

# SR 167 Master Plan

## A planning and environmental linkage study

### Policy Advisory Committee Meeting #5

November 30, 2022

ROGER MILLAR, PE, FASCE, FAICP  
JULIE MEREDITH, PE  
APRIL DELCHAMPS, AICP  
CHRIS BREILAND, PE  
LAURA LLOYD  
KARL WESTBY  
AMY DANBERG  
HENRY YATES

SECRETARY OF TRANSPORTATION  
ASST. SECRETARY URBAN MOBILITY, ACCESS, AND MEGAPROGRAMS  
PLANNING MANAGER  
SR 167 PROJECT MANAGER  
SR 167 MASTER PLAN EQUITY AND ENVIRONMENTAL LEAD  
SR 167 MASTER PLAN TRAFFIC LEAD  
SR 167 MASTER PLAN PARTNER & COMMUNITY ENGAGEMENT  
SR 167 MASTER PLAN EQUITY ADVISORY COMMITTEE FACILITATOR

# Today's Agenda

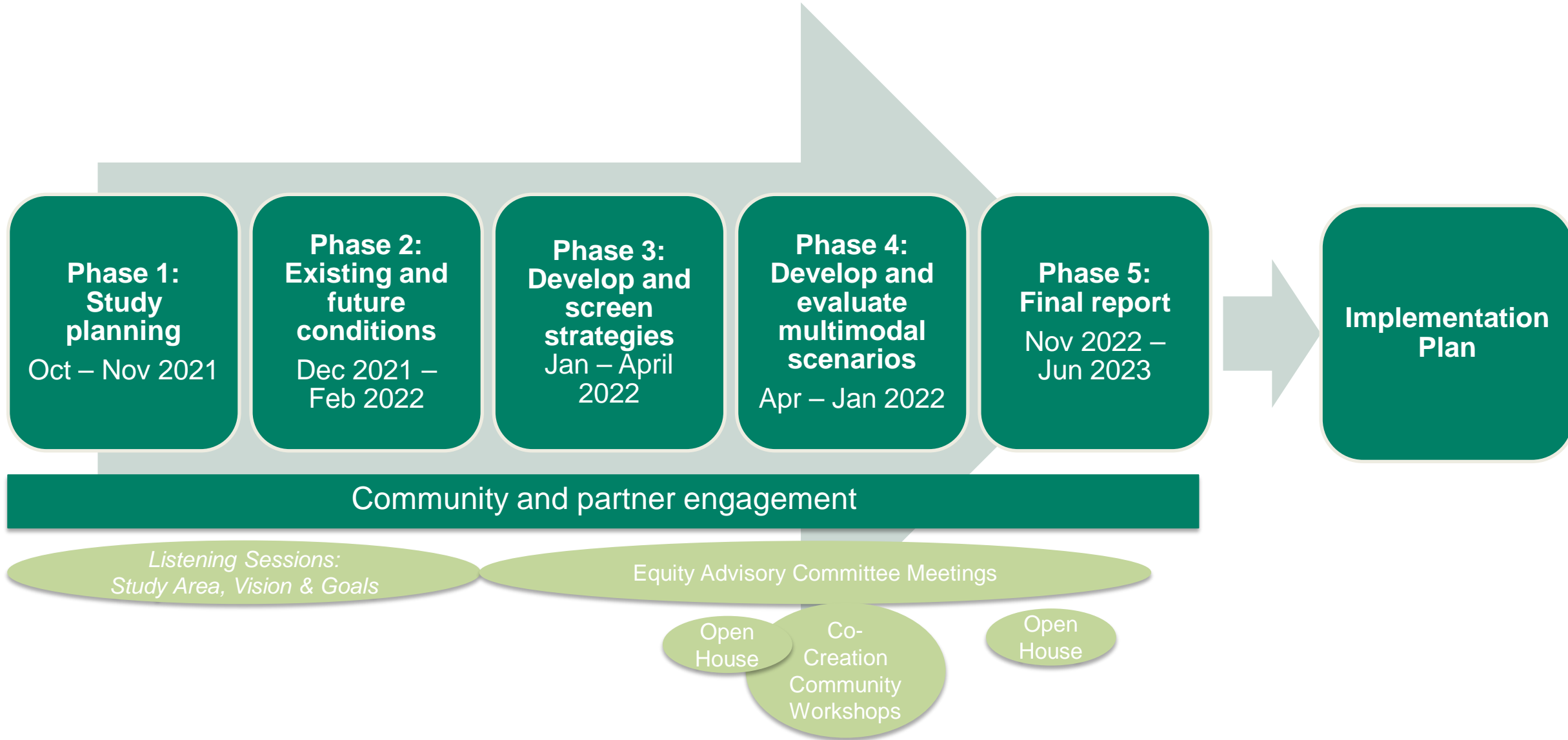
## **Objectives:**

- Provide an update on community engagement outcomes
- Introduce baseline and the three refined scenarios
- Discuss the three refined scenario analysis
- Review next steps

## Agenda

- Welcome and introductions
- Community engagement outcomes
- Review baseline and three refined scenarios
- Review baseline and three refined scenario analysis
- Discussion – clarifying questions and initial reactions
- Next steps
- Adjourn

