

SR 167 Master Plan

A planning and environmental linkage study

Equity Advisory Committee Meeting #1

February 25, 2022

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SR 167 MASTER PLAN ENVIRONMENTAL & EQUITY ANALYSIS

SR 167 MASTER PLAN EQUITY ANALYSIS LEAD

SR 167 MASTER PLAN PARTNER & COMMUNITY ENGAGEMENT LEAD

Equity Advisory Committee meeting: Objectives

- Introduce the SR 167 Master Plan process
- Understand the **Vision, Goals, and Evaluation framework** for the SR 167 Master Plan
- Discuss roles and responsibilities for the Equity Advisory Committee and the SR 167 Master Plan project team/WSDOT
- Gather feedback on the community profile
- Review upcoming community engagement and opportunities for partnership

Today's Agenda

Agenda:

- Welcome and introductions
- Study overview
- Committee roles and responsibilities
- Break
- Community profile
- Community engagement
- Next steps

SR 167 Master Plan: Study overview

SR 167 Corridor Challenges

SR 167 runs through one of the fastest growing areas in the Puget Sound Region with diverse communities and employment opportunities and expected to keep growing fast over the next 30 years.

Today the corridor experiences traffic congestion, constraints to goods movement, and lack of appropriate transportation services for vulnerable and overburdened communities, including transit, bicycle and pedestrian infrastructure.



SR 167 Master Plan legislative direction

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

Study Goals

- Analyze existing and future conditions
- Incorporate information from public and partner 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.

What is a Master Plan?

- It results in a set of near, mid, and long-term investment strategies – projects that can be done quickly and have immediate benefits versus more expensive, harder to build infrastructure
 - You, the Equity Advisory Committee, will have direct involvement in advising WSDOT on these investments
- It is multimodal - highway, transit, freight, bike, pedestrian
- It is a multi-agency action plan - lots of government bodies working together
- It considers future land use, population and employment growth
- Planning and Environmental Linkages Study – integrates environmental justice in the planning step, ensuring outreach with equity populations early in the process



Multimodal considers all modes of transportation, or ways to move people and goods

Master Plan 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 Goals

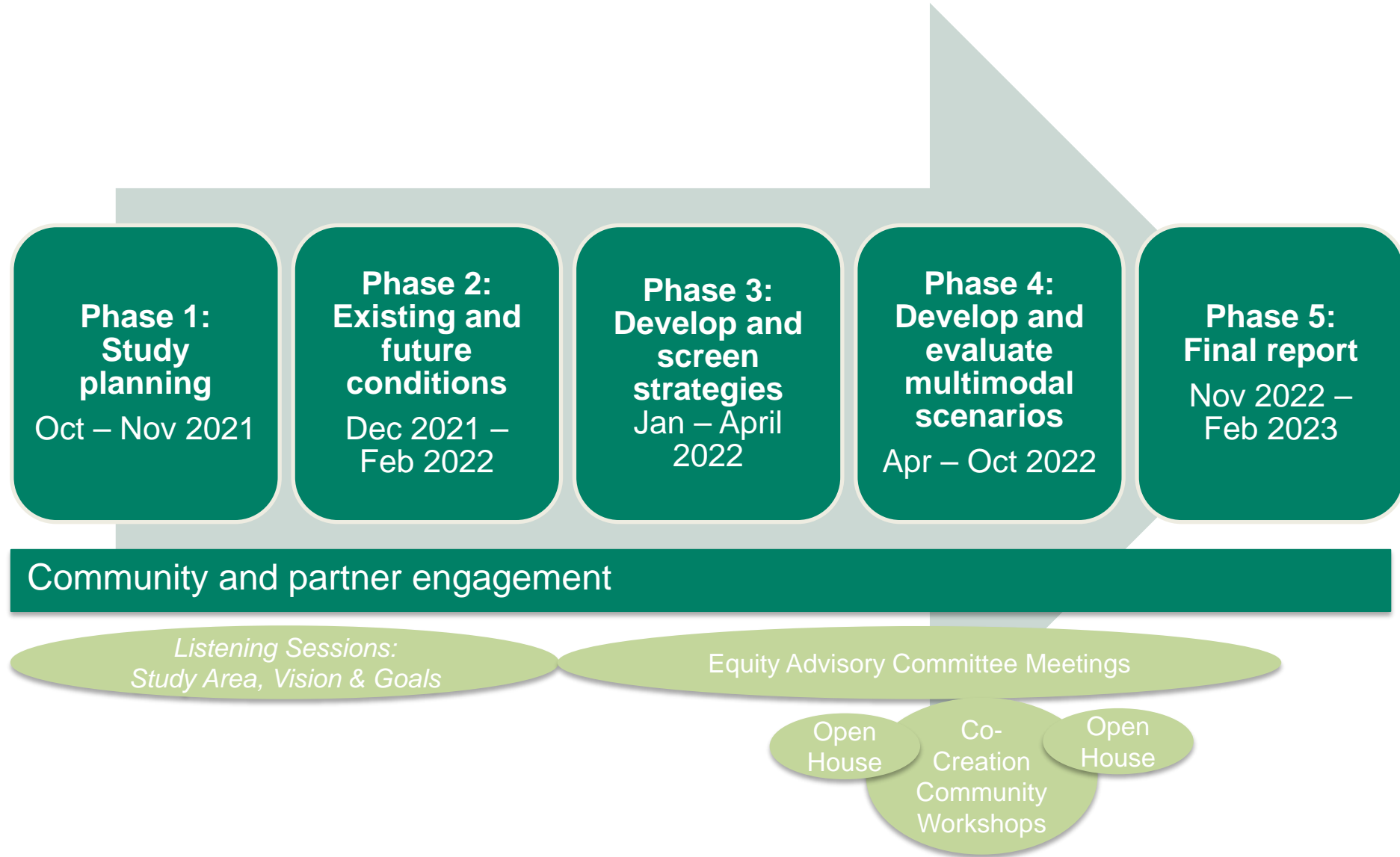
What are the 167 Master Plan draft goals:

- **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.

Feedback: Vision and Goals

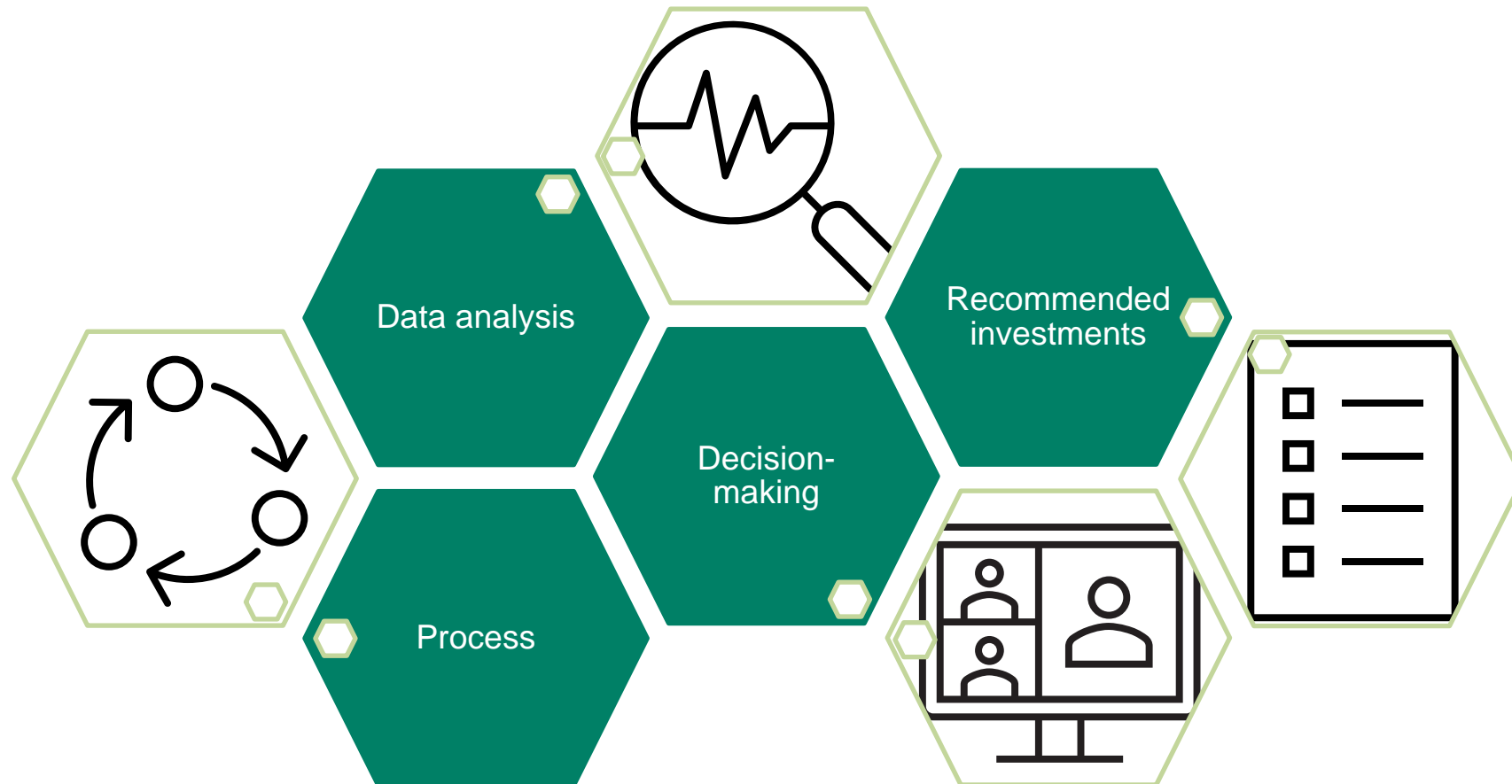
Do you have feedback or questions regarding the Vision or the Goals?

