

SR 167 Master Plan

A planning and environmental linkage study

Policy Advisory Committee

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Agenda and objectives

Objectives:

- Discuss committee roles and responsibilities and work plan
- Share key themes from listening sessions
- Gather feedback on purpose and need, study area
- Introduce evaluation criteria and gather initial feedback

Agenda:

- SR 167 Master Plan background
- Committee roles and responsibilities and work plan
- Purpose and Need
- Study area
- Evaluation criteria
- Discussion
- Next steps

SR 167 Master Plan legislative direction

In 2021, the Legislature reauthorized \$2.88 million for the SR 167 Master Plan update

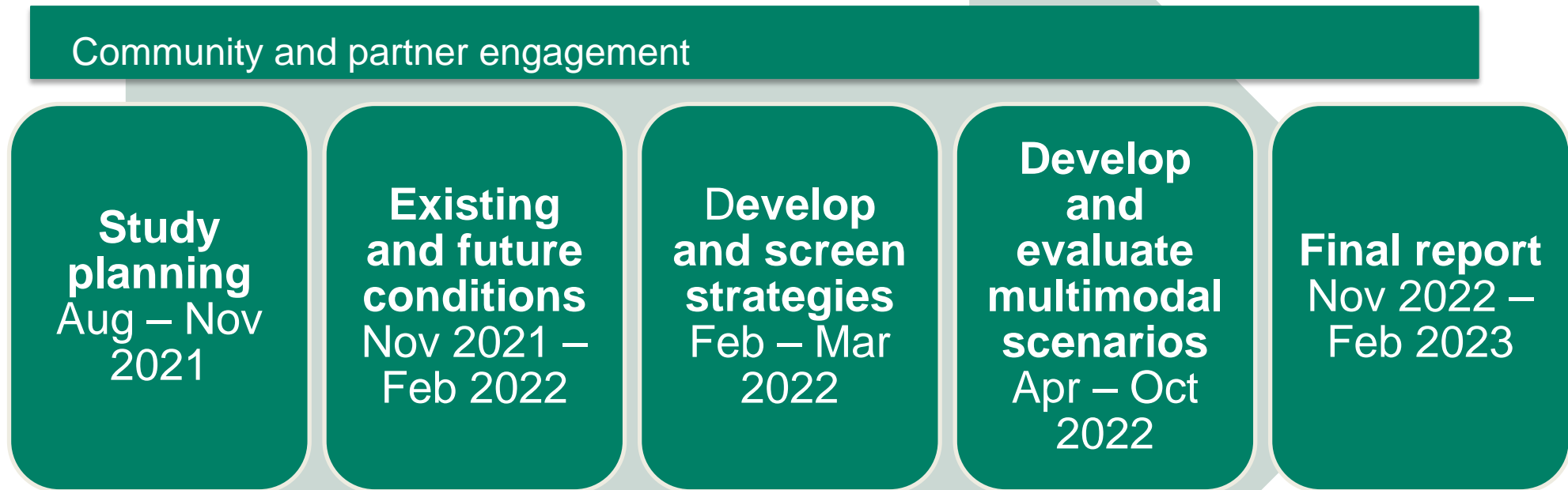
Study Direction

- Analyze existing and future conditions
- Incorporate information from public and stakeholder engagement
- Apply WSDOT's Practical Solutions approach
- Identify near, medium and long-term multimodal transportation needs and strategies

Study Completion

- The SR 167 Master Plan Update will be completed in 2023.

The planning steps



Policy Advisory Committee roles and responsibilities

- Attend and participate in meetings through spring 2023.
- Review and consider background materials in advance of meetings and come prepared with questions and comments.
- Engage in positive, productive communication with other Policy Advisory Committee members and project staff. Recognize that others' input is valid, even if you do not agree.
- Strive for group consensus. If it is not possible for the group to consent on recommendations, the meeting summary will document opposing opinions.
- Keep your organization's members, staff, and constituents informed and solicit input for use in SR 167 Master Plan discussions in advance of meetings.

Project Team role

- Provide background materials, data, and collect public input.
- Be present and available at Policy Advisory Committee meetings to answer questions and inform the discussion.
- Consider and address Policy Advisory Committee input when developing solutions.
- Report back to Policy Advisory Committee members on how the project team considered and addressed partner input in decision-making.