# SR 167 Master Plan Schedule



# 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 November

- Present refined scenarios
- Community engagement update

## Meeting 6 February/March

- Provide recommended solution
- Community engagement update

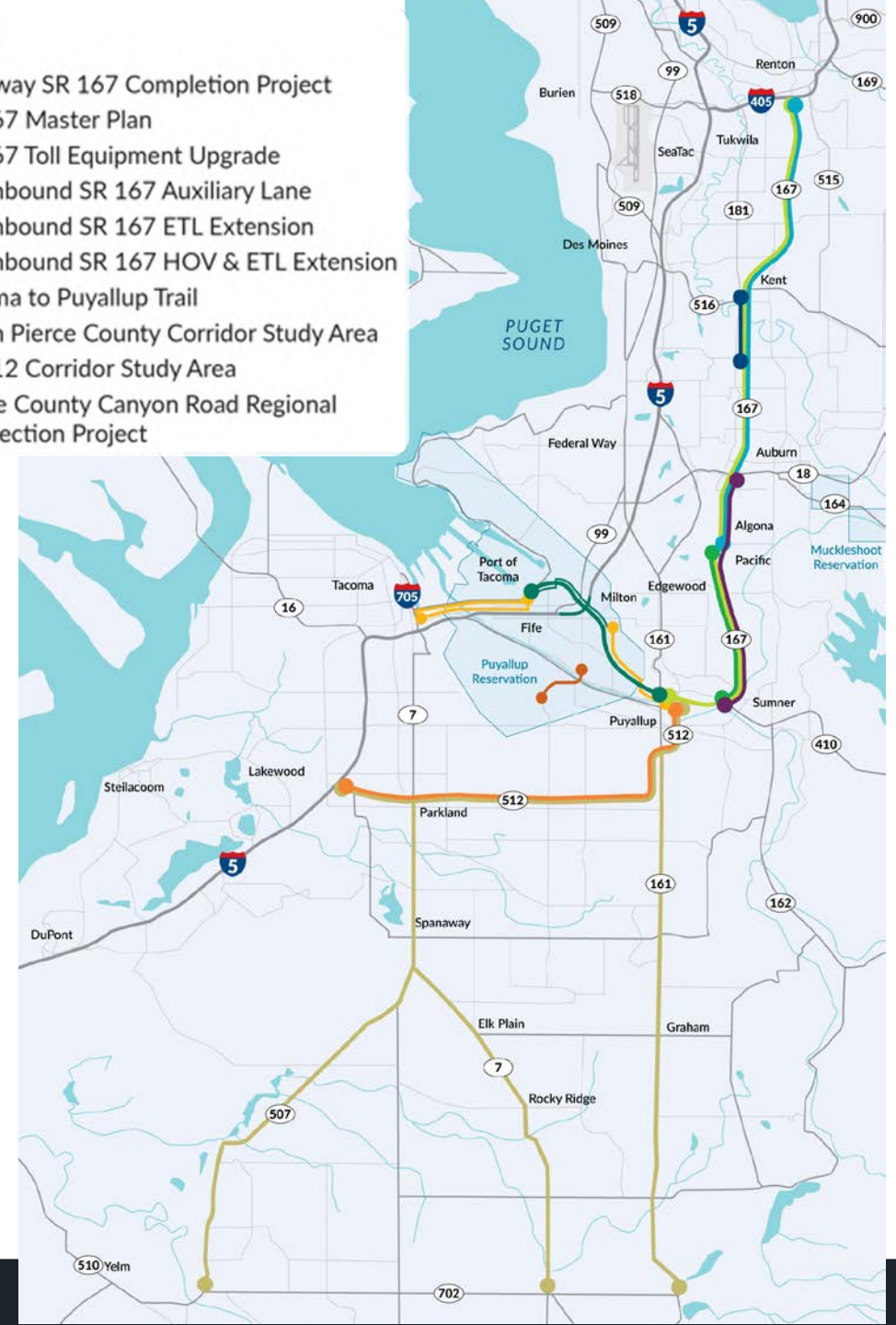
## Meeting 7 May

- Review plan highlights
- Executive Summary
- Next steps

# Updates from the sandbox

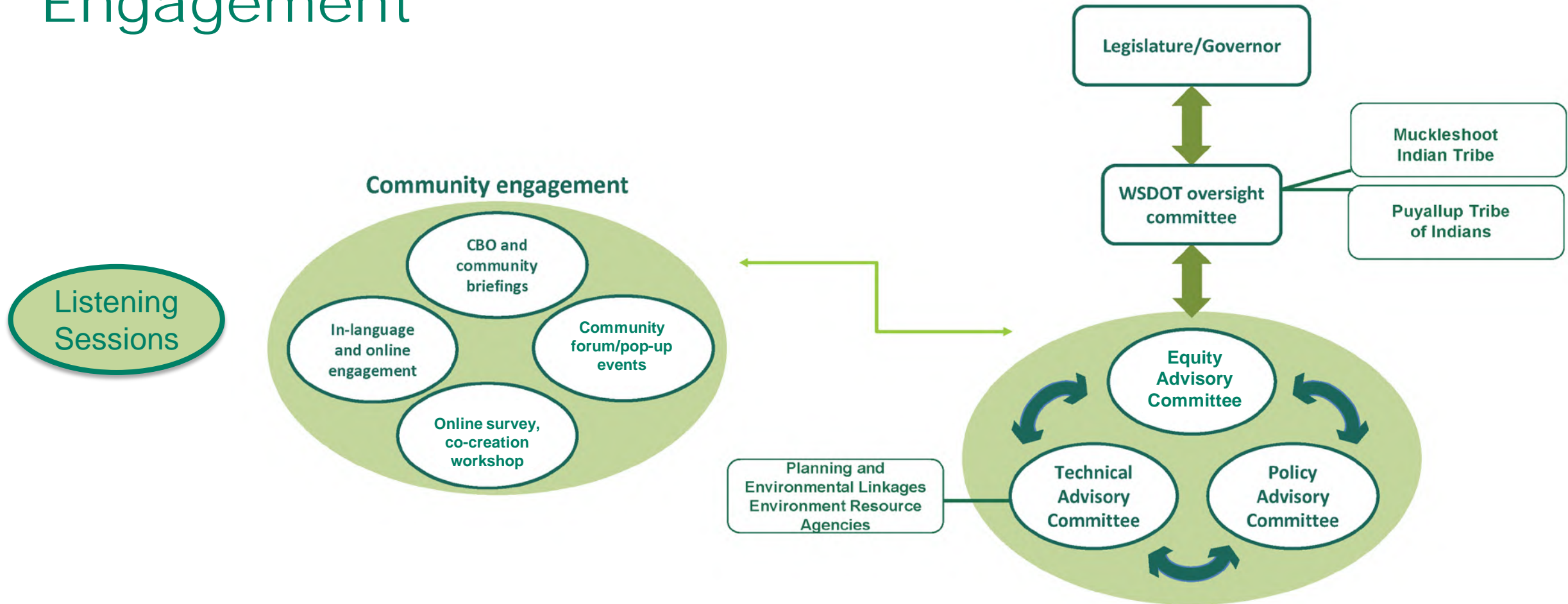
## Legend

- 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



# Community Engagement Update

# SR 167 Master Plan - Partner and Community Engagement



# Summer Outreach Events

- Kent Cornucopia days: July 8 – 9
- Sumner Rhubarb days: July 9 – 10
- SeaTac Music in the Park: July 27
- Tacoma Broadway Farmers Market: August 4
- Auburn Farmer's Market: August 7
- Milton Days: August 20
- Skyway Health and Safety Fair: August 20





# Online open house & survey

## 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

## Results:

- Online Open House:
  - **7,955** users, with **174** users in languages other than English.
  - **22,003** total unique pageviews (Spanish - **352**, Somali - **35**, Russian - **51**, Tagalog - **54**, Vietnamese - **58**, Chinese – **118**)
- Comments – 1,128 people submitted comments
- Survey
  - **2,650** response (Chinese - **3**, Russian - **2**, Spanish - **22**) responses.