SR 167 Master Plan Schedule



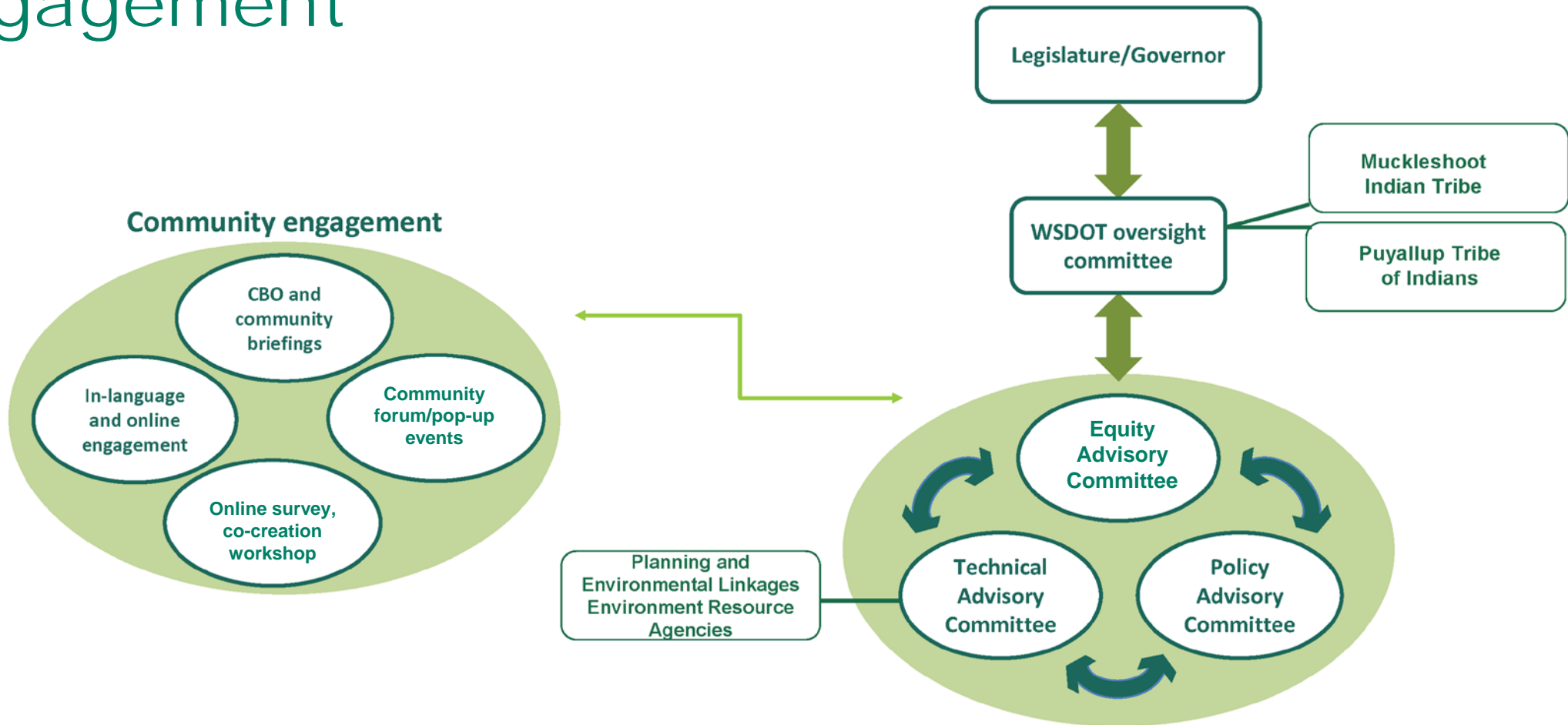
How we will use your feedback

- Our approach to the Master Plan work is to be data-driven but partner refined.
 - We will use your feedback to inform data analysis, decision-making, our process and the recommended investments.
- Example: upcoming discussion on the community profile



Roles and Responsibilities and Work Plan

SR 167 Master Plan - Partner and Community Engagement



Equity 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 Equity 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.

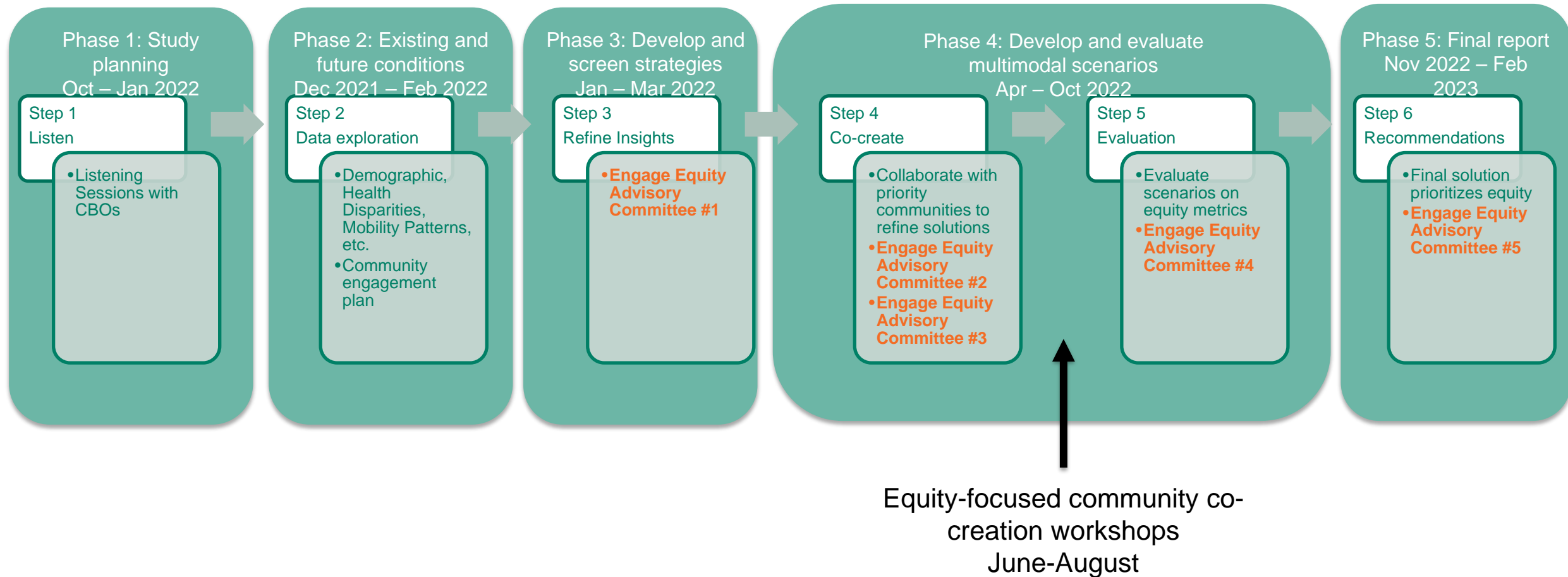
Commitments

The SR 167 Master Plan is a charter moment for community leaders to participate in the planning process to ensure planning is equitable for marginalized and underrepresented community members, environmental justice initiatives, and transportation initiatives.

Community leaders will inform the community members that they support during the study process to boost public awareness and promote diverse-and-inclusive community engagement outreach facilitated by WSDOT.

- Up to 6 meetings through January 2023
- Meeting Length: up to two hours per meeting
- Meeting agenda & materials will be shared one-week in advance of Equity Advisory Committee meetings
- We're available to meet with you and your community-based organization outside of the Equity Advisory Committee meetings
- Stipend for the Equity Advisory Committee members

Elevating equity – our approach



Proposed meeting schedule for EAC

Meeting 1 February

- Review and discuss committee roles and responsibilities
- Review vision and goals
- Introduce community profile
- Review and discuss community engagement

Meeting 2 April

- Introduce evaluation criteria
- Define scenario principles
- Review and discuss equity analysis
- Review and discuss community engagement

Meeting 3 June

- Review and discuss screened projects/strategies

Meeting 4 September

- Review and discuss scenario alternatives
- Review and discuss scenario analysis
- Evaluate scenarios on equity metrics

Meeting 5 November

- Present refined scenarios
- Final recommendations

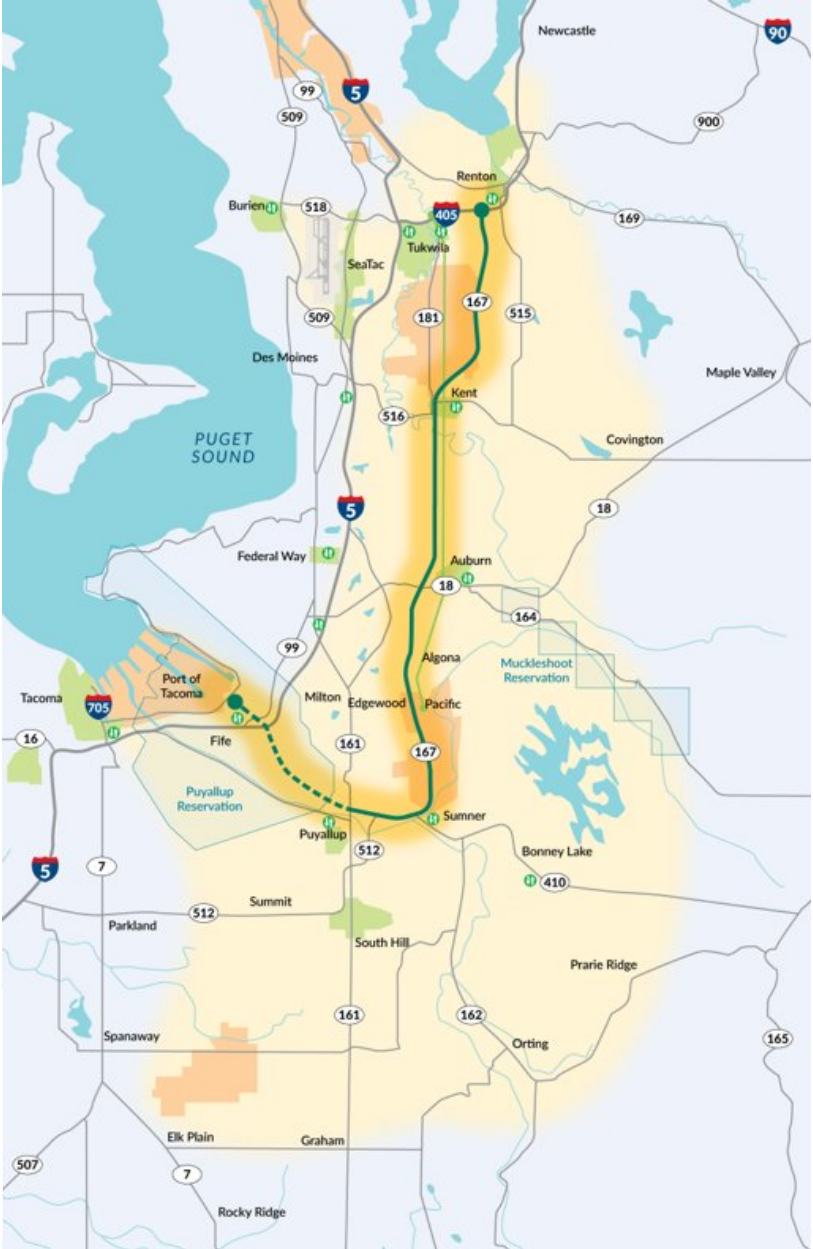
Do you have questions, concerns, feedback?