Committee work plan

Meeting 1 November

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

Meeting 2 January

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

Meeting 3 March

- Review and discuss screened strategies
- Define scenario principles

Meeting 4 June

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

Meeting 5 September

- Present refined scenarios

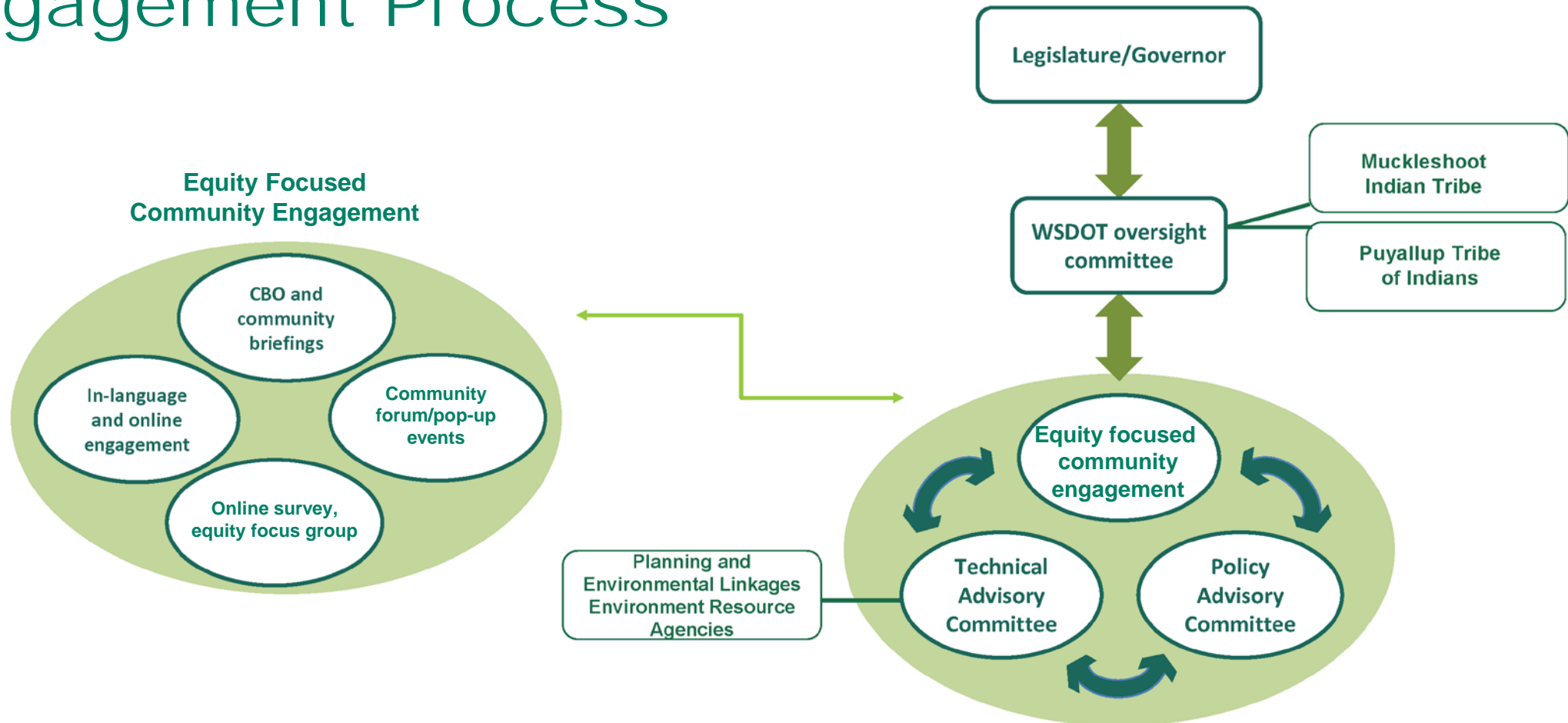
Meeting 6 November

- Provide recommended solution

Meeting 7 January

- Review plan highlights
- Executive Summary
- Next steps

SR 167 Master Plan - Partner and Community Engagement Process



Purpose and need

Regional study/project map

- 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 Draft Study Area

How was the draft study area determined?

How will the study area be used?

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



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Why do we Need a Master Plan for SR 167?

- **The corridor is changing:** New travel patterns and needs are emerging from changing demographics and increased density resulting from the Regional Growth Strategy.
- **The SR 167 Corridor is in of the fastest growing areas in the state resulting in high travel demand and congestion:** More than 70,000 new residents and 67,000 new jobs by 2050. 45% of the southbound general purpose lanes are congested in the PM peak hour.
- **The corridor plays a key role in connecting WA State:** In concert with SR 512 and I-405, SR 167 provides an alternative to the congested I-5 corridor and adds resiliency to the state highway system in the event of a natural disaster or serious crash on I-5.
- **SR 167 can also act as a barrier:** SR 167 runs through middle of many cities (e.g. Renton, Kent, Auburn, and Puyallup) limiting east-west connectivity within and between cities.

Why do we Need a Master Plan for SR 167?

- **Safety conditions SR167 can be improved:** From 2015 through 2020, there were at least 8 fatalities and 35 serious injury crashes recorded on the SR 167 mainline.
- **SR 167 is the second busiest freight corridor in the state and connects key freight hubs:** 10-20% of all traffic on the freeway are trucks; these trucks have more limited route options than other vehicles and trips. Goods move to and from warehousing and industrial districts along the corridor to SeaTac and Port of Tacoma.
- **Transit is key to mobility in the corridor:** The Sounder S Line is the second busiest transit route in the region and had more than 16,000 weekday boardings in 2019.
- **The corridor is diverse:** About 30% of the population in the study area have household income under \$50K while 25% of the population have a household income of over \$125K. People of color represent over 40% of the study area population

Master Plan Purpose Draft Vision

What is the SR 167 Master Plan draft vision:

People who depend on the SR 167 to commute, transport goods, and generally 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 reduce greenhouse gas emissions and serve the communities whose needs are the greatest.