### 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) изучает варианты улучшения передвижения людей и транспортировки грузов по внутриштатному шоссе 167 (SR 167). В районе проведения исследования, от г. Рентон (Renton) до г. Такома (Tacoma), проживает большое количество людей. Если Вы проживаете или работаете в этом районе, мы просим Вас посетить наш онлайн день открытых дверей, чтобы получить информацию о планировании транспортных решений и поделиться своими отзывами, принять 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 mediante 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**  
Inaguraran ng WSDOT ang mga online survey ng pagbabalik ang pagpapalagay sa SR 167. Kasama ang mga komunidad sa gitna ng Renton at Tacoma sa lugar ng pag-aaral. Kung ikaw ay naninirahan, nagtatrabaho, o naglalakbay sa lugar na ito, bibilangin ang online open house upang matuturan ang proseso ng pagpapalagay sa 167 ang ibang mga kaisipan sa pamamagitan ng pagkita ng survey. Ang online open house ay bakas mula Hunyo 29 hangy 29, 2022.

**Kulanka Furan ee Khadka Intarameeka ah Iyo Sahanka SR 167**  
Waxaan Gaadiidka ee Gobolka Washington (WSDOT) waxay daawada fursadaha lagu wanaajinayo dhacdooyinka gaadii iyo badeecooyinka ee ka dhacda jidka SR 167. Gobolka daawashada waxaa ku mid ah bulshooyinka Renton ilaa Tacoma. Haddii aad ka mooshahay, ka shaqaysiiso, ama aad ka safarto aagay, booqso kulanka furar ee Khadka Intarameeka ah si aad wax uga ogaato halka wax laa eombayaynu iyo sida waadlingto fahmayntaaga uga ogaadano sidhalka. Kulanka furar ee khadka intarameeka aya la fidi karaa laga bilaabo Jun 29 i Luulyo 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 và đang truy cập diễn đàn trực tuyến để tìm hiểu 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](https://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**  
 Disponible hasta el 29 de julio de 2022

# Key Feedback from Summer Outreach

## ***Capacity expansion***

- Requests for more and wider lanes, longer on-ramps, and more dedicated lanes for trucks, HOV lanes, and HOT lanes.
- Requests for increased transit options including more light rail and safer public transit.

## ***Improved connectivity***

- Requests for improved connections to I-5, I-405, SR 18 and other interchanges.
- Less traffic congestion along the corridor.

## ***Planning for the future***

- Desire for finishing project construction quickly.
- Ensure this project anticipates future traffic needs.

“I would really encourage creating more lanes or finding ways to incorporate new routes in others as alternatives.”

“Carpool/HOV lanes need to be continuous, not start/stop. 167 needs 4+ lanes.”

“Light rail and more parking at sounder locations. More public transit options.”

Frequent questions on how the Master Plan will address safety and security on trails in King and Pierce County.

# Desired outcomes and demographics

+ More likely want outcome  
- Less likely want outcome

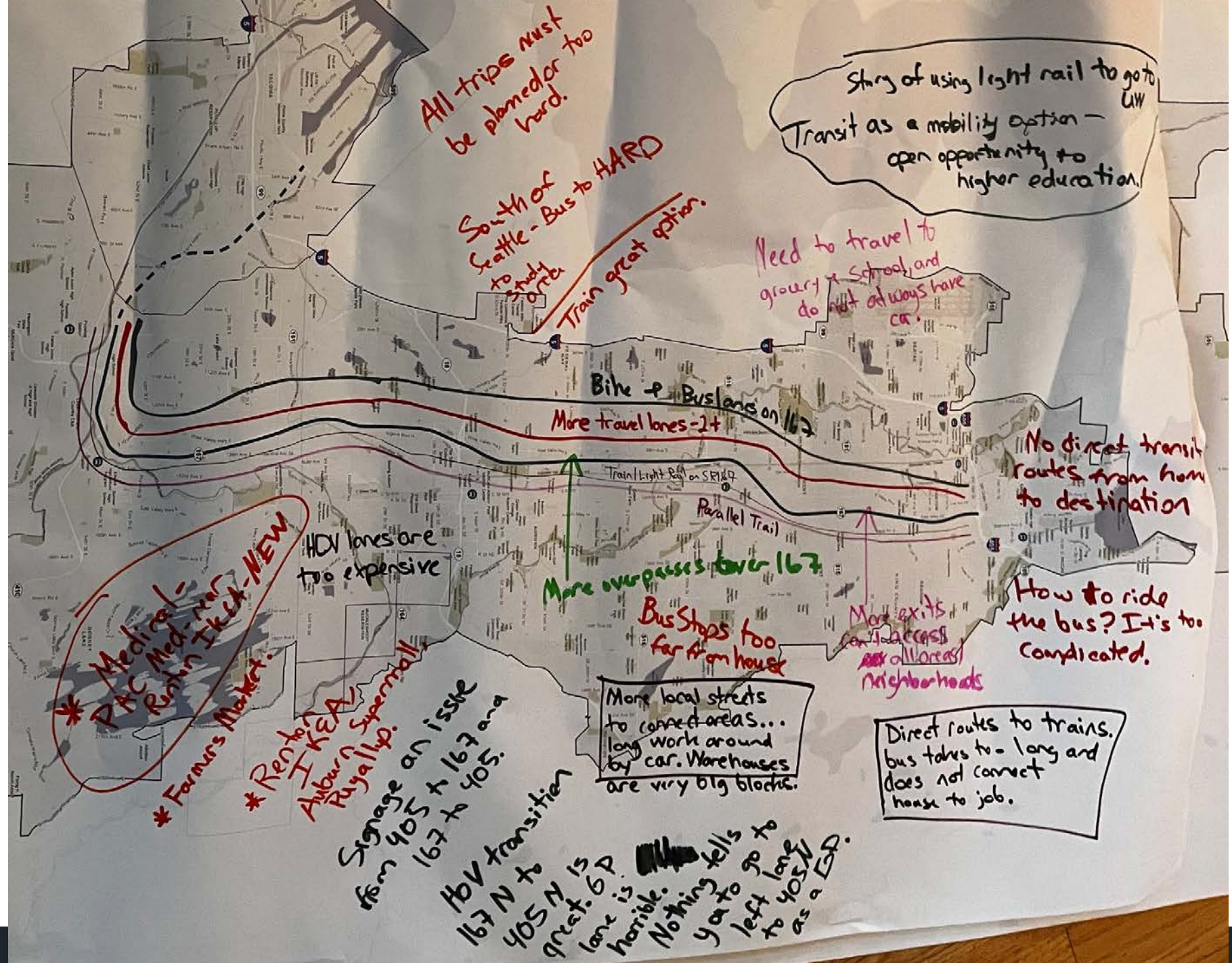
Desired outcome	BIPOC	Income <\$50k	Rent	Disability	Drive 3+ days work	Age 65+
Less stop-and-go traffic on SR 167		-			+	
More connected sidewalk system	+	+	+	+	-	
More connected bike lanes and routes		+				
More regular transit service	+	+	+			
Faster and more predictable transit service	+		+		-	-
More commuter transit service					-	-

Several of the demographic groups who were underrepresented among survey respondents – BIPOC, low income, and renters – are more interested than their overrepresented counterparts to desire many of the outcomes that prioritize people who walk, bike or use public transportation.