Break

Study area and community profile

SR 167 Final Study Area

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



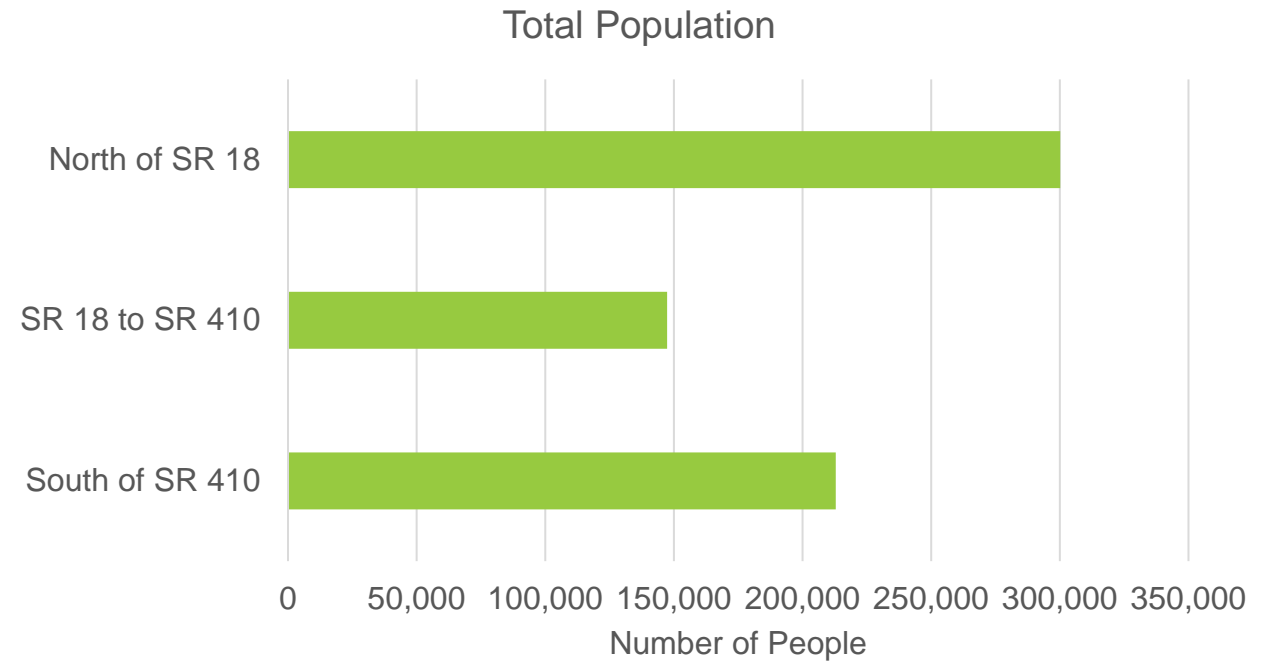
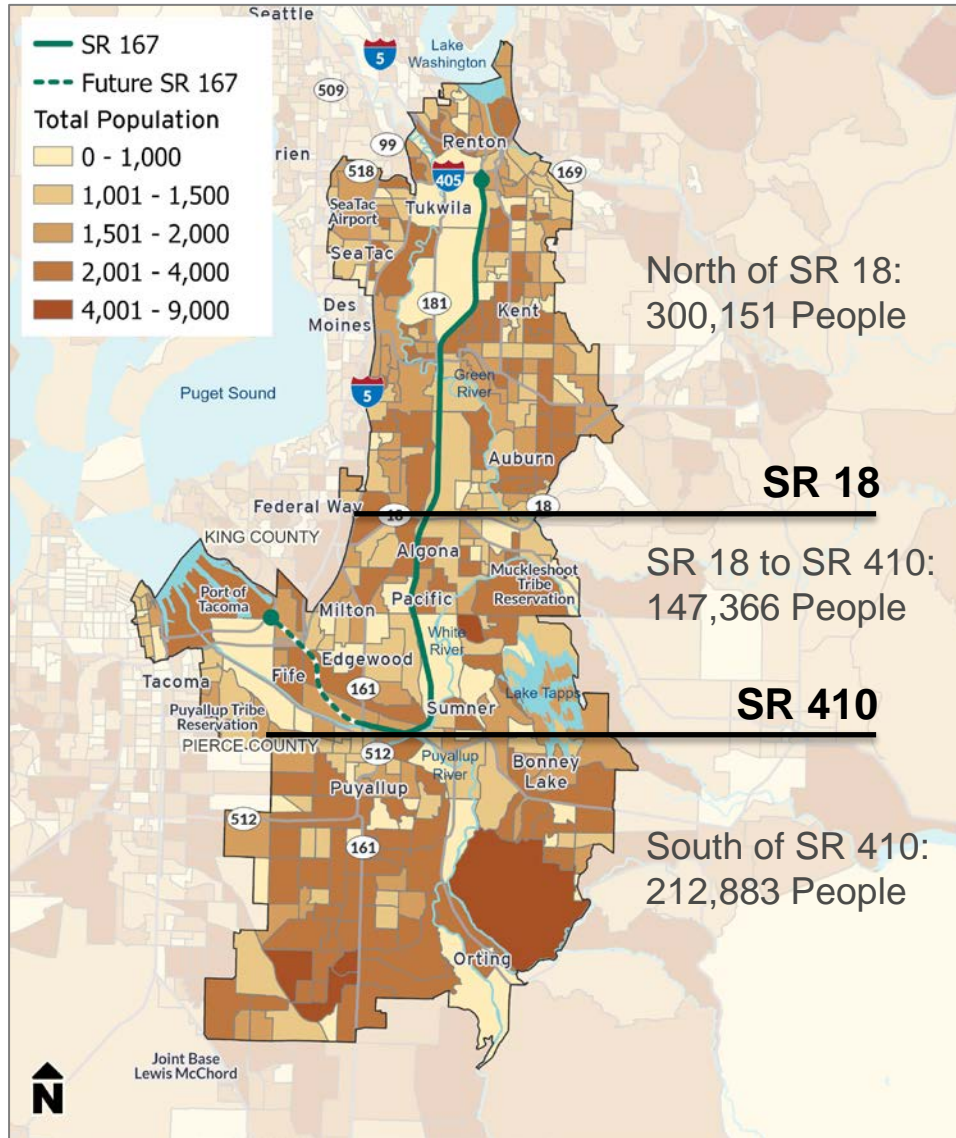
Feedback: Demographic Mapping

- Do you have any questions about the data?
- Do you see gaps in the data?
- Is the data not highlighting an important need that is not readily apparent?
- Do you agree the barriers we listed are reflective of what each population group may face?

Summary of Demographic Topics

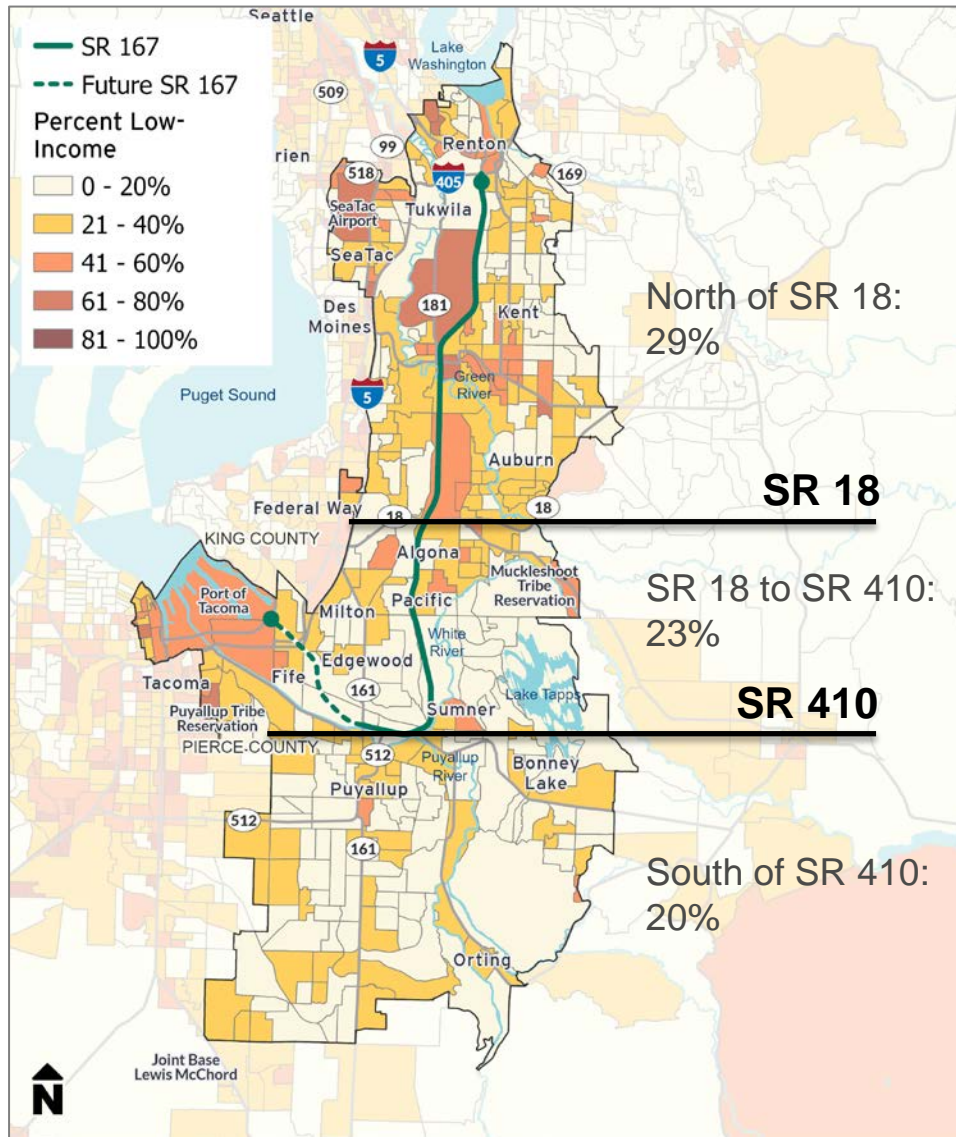
Demographic Topic	Study Area	Puget Sound Region
Total Population	660,400	4,137,205
Low-Income Population	25%	20%
Minority Population	43%	36%
Limited English Proficiency Population	11%	8%
Foreign Born Population	19%	18%
Population with a Disability	11%	11%
Cost Burdened Households	34%	33%
Households without a Vehicle	6%	8%
Owner-Occupied Households	60%	61%
Renter-Occupied Households	40%	39%
Single-Parent Families	27%	22%
Youth Population	24%	22%
Senior Population	12%	13%

