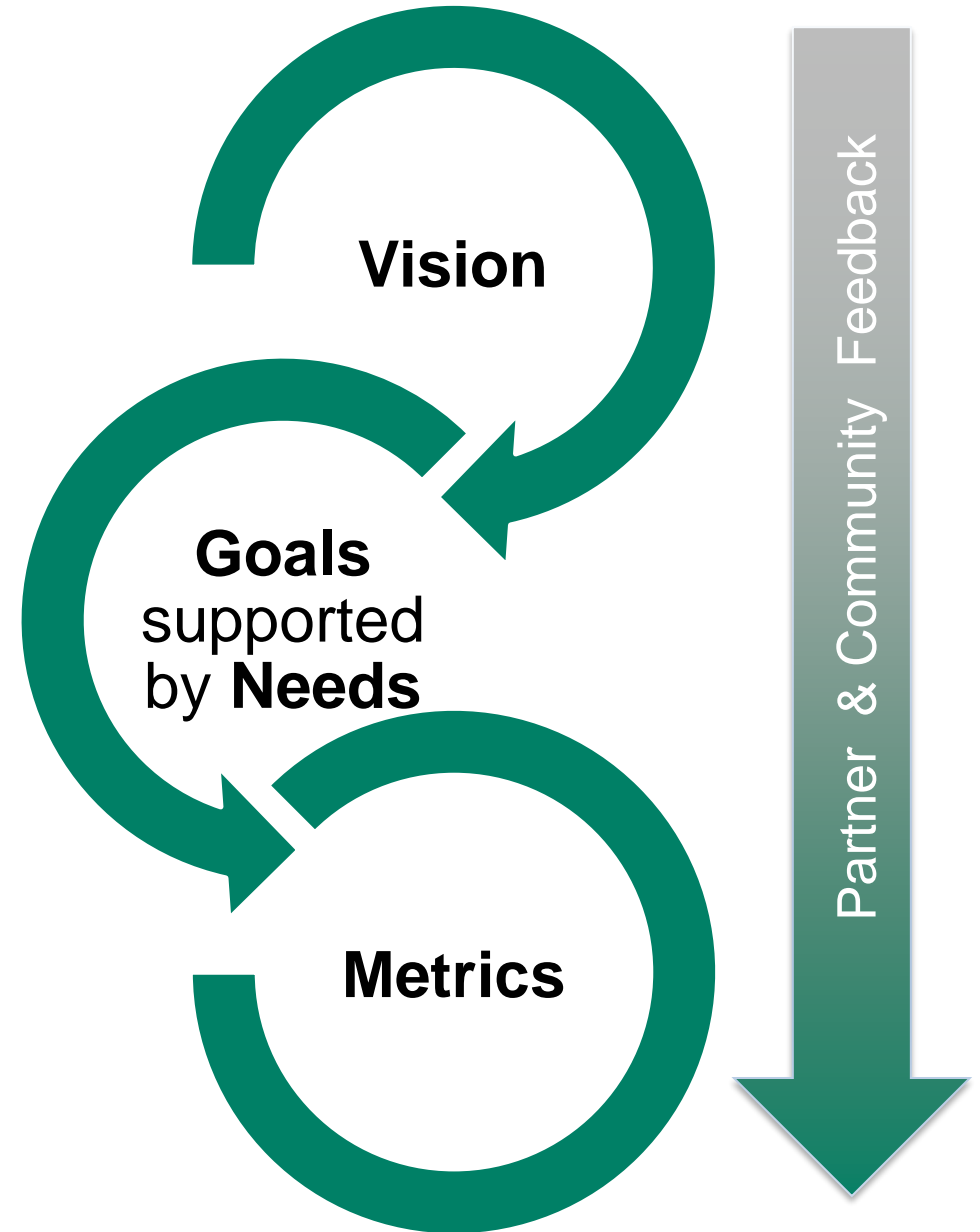
SR 167 Final Study Area

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



Review purpose and need

Our process: vision to metrics



Master Plan Purpose Draft Vision (PAC #1)

What is the SR 167 Master Plan draft vision:

People who depend on SR 167 to commute, transport goods, and get to where they need to go can count on a safe, connected and reliable multimodal corridor. The variety of travel options available in the corridor will support the regional growth strategy, accommodate freight movement, while serving the communities whose needs are the greatest and reduce greenhouse gas emissions.