# Co-creation workshops

In person and hybrid events reaching nearly 70 community members

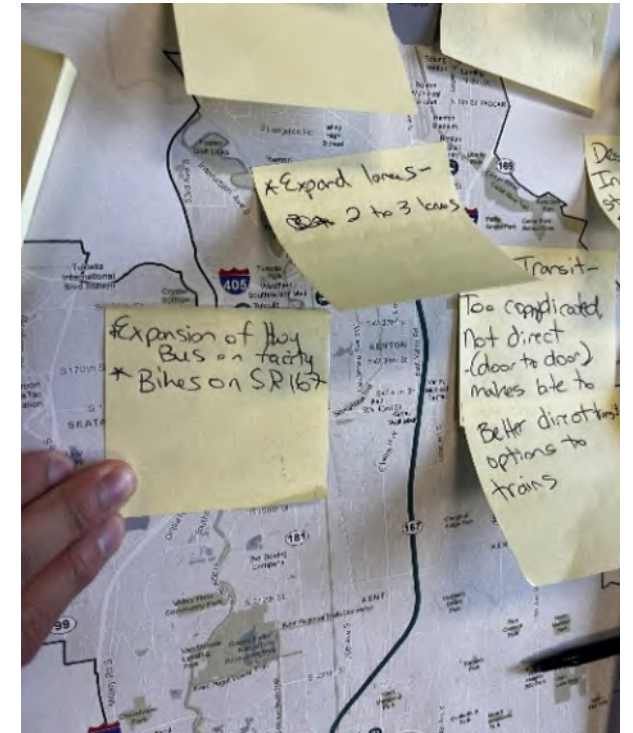
- SeaTac - Aug 26
- Federal Way - Aug 30
- Tukwila - Sept 1
- Kent - Sept 12
- Puyallup - Sept 13



# Key Feedback from Co-creation workshops

## Challenges:

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



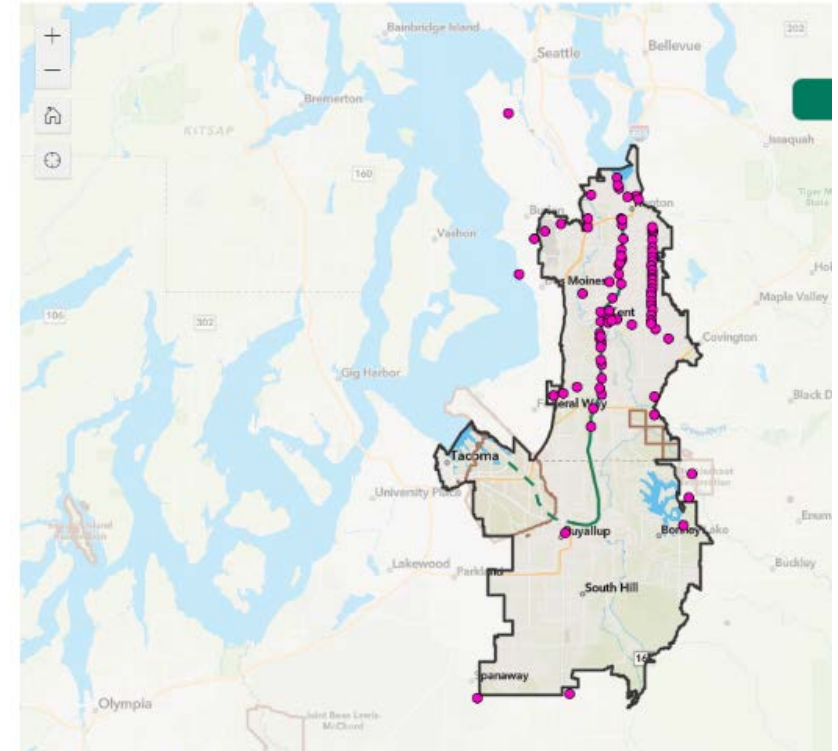
# Key Feedback from Co-creation workshops

## Solutions:

- Hope to expand the number of lanes to accommodate more traffic
- Adding more exits along SR 167 would increase access to frequently visited locations
- Need for more visibility along the corridor, including lighting and reflective paint
- Shift workers would benefit from expansion of Commute Trip Reduction (CTR) programming
- Dedicated lane for freight traffic or specific hours
- More education about express toll lanes or HOT lanes
- More HOV lanes on SR 167
- Provide reduced or free bus fares
- Better signage along SR 167