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

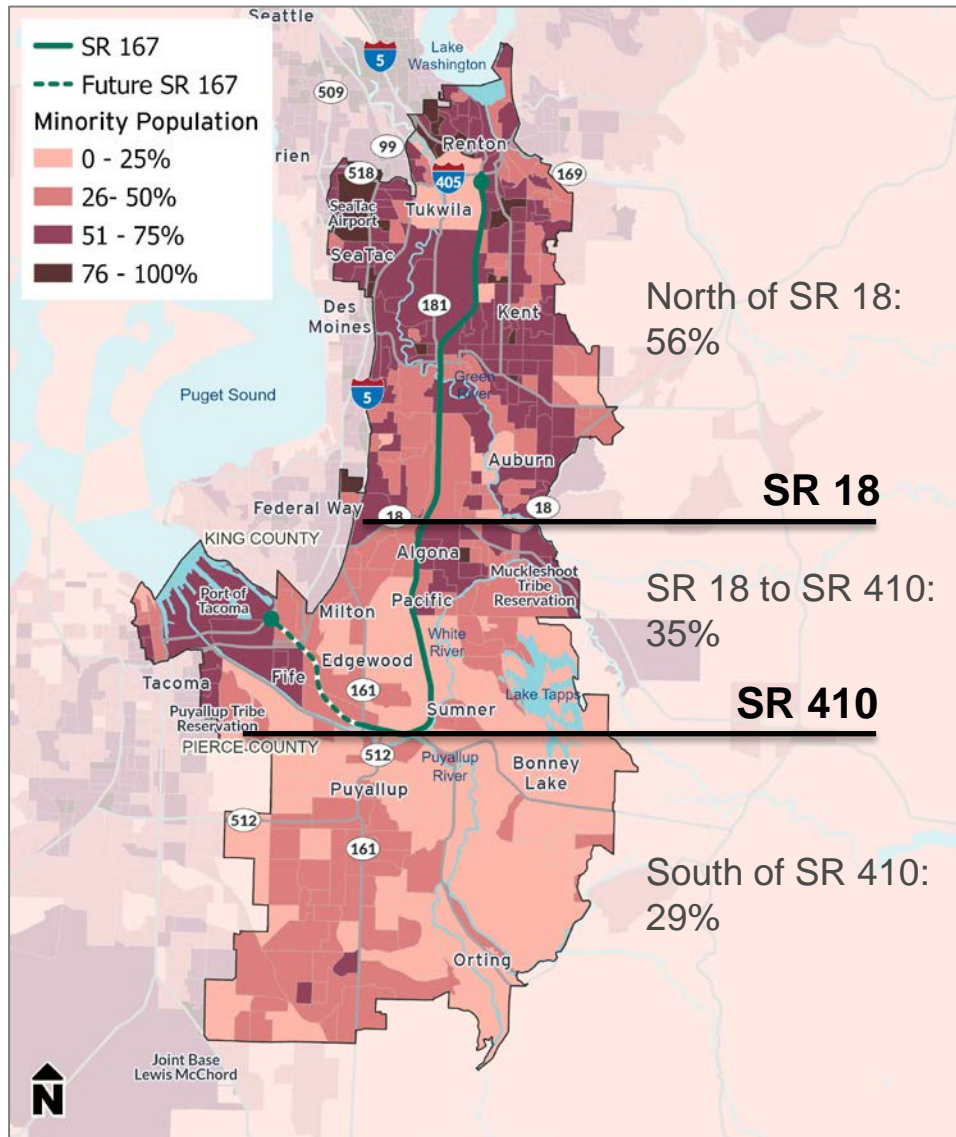
Low-Income Population



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)

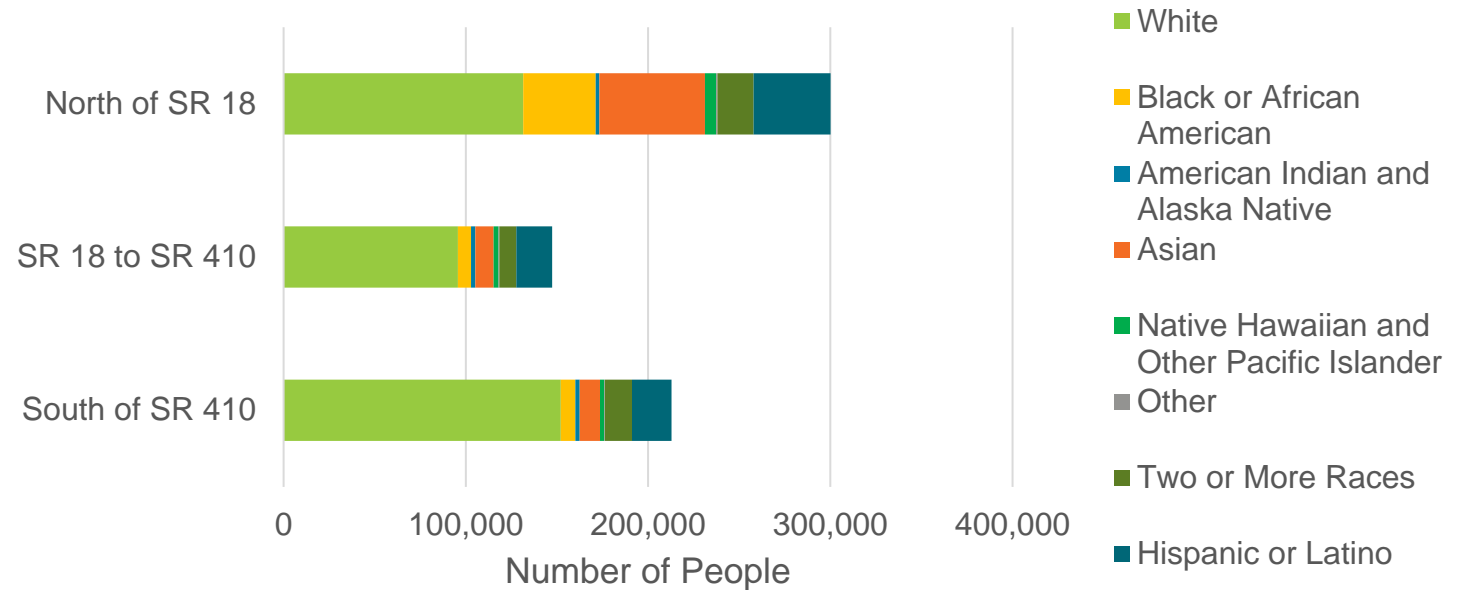
Summary	Study Area	Puget Sound Region
Average by Block Group	25%	20%
Percent Range by Block Group	0 – 69%	N/A

Minority Population (People of Color)



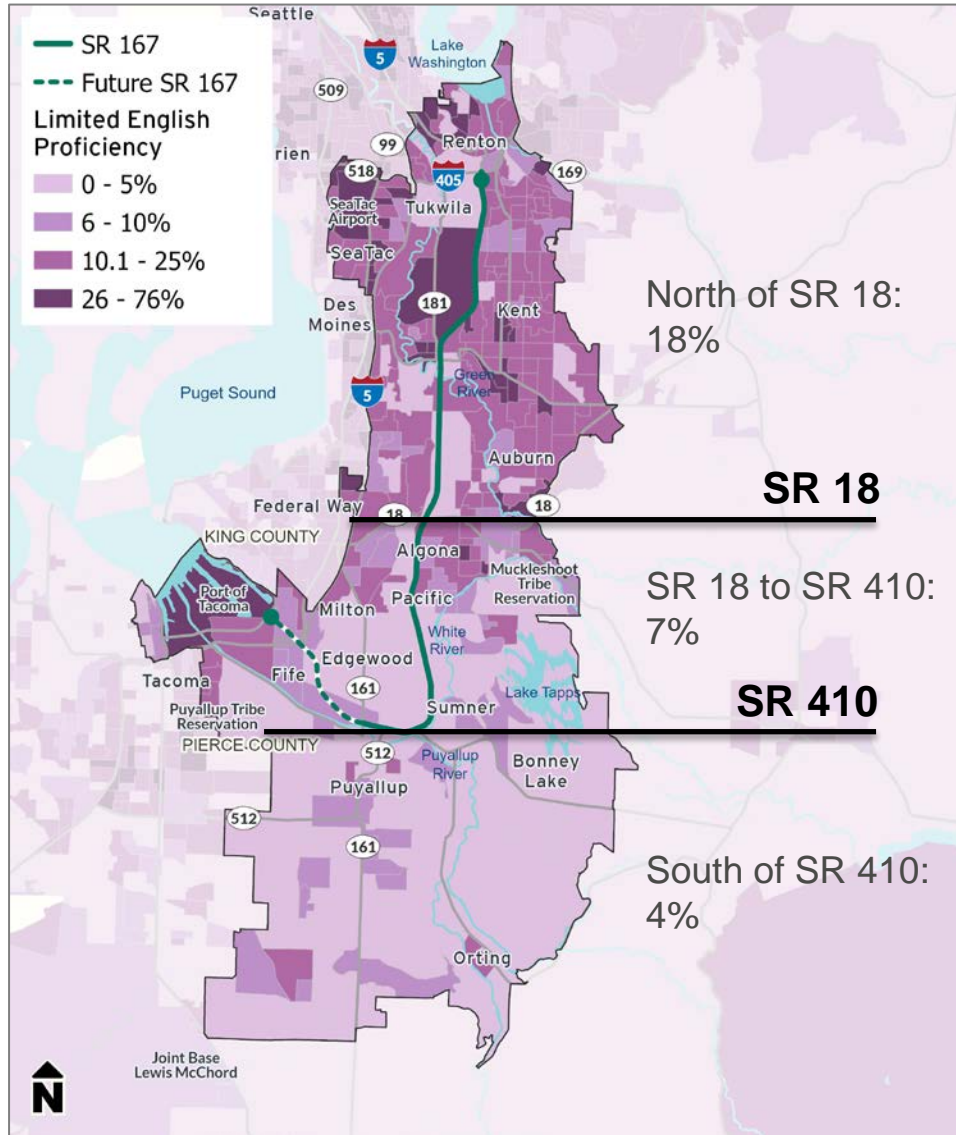
Minority Populations (People of Color): Individuals who report as a racial group other than white-only (non-Hispanic/Latino), some other race or two or more races.