Master Plan Purpose Draft Goals

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
- Provide a range of transportation options that reduce greenhouse gas emissions and address the needs of those whose needs are greatest
- Identify strategies that are practical, implementable, and fundable in a realistic timeline

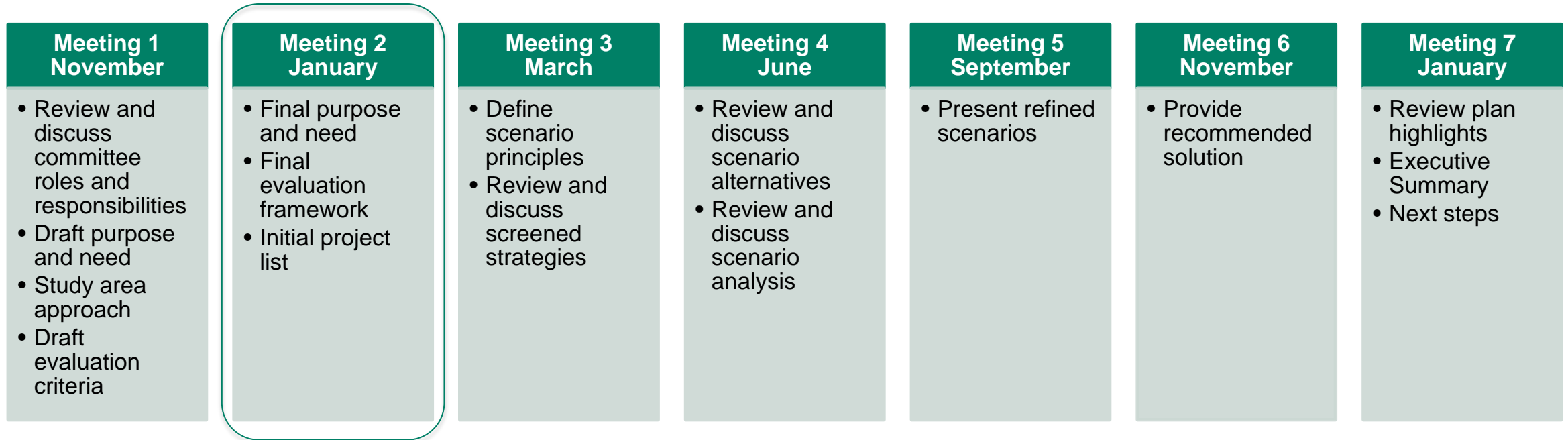
Discussion

Master Plan Draft Evaluation Criteria

Goal	Draft Criterion	Relevance to Master Plan
Improve Safety	<ul style="list-style-type: none"> • Location of high-crash locations, weighted by killed and severe injury crashes • Location of capital investment strategies 	Identifying how different potential strategies align with historic traffic safety issues
Manage Existing Infrastructure	<ul style="list-style-type: none"> • Per Capita VMT (excluding freight) • Person throughput • Maintains or improves existing facility (state of good repair) 	Move more people in on existing infrastructure, with less energy, and fewer GHG emissions
Manage Mobility (Roadway)	<ul style="list-style-type: none"> • Arterial v/c ratios • Freeway speed and level-of-service 	Evaluate how peak period traffic congestion changes over time and with different strategies
Transform Travel (Multimodal Performance)	<ul style="list-style-type: none"> • Daily transit boardings • Travel mode share • Transit travel times between key hubs • Non-motorized system completeness within RGCs and station areas • Travel times between key freight hubs 	Performance indicators for transit, pedestrian, bicycle, and freight modes in terms of user experience and access to major destinations
Equitable Access	<ul style="list-style-type: none"> • Number of jobs within 30, 45, 60 minutes of RGCs and equity priority areas by vehicle or transit • Number of households (overall and equity priority households) within 30, 45, 60 minutes of RGCs and MICs by vehicle or transit • Population (overall and equity priority populations) within ½ mile of frequent transit or demand responsive service 	Evaluate access by different modes relative to where transportation burdened populations live and work
Environmental Impacts	<ul style="list-style-type: none"> • Greenhouse gas and other air pollutant emissions • Sensitive areas impacted (Wetlands, cultural areas, flood hazards, wildlife habitat, etc.) 	Environmental impacts and benefits of potential strategies
Practical, Implementable, Fundable	<ul style="list-style-type: none"> • Capital and program costs 	Basis for cost effectiveness evaluation

Discussion

Committee work plan



Next Steps

- Continue community-based organization listening sessions
- Finalize purpose and need and evaluation framework
- Develop communications and community engagement plan

More information:

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