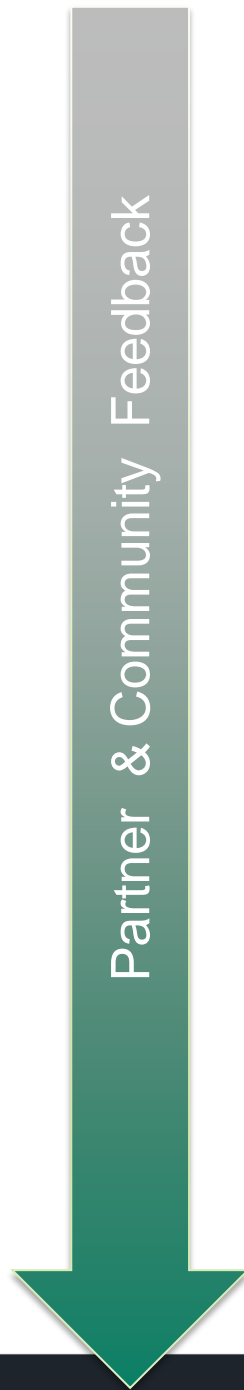
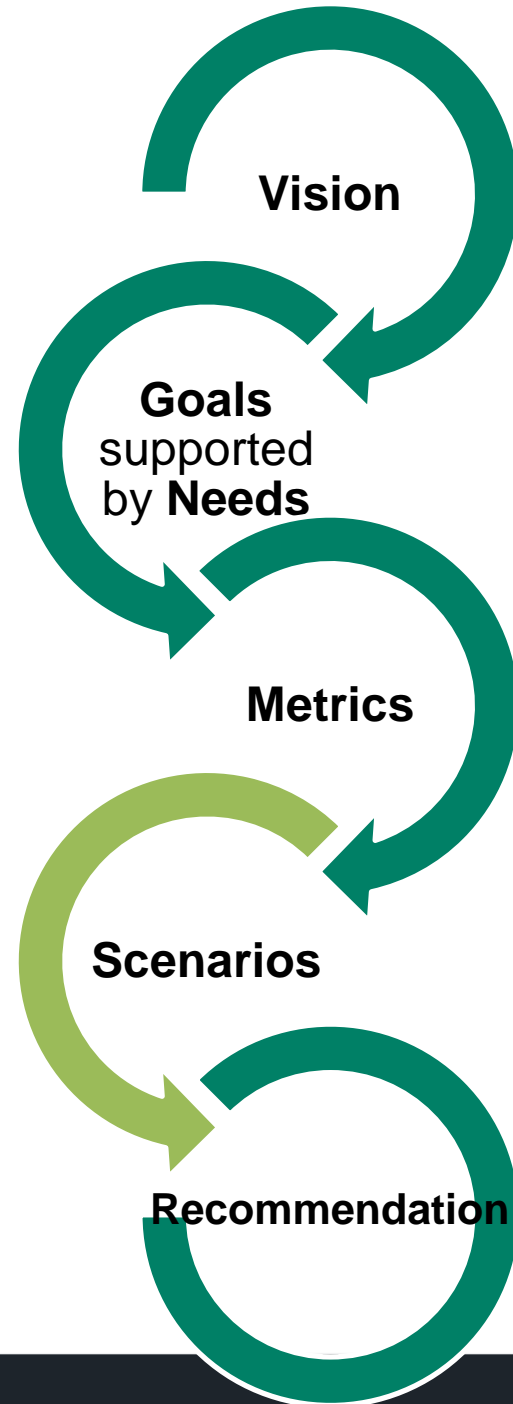


SR 167 Master Plan PEL Study -  
Co-Creation Workshop Interactive Map



# Baseline and three refined scenarios

Our process:  
vision to  
scenarios to  
recommendation





# Master Plan Purpose: 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: Goals

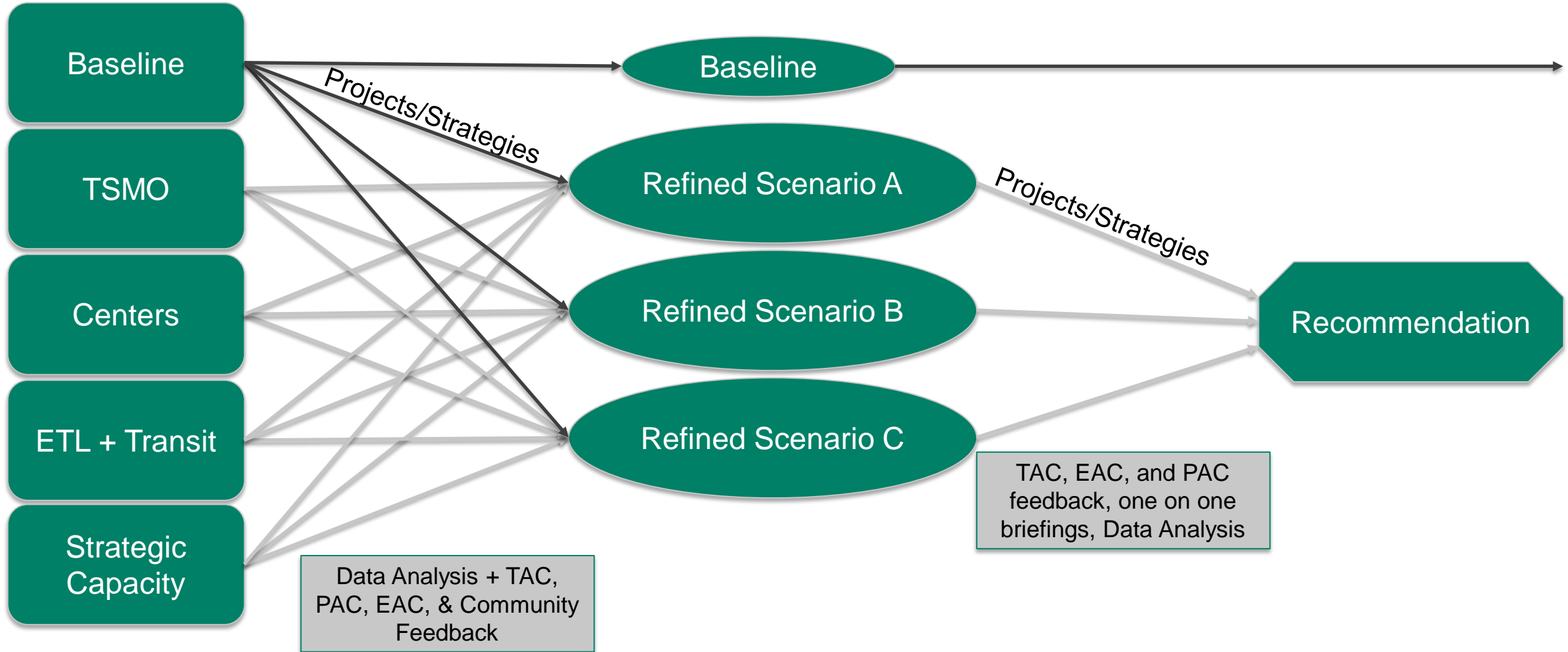
## What are the 167 Master Plan goals:

-  **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.