Data Calculation: Total population minus White-only populations

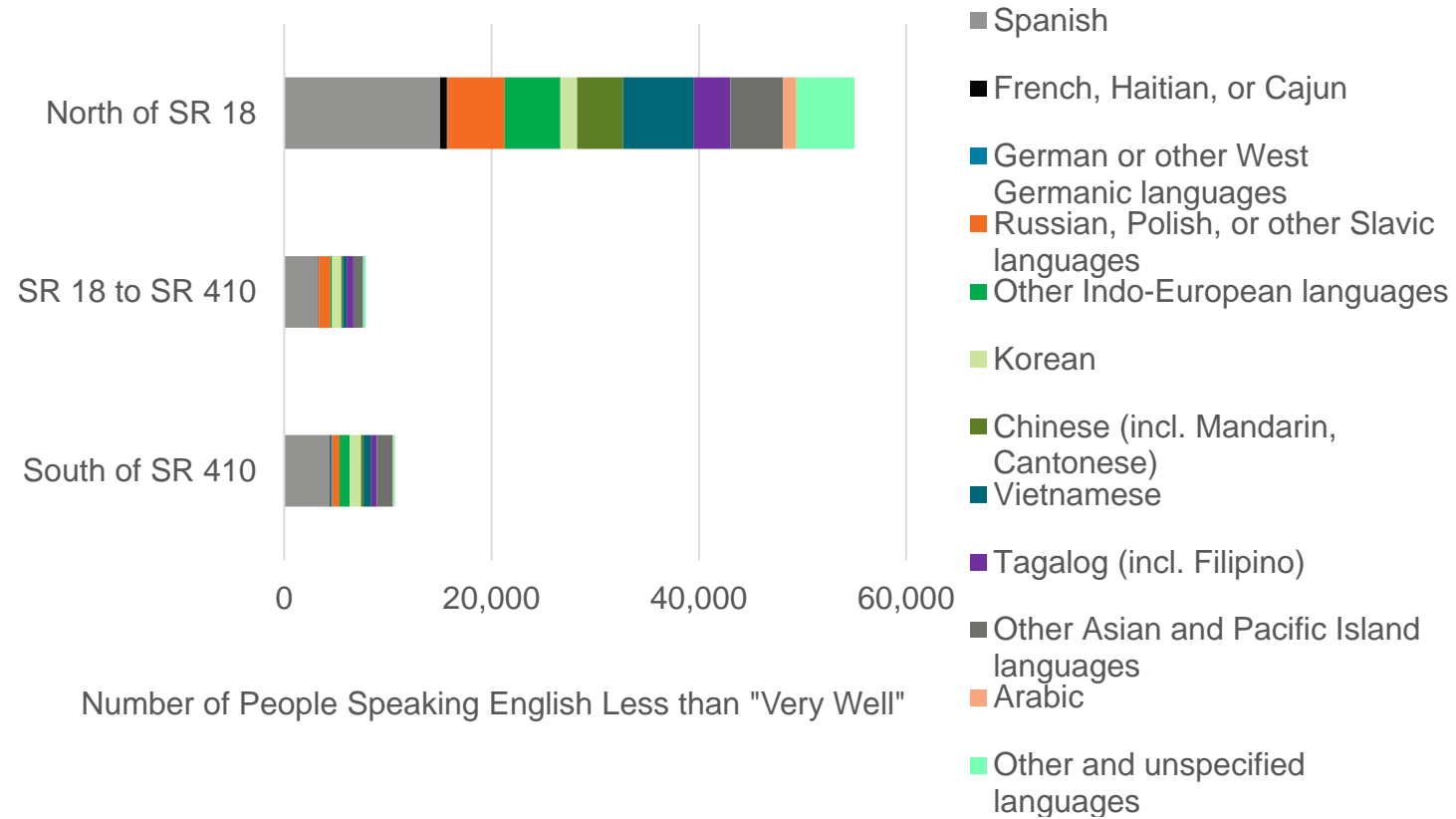


Summary	Study Area	Puget Sound Region
Average by Block Group	43%	36%
Percent Range by Block Group	0 – 94%	N/A

Limited English Proficiency Population

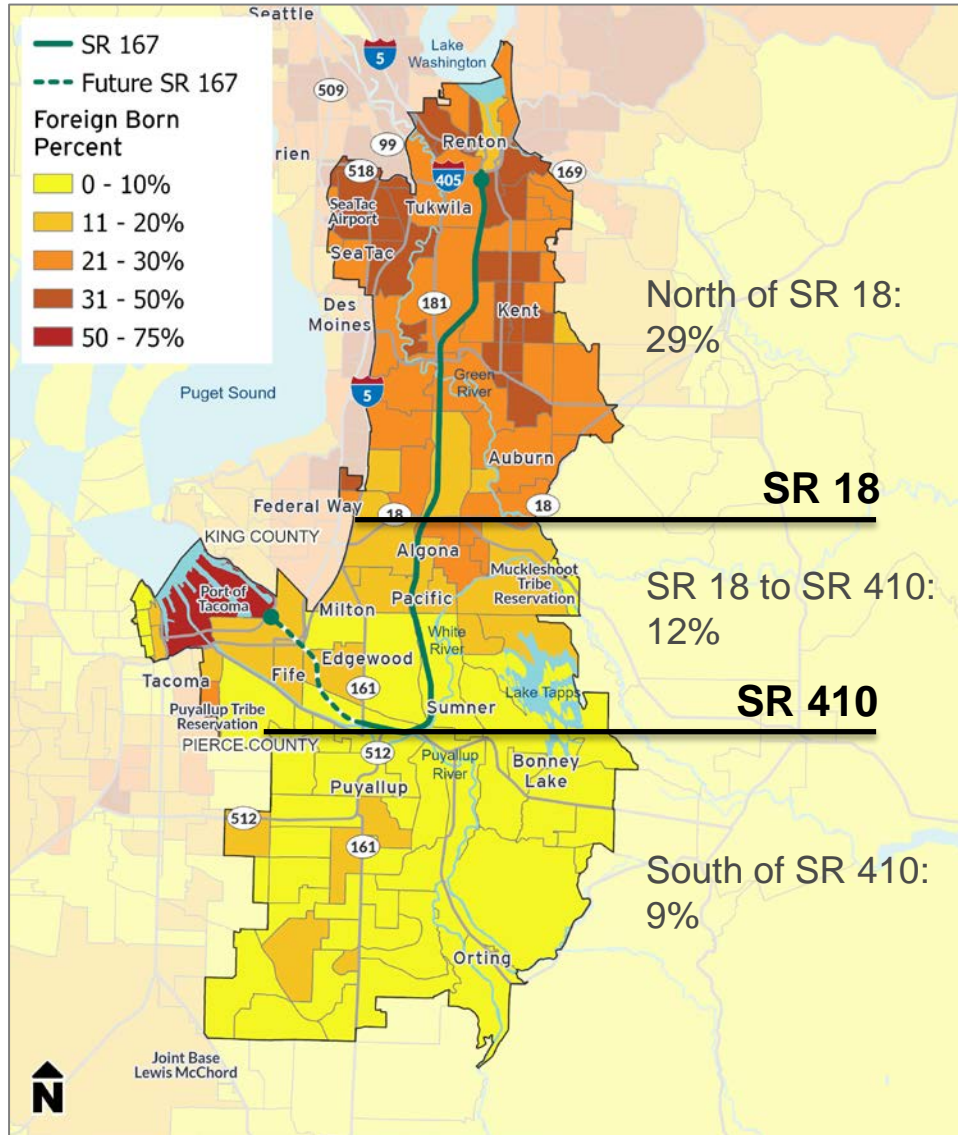


Limited English Proficiency Population: People 5 or Older speaking English less than "very well"

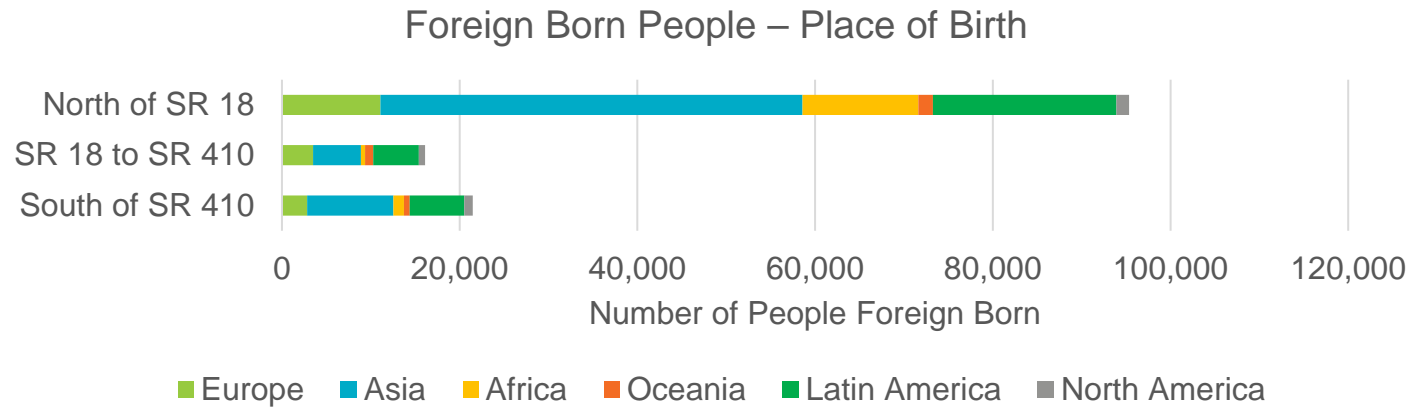
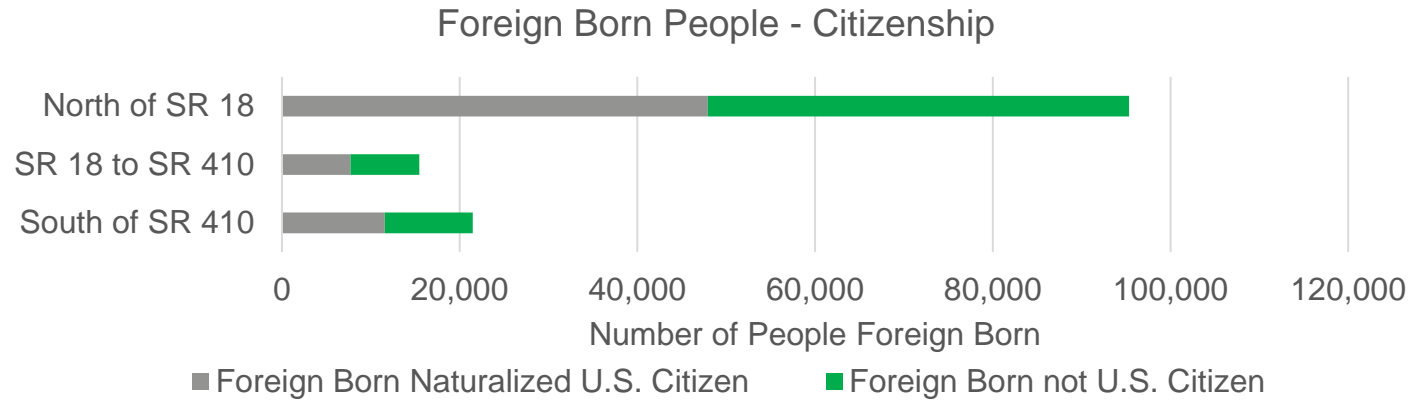