Master Plan Purpose: Updated Vision

What is the 167 Master Plan vision:

The SR 167 Master Plan will identify near-, medium-, and long-term solutions intended to facilitate the movement of both people that travel on and across SR 167 for work, school, other essential and non-essential trips, and goods that support economic vitality. Travel along and across the SR 167 corridor will be safe, connected, resilient, and reliable. The SR 167 Master Plan will strive for practical solutions to

- (a) prioritize the needs of vulnerable and overburdened communities,
- (b) reduce physical barriers of the current system,
- (c) support the Puget Sound Regional Council (PSRC) Regional Growth Strategy,
- (d) facilitate transit and active transportation,
- (e) support projected growth and land-use changes,
- (f) accommodate freight movement, and
- (g) reduce greenhouse gas emissions.

Master Plan Purpose Draft Goals (PAC #1)

What are the 167 Master Plan draft goals:

- Improve future safety conditions
- Make the most of existing infrastructure focusing on state of good repair and technology advancements
- Manage mobility for local and regional trips, including freight/goods movement
- Transform how people and goods travel to support the Regional Growth Strategy through multimodal and multiagency investments; remove barriers across the corridor
- Provide a range of transportation options that address the needs of those whose needs are greatest and reduce greenhouse gas emissions
- Identify strategies that are practical, implementable, and fundable in a realistic timeline

Master Plan Purpose: Updated Goals (1/24)

What are the 167 Master Plan draft goals:

- **Equity**: Provide a range of transportation options that address the needs of vulnerable and overburdened communities.
- **Safety**: Improve existing and future safety conditions.
- **Environment**: Provide for improvements that reduce greenhouse gas emissions and limit environmental impacts.
- **Multimodal**: Transform how people and goods travel in support of the Regional Growth Strategy, focusing on Regional Growth Centers, Manufacturing and Industrial Centers and Countywide Centers through multimodal and multiagency investments, while reducing single occupancy vehicle demand and removing barriers for all modes that limit local connectivity across the corridor.
- **Mobility & Economic Vitality**: Manage mobility for local, regional, state, and inter-state trips, leveraging technology advancements, supporting economic vitality, and considering the unique needs of all travelers and modes, including freight/goods movement, active transportation, and transit.
- **Practical Solutions & State of Good Repair**: Identify strategies that are practical, implementable, and fundable in a realistic timeline considering the importance of maintaining a State of Good Repair throughout facility lifecycle.

Evaluation framework

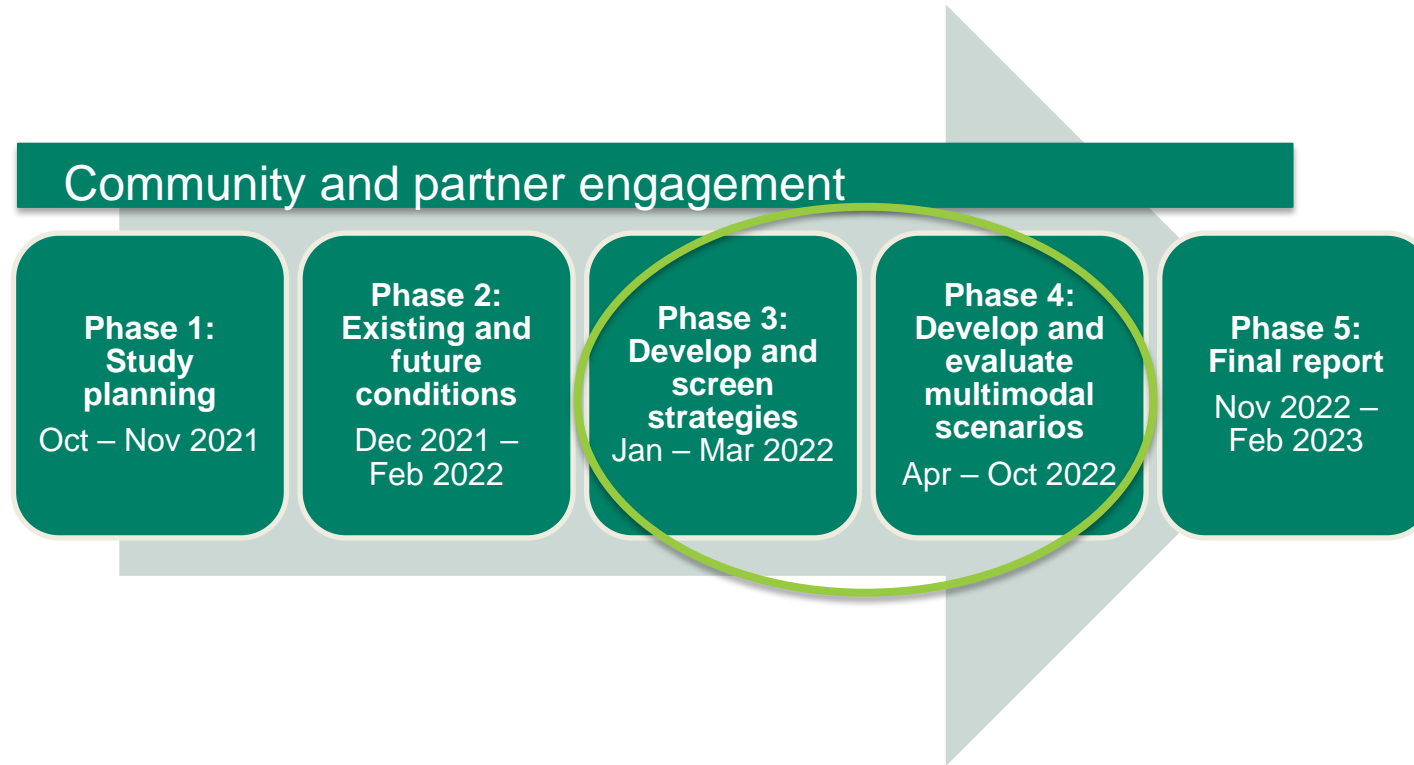
Evaluation Framework (PAC #1)