Baseline + 4 themed scenarios

3 refined scenarios

Recommendation







Projects and Strategies Common to All Scenarios	Master Plan Goals Advanced
Additional express toll lane on SR 167 from I-405 to SR 18	
Complete missing ramps at SR 18/SR 167 interchange	
Complete Valley Ave interchange with SR 167 extension	
Auxiliary lanes on SR 167 and SR 18	
Direct access ramps from express toll lanes to Kent and Auburn	
Grady Way/Rainier Avenue grade separation	
60 miles of new or enhanced transit service	
5 miles of new sidewalks on arterials within one-mile of SR 167	
Low stress bicycle improvements between key community destinations	
Implement on-demand transit service to connect Equity Priority Areas and Manufacturing Industrial Centers to transit hubs	
Active mode improvements to all interchanges impacted by express toll/truck lane widening	
Complete gaps, improve lighting, and access on Interurban Trail	
Recommendation for statewide low-income toll program	
Recommendation to allow medium duty-trucks in express toll lanes	
Implement ramp meters for all lanes and at all interchanges	
Coordination with bottleneck removal projects included in the I-405 Master Plan and SR 512 Corridor Study	

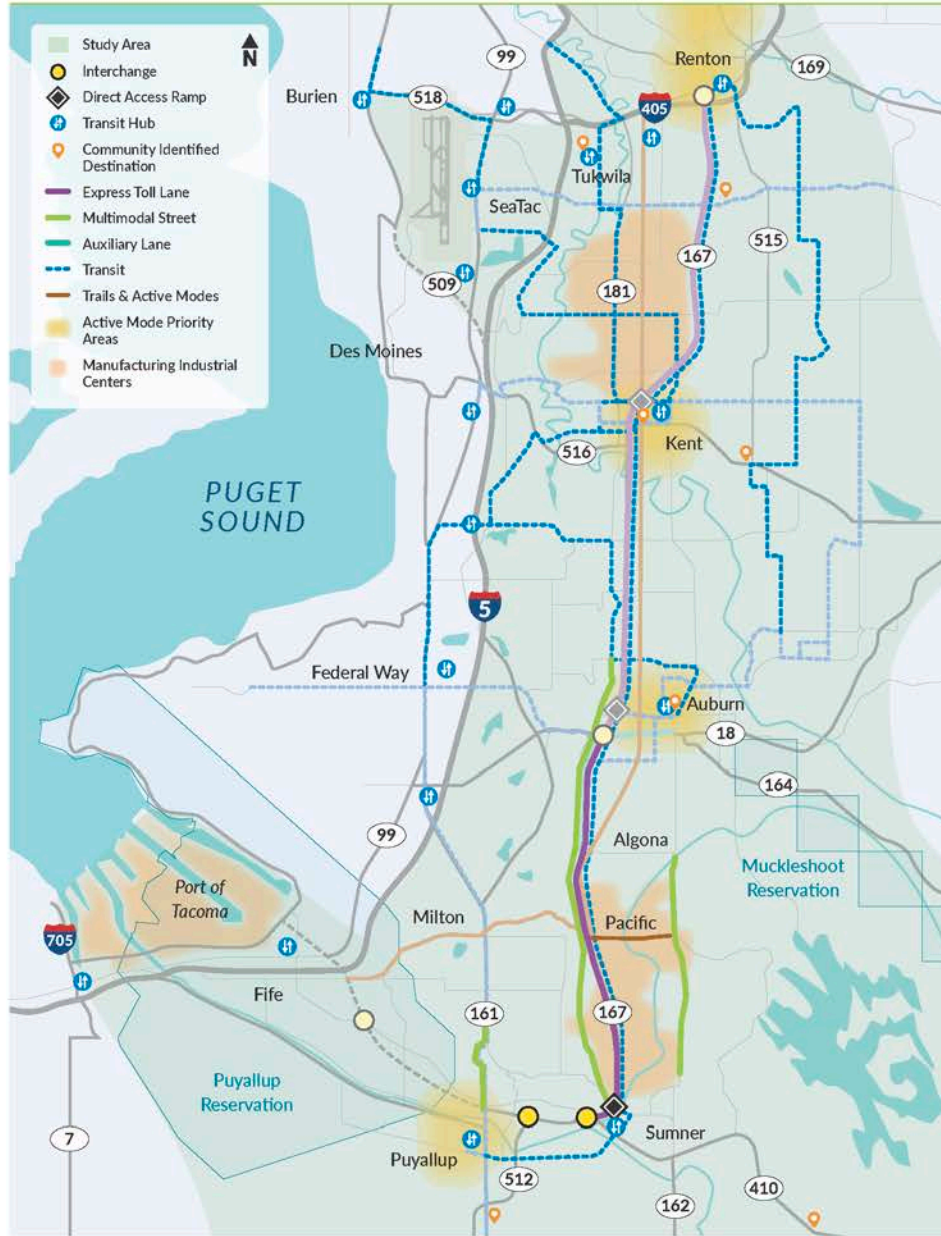
- TAKEAWAYS**
- Core projects and strategies to achieve Master Plan Vision
  - Address major gaps in system identified by agencies and community members
  - Core multimodal access improvements to equity priority areas
  - Managed capacity on facility to meet growing travel demands
  - Coordinated with other WSDOT projects and agency plans
  - Not a complete system; requires projects and strategies in the Scenario maps

**LEGEND - ADVANCES MASTER PLAN GOALS**

Equity	Safety	Environment
Mobility & Economic Vitality - Traffic Congestion	Mobility & Economic Vitality - Freight Reliability	Multimodal - Transit
		Multimodal - Active Modes

# Incorporating Feedback into Scenarios








Feedback	Projects in the Scenarios
Transit is not reliable or accessible	<ul style="list-style-type: none"><li>• New east-west transit routes</li><li>• New on-demand transit areas/services (e.g., Via, Pingo)</li><li>• More night/weekend service</li><li>• Connections to regional destinations</li></ul>
Sidewalk and trail gaps are barriers to access	<ul style="list-style-type: none"><li>• New connections to regional trails</li><li>• Add/improve sidewalks and bike lanes through interchanges and across SR 167</li><li>• Fill sidewalk gaps</li></ul>
Lighting, visibility, and design can improve sense of security	<ul style="list-style-type: none"><li>• New lighting, access, and placemaking investments on regional trails</li></ul>
Traffic congestion is a barrier to travel	<ul style="list-style-type: none"><li>• New managed (toll/truck) lanes on SR 167</li><li>• Multimodal improvements on arterials</li><li>• Improve freight access at interchanges</li></ul>
Tolling may be a barrier to low-income travelers on SR 167	<ul style="list-style-type: none"><li>• Recommend a statewide low-income tolling program</li></ul>













































Scenario A Project or Strategy	Master Plan Goals Advanced
Additional express toll lane on SR 167 from SR 18 to SR 410 (to make a continuous dual express toll lane corridor between I-405 to SR 410)	
Rebuild SR 410/SR 512/SR 167 interchange to reduce weaving	
Direct access ramps from express toll lanes to Sumner (in addition to Kent and Auburn)	
13 miles of upgraded multimodal arterial capacity	
25 miles of arterial TSMO	
SR 167 bus rapid transit service between Puyallup and Renton	
160 additional miles of new or enhanced transit service	
20 additional miles of new sidewalks on arterials within one-mile of SR 167	