Summary	Study Area	Puget Sound Region
Average by Block Group	11%	8%
Percent Range by Block Group	0 – 62%	N/A

Foreign Born Population

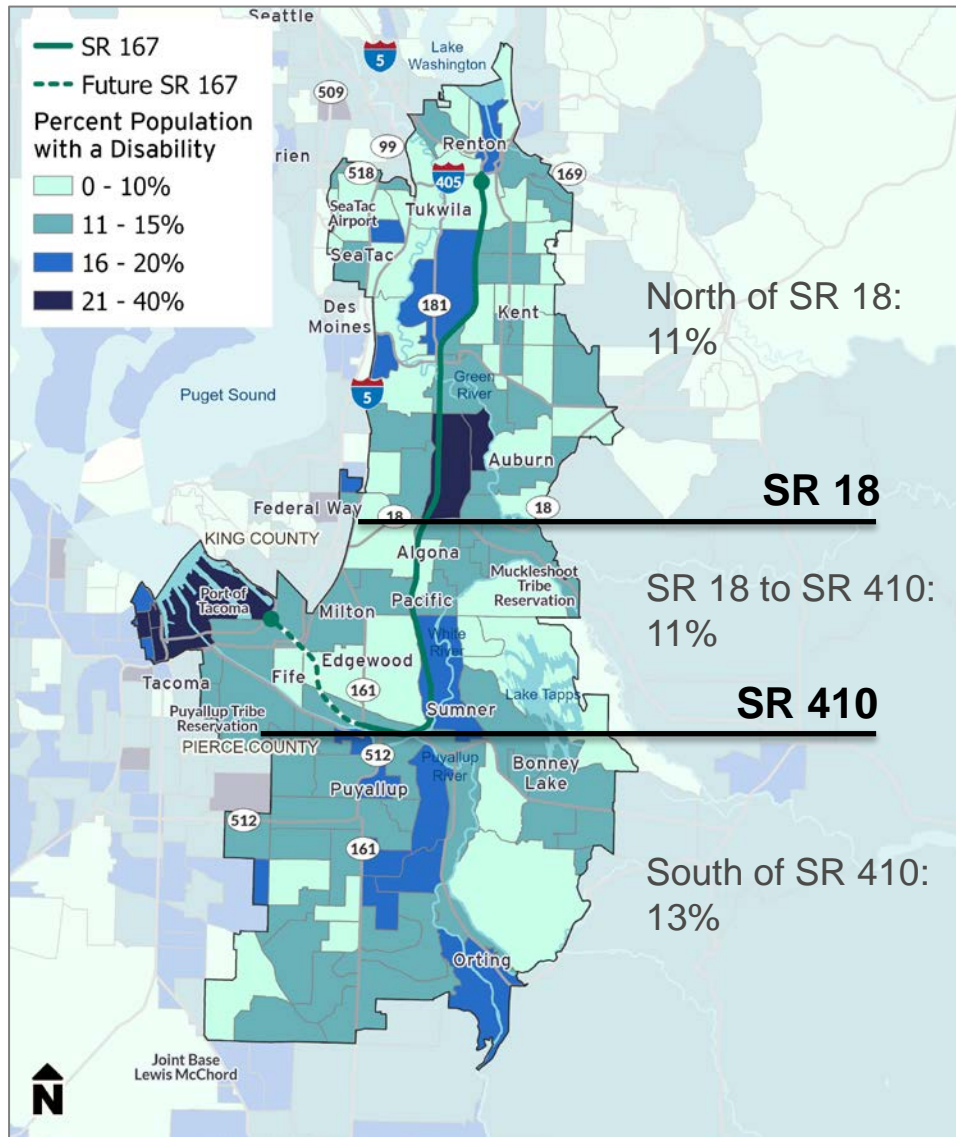


Foreign Born: People who are not U.S. citizens at birth

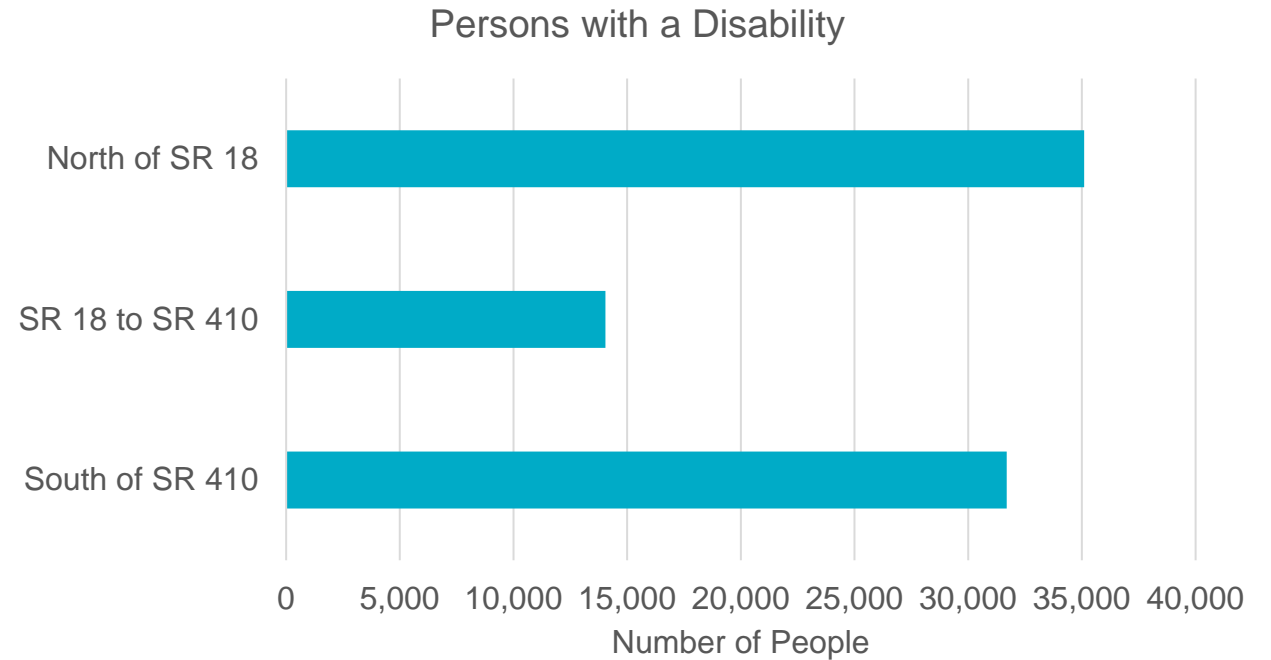


Summary	Study Area	Puget Sound Region
Average by Block Group	19%	18%
Percent Range by Block Group	1 – 65%	N/A

Persons with a Disability

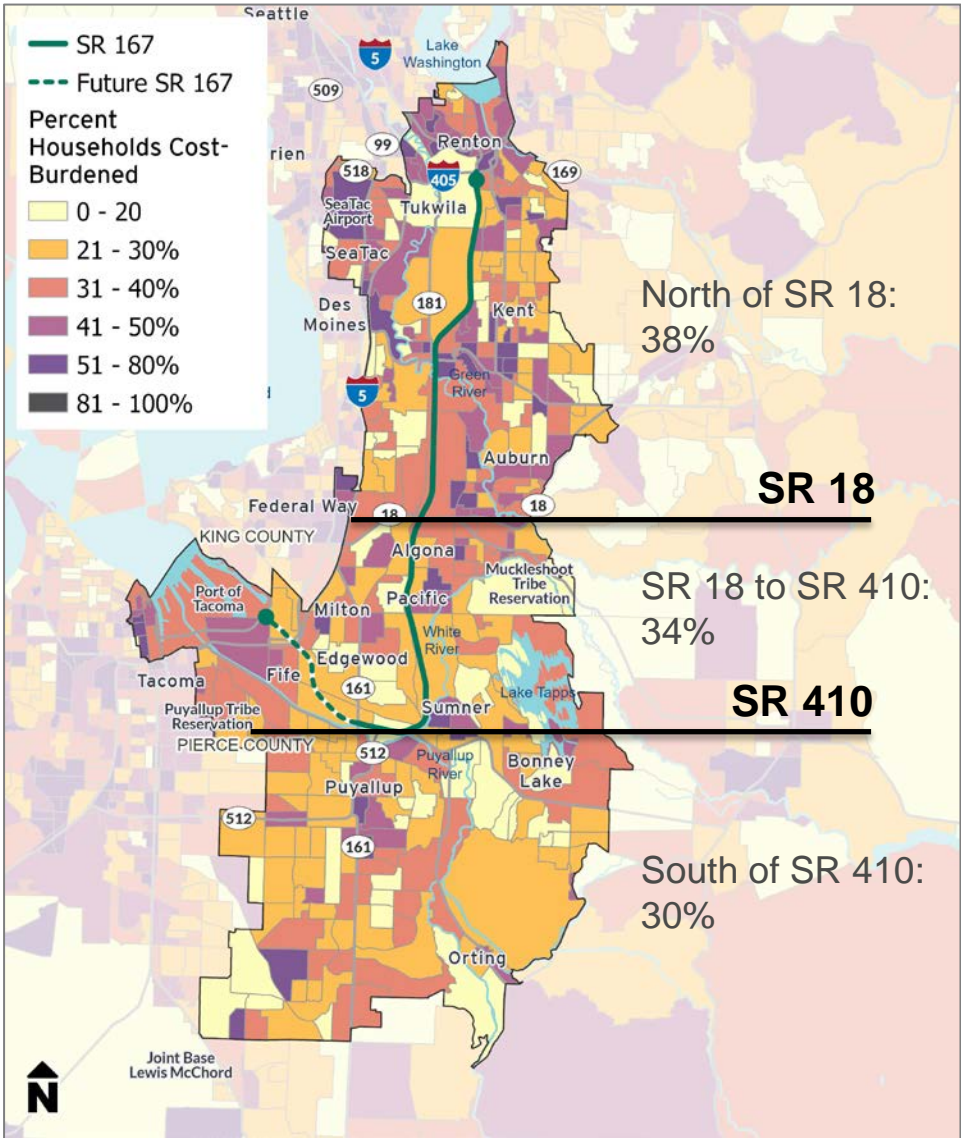


Persons with a Disability: Non-institutionalized civilian population 5 or older with a mental or physical impairment