Goal	How Criteria Relate to Master Plan
Improve Safety	Identifying how different potential strategies align with historic traffic safety issues
Manage Existing Infrastructure	Move more people in on existing infrastructure, with less energy, and fewer GHG emissions
Manage Mobility (Roadway)	Evaluate how peak period traffic congestion changes over time and with different strategies
Transform Travel (Multimodal Performance)	Performance indicators for transit, pedestrian, bicycle, and freight modes in terms of user experience and access to major destinations
Equitable Access	Evaluate access by different modes relative to where transportation burdened populations live and work
Environmental Impacts	Environmental impacts and benefits of potential strategies
Practical, Implementable, Fundable	Basis for cost effectiveness evaluation

Updated Evaluation Framework (1/24)

Goal	How Metrics Relate to Master Plan
Equity	Evaluate access by different modes relative to where overburdened populations live and work
Safety	Identify how different potential strategies align with historic traffic safety issues
Environment	Evaluate the environmental impacts and benefits of potential strategies
Multimodal	Improve mobility for key modes and users (like freight and equity priority populations), by reducing the barriers caused by SR 167, improving route and mode choice within the study area, and improving the quality of service and reliability of travel along SR 167
Mobility & Economic Vitality	Make travel on the SR 167 freeway and surrounding arterials more efficient by leveraging technology to manage demand for travel at peak times, recognize the needs of modes like freight and transit, limit negative effects to city and county arterials, all while reducing energy use and greenhouse gas emissions
Practical Solutions & State of Good Repair	Evaluate the cost effectiveness of achieving the other Master Plan goals including considerations for implementing a system that is affordable to maintain over time