- TAKEAWAYS**
- Evaluate the benefits and tradeoffs of greater investments in transit and local streets compared to SR 167 interchanges
  - Understand and quantify the benefits of expanded transit access throughout study area connecting equity priority areas and community identified destinations
  - Evaluate the benefits of a greater investment in multimodal connectivity particularly in regional growth centers, manufacturing industrial centers, and equity priority areas

**LEGEND - ADVANCES MASTER PLAN GOALS**

 Equity	 Safety	 Environment
 Mobility & Economic Vitality - Traffic Congestion	 Mobility & Economic Vitality - Freight Reliability	 Multimodal - Transit
		 Multimodal - Active Modes



Scenario B Project or Strategy	Master Plan Goals Advanced
Additional express toll lane on SR 167 from SR 18 to SR 512 (to make a continuous dual express toll lane corridor between I-405 to SR 512)	      
Improve ramps to reduce weaving at SR 18/SR 167 interchange (in addition to adding missing ramps at this interchange)	      
New flyover ramps from SR 167 express toll lanes to SR 512	      
Direct access ramps from express toll lanes to Sumner (in addition to Kent and Auburn)	      
Rebuild or improve five arterial interchanges with SR 167 to address bottlenecks, improve freight access, and improve active mode connections	      
Multiple frequent bus routes on SR 167 connecting the transit hubs on the corridor with regional destinations	      

- TAKEAWAYS**
- Evaluate benefits and tradeoffs of greater investments on SR 167 interchanges to regional growth centers and manufacturing industrial centers
  - Measure how SR 167 congestion patterns change with improvements at traffic and freight bottlenecks identified by the community and agencies
  - Compare results of more direct transit connections via SR 167 to major regional destinations against BRT on SR 167
  - Determine benefits and limitations of a practical solutions approach to SR 410/SR 512 interchange congestion

**LEGEND - ADVANCES MASTER PLAN GOALS**

 Equity	 Safety	 Environment
 Mobility & Economic Vitality - Traffic Congestion	 Mobility & Economic Vitality - Freight Reliability	 Multimodal - Transit
		 Multimodal - Active Modes





Scenario C Project or Strategy	Master Plan Goals Advanced
New truck-only lane on SR 167 from SR 18 to SR 167 extension	
Rebuild westbound to southbound ramp from SR 18 to SR 167 (in addition to adding missing ramps at this interchange)	
Rebuild SR 410/SR512/SR 167 interchange to reduce weaving	
Rebuild or improve three arterial interchanges with SR 167 to address bottlenecks, improve freight access, and improve active mode connections	
SR 167 bus rapid transit service between Puyallup and Renton	
Improvements to ramp terminal intersections to improve multimodal safety and freight access (safety, active mode, freight)	

**TAKEAWAYS**

- Evaluate the benefits and tradeoffs of a dedicated freight corridor from the Port of Tacoma to SR 18 and Sumner-Auburn Manufacturing Industrial Center
- Compare differences between a new truck-only lane compared to a new express toll lane on SR 167
- Identify benefits and potential impacts freight access and multimodal safety at key interchanges and major intersections

**LEGEND - ADVANCES MASTER PLAN GOALS**

 Equity	 Safety	 Environment
 Mobility & Economic Vitality - Traffic Congestion	 Mobility & Economic Vitality - Freight Reliability	 Multimodal - Transit
		 Multimodal - Active Modes

**How did we use the feedback?**

# Who attends the Equity Advisory Committee

## **EAC meeting participants:**

- African Community Housing & Development
- Asian Counseling and Referral Service
- Atlantic Street Center
- Center for Independence
- ForeverGreen Trails
- Futurewise
- IDIC Filipino Senior & Family Services
- Muckleshoot Indian Tribe
- Orion Industries
- Puyallup Tribe of Indians
- Somali Community Services of Seattle
- Sound Generations (Hyde Shuttle)
- Tilth Alliance
- Several Renton Inclusion Task Force member
- Congolese Integration Network
- Liberian Community of Washington State

# EAC feedback - Transit

Transit	
Nighttime Transit service	Buses not present in Industrial areas during night times
Information and language needs	Language barriers for people new to the area/country. Examples - may not know what HOV means. Also, could have difficulty navigating 167 with tolls. Ensure bus stops have signs to share bus routing and real time arrival information
Location for Transit	Bad congestion in Auburn and need for transit, senior communities here. Ensure transit service to Auburn's mall
Transit service / coverage needs	Need for transit service in Renton to Highlands and other residential areas Increase frequency versus increasing the routes
Additional Transit Service	Area around SW 43rd has industrial uses and workers could benefit from additional transit service, particularly at night times.

# EAC feedback – Bicycle and Pedestrian

<b>Bicycle and Pedestrian</b>	
Walking/Safety	Separation between cars and people due to fast vehicles; people trying to walk on primary route to Muckleshoot Casino - need for sidewalks Add lighting for safe use of trails and trail connections
Sidewalks	Rainier Ave - tree roots have broken up sidewalks, especially near Renton Airport
Trails connection to transit	Bad congestion in Auburn and need for transit, senior communities here.
Pedestrian connection to light rail	Need for transit service in Renton to Highlands and other residential areas
Lights for trails/ped	Need to add lighting for pedestrian/trail projects
Training (not location specific)	Training for people to learn how to ride bikes (not location specific)
Trails to schools (not location specific)	Need for trails that can get people to schools
Trail conditions	Trail condition is just as important as filling in the missing gaps







# EAC feedback – Cars and Trucks

<b>Cars and Trucks</b>	
Congestion/truck traffic	High traffic / truck traffic - bad congestion at multiple interchanges
SR 167 safety	SR 167 north to Kent does not have pull out areas for emergencies
Lower income area - Tolling	Tolling should not be as expensive as in Bellevue - lower income area Auburn/Kent area
I-405/167 interchange	Bad congestion, people using carpool lane trying to avoid ramp area / interchange  Safety concerns on northbound SR 167 to southbound I-405 at the interchange
212th access to SR 167	Road repairs needed - getting on and off 167 interchange is difficult  South of 212 <sup>th</sup> consider Information Technology Signs to warn people to slow down
Parking (not location specific)	Need to have safe parking for people using public transit
SR 167 / SR 18 interchange	Improvements needed including access to Auburn mall

# Analysis

# Summarize Results Across Goals and Scenarios

- Shared detailed findings with Technical Advisory Committee and Equity Advisory Committee

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





# Equity Summary

## Similarities between Scenarios

- Bicycle system completeness between community identified destinations
- Growth in access to jobs via transit from equity priority areas is greater compared to the study area as a whole
- Low-income toll program recommendation