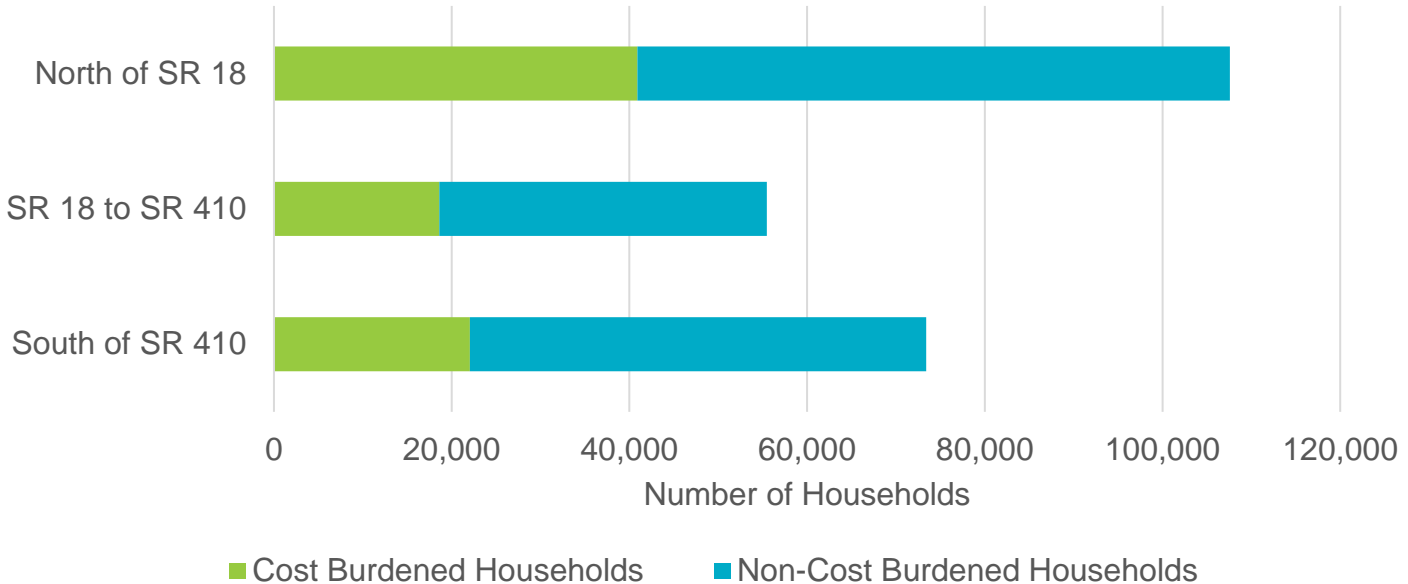


Summary	Study Area	Puget Sound Region
Average by Block Group	11%	11%
Percent Range by Block Group	5 – 31%	N/A

Cost-Burdened Households

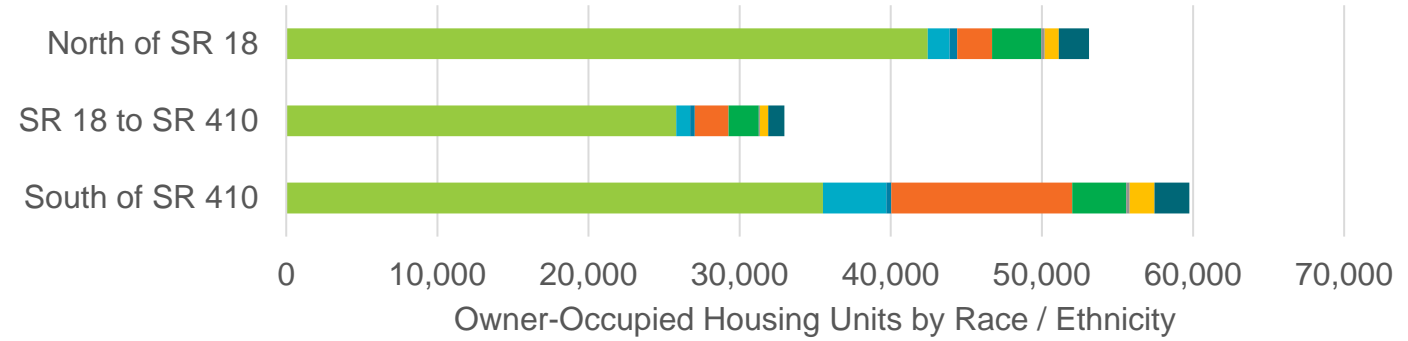
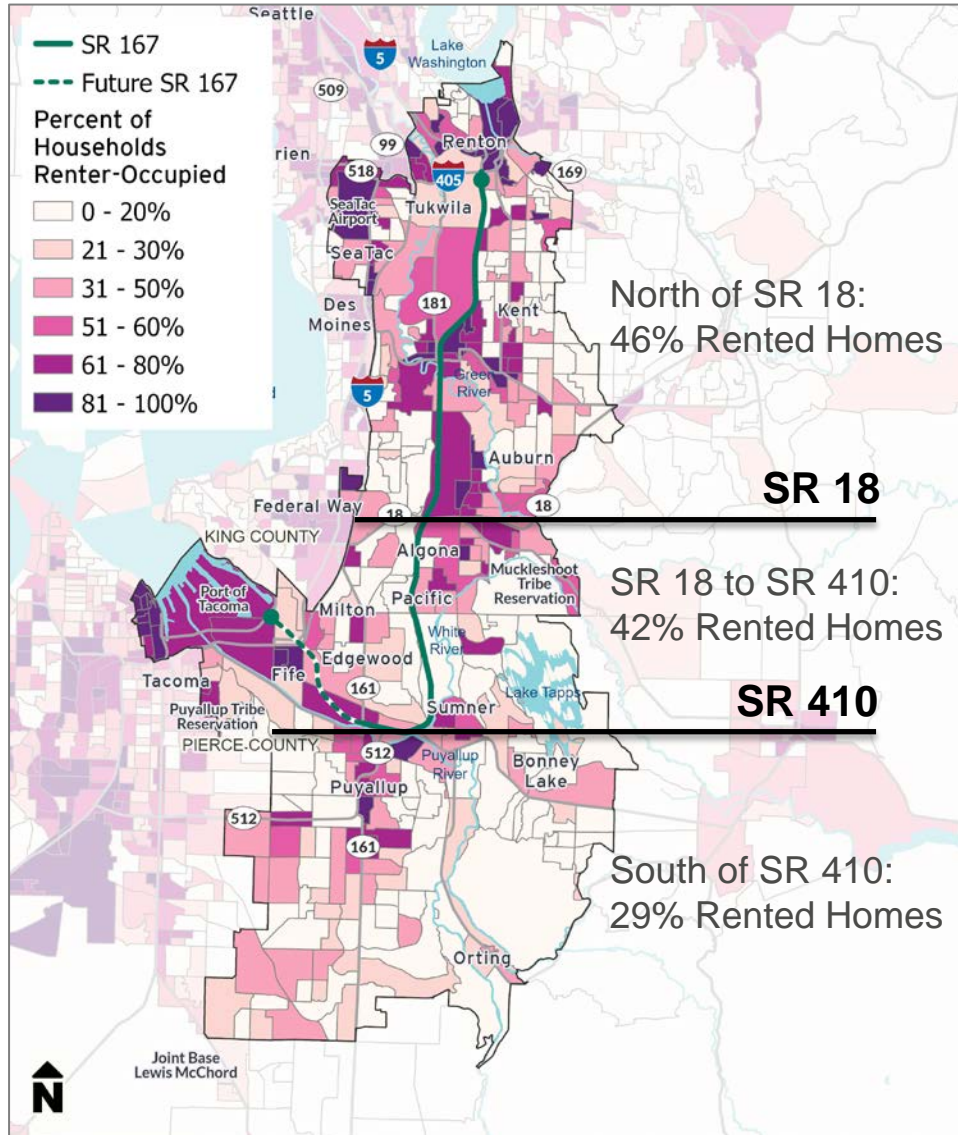


Cost-Burdened Households: Households spending at least 30% of income on housing costs