SR 167 Master Plan Schedule



Phase 3: Screening and qualitative evaluation

Phase 4: Quantitative evaluation of scenarios

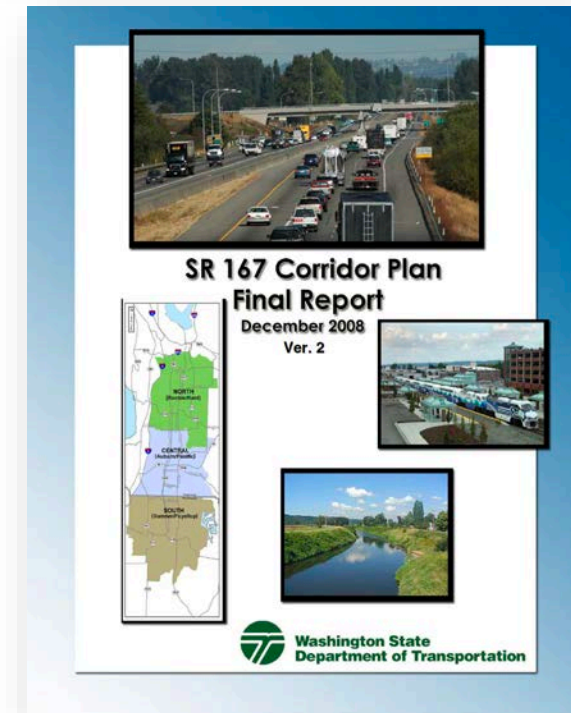
Initial Project/Strategy List

Review Published Plans

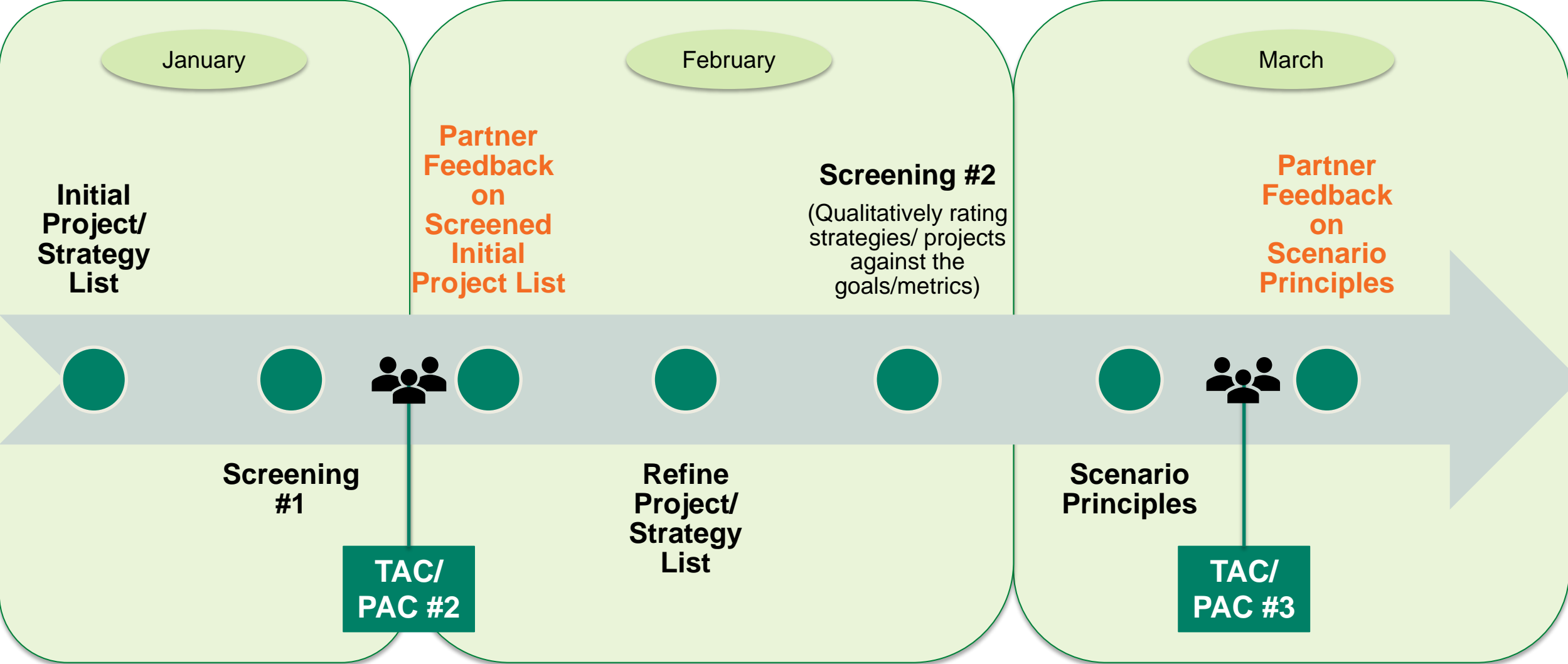
- Comprehensive Plans
- Transportation Master Plans
- Long Range Plans
- Transportation Improvement Program Plans
- Capital Improvement Program Plans

First Level Screening

- Project/strategy must be within the study area boundary
- Project/strategy has the potential for improving mobility along the SR 167 corridor – a qualitative assessment



Phase 3: Develop and Screen Strategies



Working with your staff...

Provide Input on the Project/Strategy List – February 11

- Cities, Counties, Transit Agencies:
 - Weigh in on the project/strategy list
 - Correct descriptions/remove outdated projects/strategies
- All partners:
 - Suggest new projects/strategies that could strongly benefit mobility in the SR 167 corridor
 - Share thoughts about priority projects/strategies for your agencies/customers/constituents

Ongoing engagement with staff

Partner meeting schedule

Meeting 1 November

- Review and discuss committee roles and responsibilities
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Next Steps

- **Engagement**
 - Begin planning for online open house
 - Begin planning first Equity Advisory Committee (EAC) meeting
- **Technical Work**
 - Draft existing conditions report
 - Update preliminary purpose and need
 - 2030 and 2050 travel model development and application
 - Update initial screened project/strategy list and Screening #2
- **Upcoming Request for Partner Feedback:**
 - **Preliminary Purpose and Need (Emailed):** Request Feedback by Friday, Jan. 28
 - **Screened Initial Project List:** Request Response by Friday, Feb. 11
 - **Existing Conditions Report:** Request for Feedback anticipated in early March
 - **Scenario Principles:** Request for Feedback anticipated in early March

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