## Summary Table of Scenario Ratings with Respect to Equity Performance Metrics

Metric	Scenario A	Scenario B	Scenario C
Jobs within a 45-minute bus or train ride (midday and evenings)	●	◐	◐
Sidewalk system completeness within equity priority areas	●	◐	◐

Legend - Performance relative to baseline:

○ Less improvement      ◐ More improvement      ●



# Environmental Summary

## Similarities between Scenarios

- Overall environmental impacts are similar throughout the corridor
- Lower VMT per capita than existing conditions (25% lower in 2050)
- Potential to address existing environmental issues on SR 167

## Summary Table of Scenarios Ratings – Potential for Environmental Impacts Requiring Mitigation

Metric	Scenario A	Scenario B	Scenario C
Projects on SR 167	●	◐	◐
Projects not on SR 167	◐	●	●

Legend - Performance relative to other scenarios:

○ More Impact      ◐      ● Less Impact



# Safety Summary

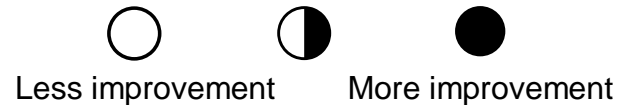
## Similarities between Scenarios

- Substantial investments in areas with high crash history

### Summary Table of Scenario Ratings with Respect to Safety Performance Metrics

Metric	Scenario A	Scenario B	Scenario C
Investments in areas large differences in speed			
Investments in areas with history of active mode crashes			

Legend - Performance relative to baseline:





# Multimodal – Active Transportation Summary

## Similarities between Scenarios

- Bicycle network system completeness connecting community identified destinations
- Sidewalk system completeness within RGCs
- Close the remaining gaps, improve access/crossings, lighting, and security on the Interurban Trail
- Improves multimodal access and reduces level of traffic stress at interchanges

## Summary Table of Scenario Ratings with Respect to Multimodal – Active Performance Metrics

Metric	Scenario A	Scenario B	Scenario C
System Completeness for pedestrian infrastructure within 1 mile of SR 167	●	◐	◐

Legend - Performance relative to baseline:  Less improvement  More improvement 



# Multimodal – Transit Summary

## Similarities between Scenarios

- Transit travel times between transit hubs
- Expanded time of day for transit service
- Direct access ramps in Kent and Auburn
- On-demand/local transit services in Equity Priority Areas

## Summary Table of Scenario Ratings with Respect to Multimodal – Active Performance Metrics

Metric	Scenario A	Scenario B	Scenario C
Daily Transit Boardings	●	◐	◐
Transit Travel Time between Transit Hubs	●	●	●
Daily Boardings on SR 167 Bus Service	●	●	●



# Mobility & Economic Vitality – Traffic Congestion

## Similarities between Scenarios

- Substantially improves the number of people moved on SR 167 compared to baseline
- Reduced congestion and reliable trip times in express toll lanes where dual lanes are provided
- Identifies complementary projects to additional traffic reaching I-405 and SR 512
- Analysis assumed HOV 3+ vehicles are free and congestion in toll lanes is managed with variable toll rates

## Summary Table of Scenario Ratings with Respect to Multimodal – Active Performance Metrics

Metric	Scenario A	Scenario B	Scenario C
Number of people moved on SR 167	●	●	◐
Reliable travel times on express toll lanes even with growth in traffic over time	●	●	◐
Total hours of congestion on arterials	◐	◐	◐



# Mobility & Economic Vitality – Freight Reliability

## Similarities between Scenarios

- Recommendation to allow medium-duty trucks (box truck size) in ETLs
- Improved truck throughput and travel time reliability for all scenarios
- Solutions to reduce major bottlenecks that affect freight access

## Summary Table of Scenario Ratings with Respect to Multimodal – Active Performance Metrics

Metric	Scenario A	Scenario B	Scenario C
Freight throughput on SR 167	●	●	●
Travel time reliability for freight	◐	◐	◐
Local freight access improvements at interchanges	◐	●	●



# Practical Solutions and State of Good Repair

## Similarities between Scenarios

- All scenarios are feasible to implement and maintain
- Increase resiliency of the regional transportation system
- Multimodal
- Multi-agency

## Summary Table of Scenario Ratings with Respect to Practical Solutions and State of Good Repair

Metric	Scenario A	Scenario B	Scenario C
Estimated Planning-level Capital Costs	\$5.0-\$5.5 Billion	\$5.5-\$6.0 Billion	\$4.5-\$5.0 Billion



# Key Findings Summary

- Scenario A strongly advances the equity and multimodal goals, particularly through transit and active mode investments
- Scenario B advances mobility and economic goals with the dual ETL investment along with strategic interchange capacity
- Scenario C marginally advanced freight mobility, but did not stand out from other Master Plan goals compared to other scenarios
- Coordination with the SR 512/I-405/Puget Sound Gateway programs is critical
- Scale and cost of the three scenarios are similar

# What we understand to date

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

# Discussion

## Clarifying questions

What concepts from each scenario do you like or dislike?

# Next Steps

# 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 November

- Present refined scenarios
- Community engagement update

## Meeting 6 February/March

- Provide recommended solution
- Community engagement update

## Meeting 7 May

- Review plan highlights
- Executive Summary
- Next steps

# Next Steps

- **Engagement**
  - Planning for online open house this spring
- **Technical Work**
  - Begin refining the recommended scenario based on analysis and partner input
- **Request for Partner Feedback**
  - Schedule one on one briefings or subcommittee discussions
- **TAC Meeting #6: February (tentatively 2/15)**
- **PAC Meeting #6: March (tentatively 3/8)**
- **SR 167 Master Plan Next Steps: Implementation Plan**

## More information:

**April Delchamps, AICP**  
**Planning Manager**  
**(206) 305-9479**  
[DelchaA@wsdot.wa.gov](mailto:DelchaA@wsdot.wa.gov)

**Chris Breiland, PE**  
**SR 167 Project Manager**  
**(206) 576-4217**  
[BreilaC@consultant.wsdot.wa.gov](mailto:BreilaC@consultant.wsdot.wa.gov)

**Loreana Marciante**  
**SR 167 Equity Analysis Lead**  
**(206) 450-6801**  
[MarciaL@consultant.wsdot.wa.gov](mailto:MarciaL@consultant.wsdot.wa.gov)

**Henry Yates**  
**Equity Advisory Committee Facilitator**  
**206-669-2084**  
[Henry@yatescg.com](mailto:Henry@yatescg.com)

**Amy Danberg**  
**SR 167 Master Plan Partner and Community Engagement**  
**(206) 962-9635**  
[DanberA@consultant.wsdot.wa.gov](mailto:DanberA@consultant.wsdot.wa.gov)