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

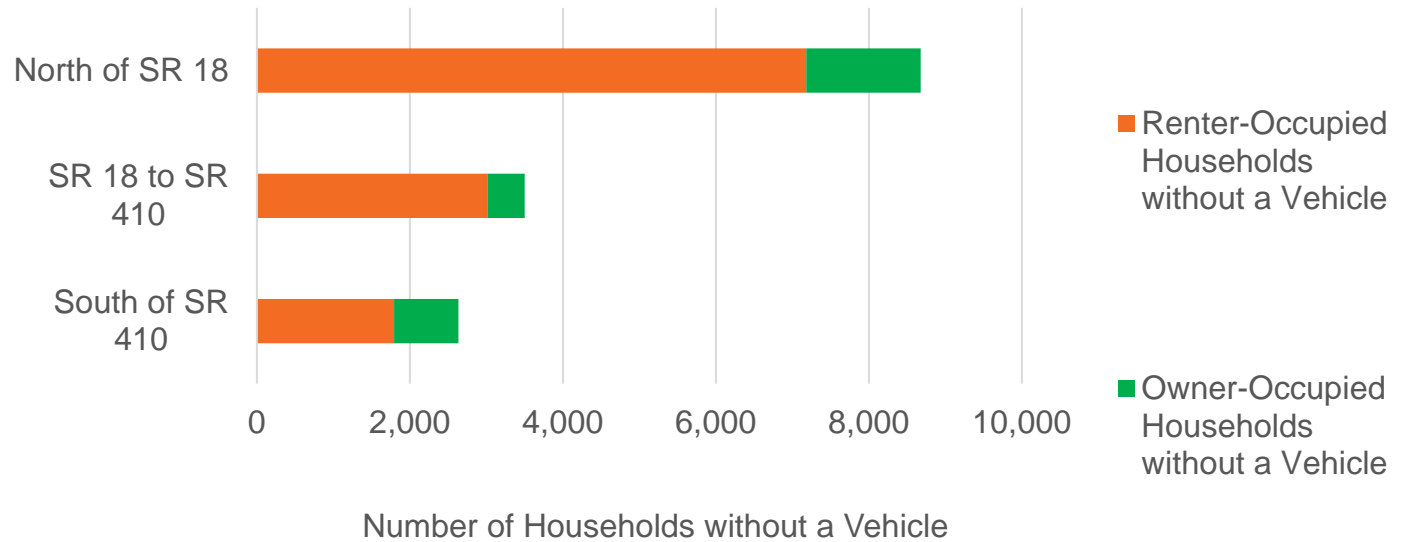
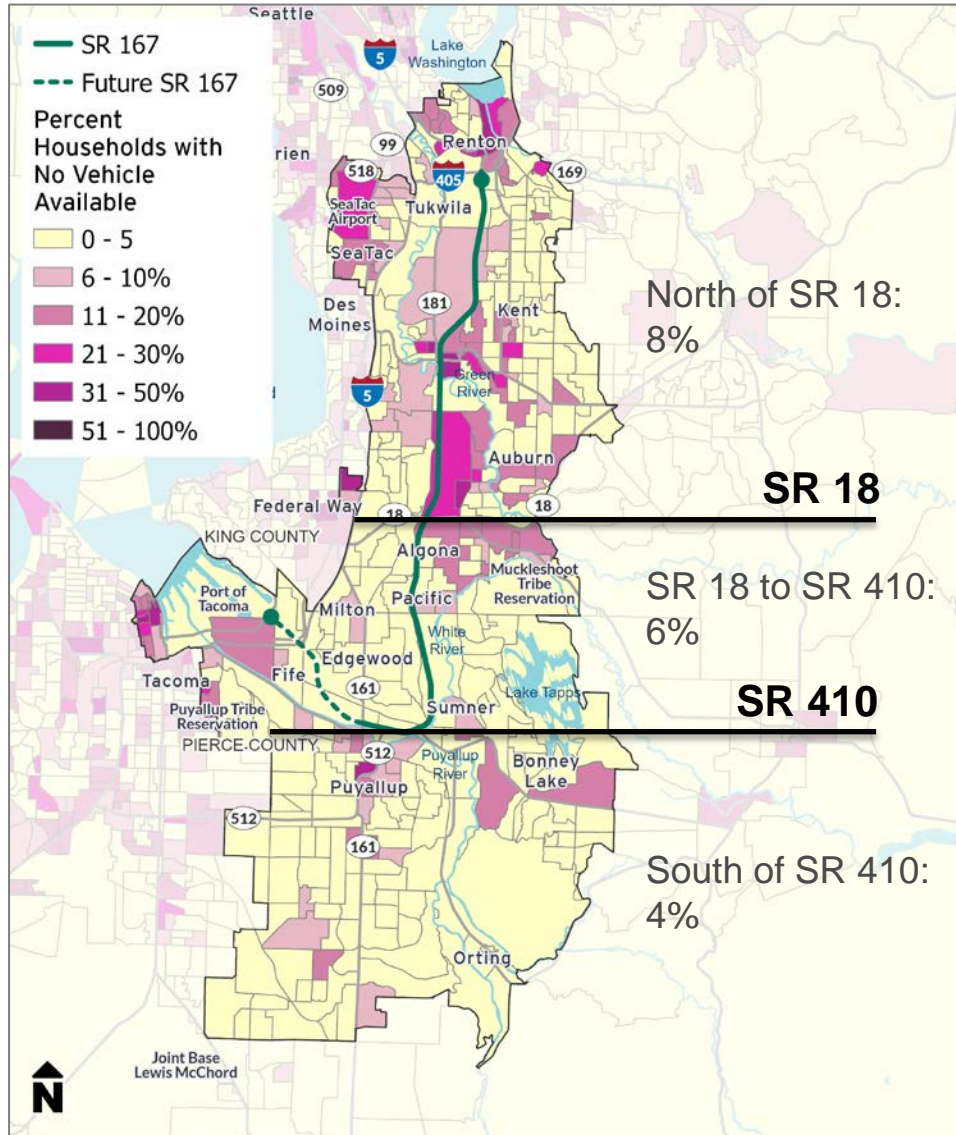
Rented versus Owned Homes



- 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

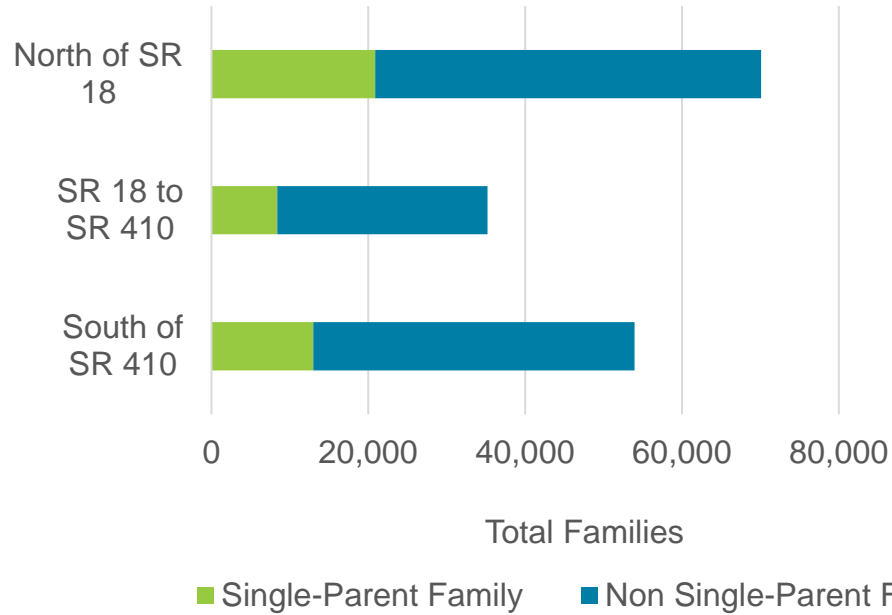
Households without a Vehicle Available



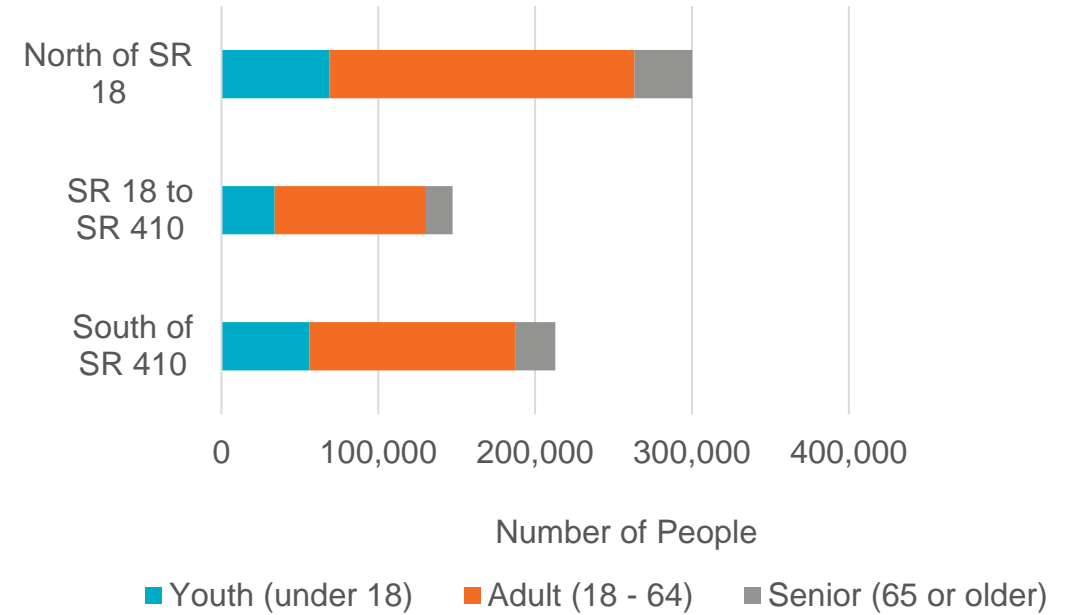
Summary	Study Area	Puget Sound Region
Average by Block Group	6%	8%
Percent Range by Block Group	0 – 48%	N/A

Other Demographic Topics

Single-Parent Families



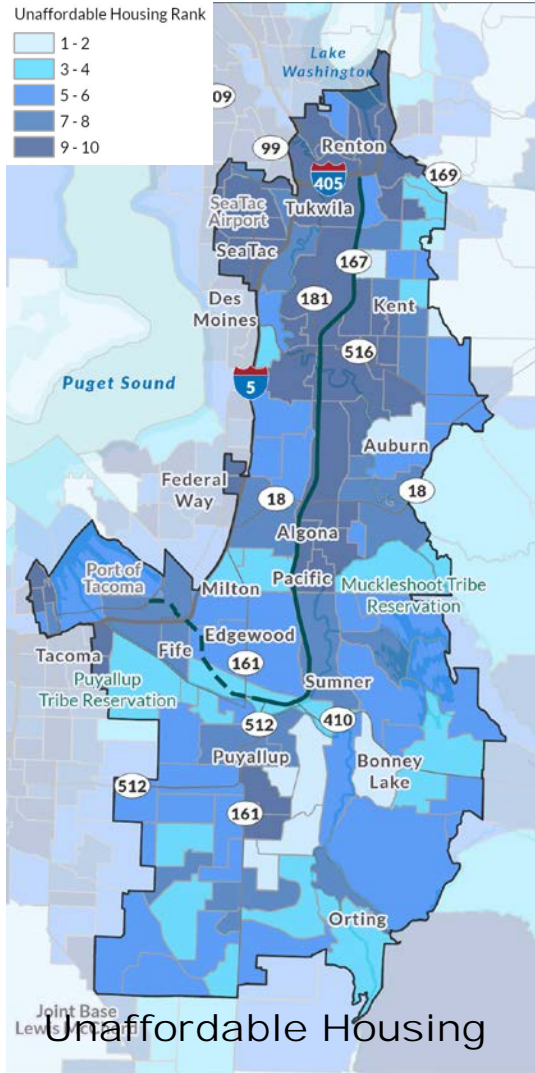
Youth and Senior Populations



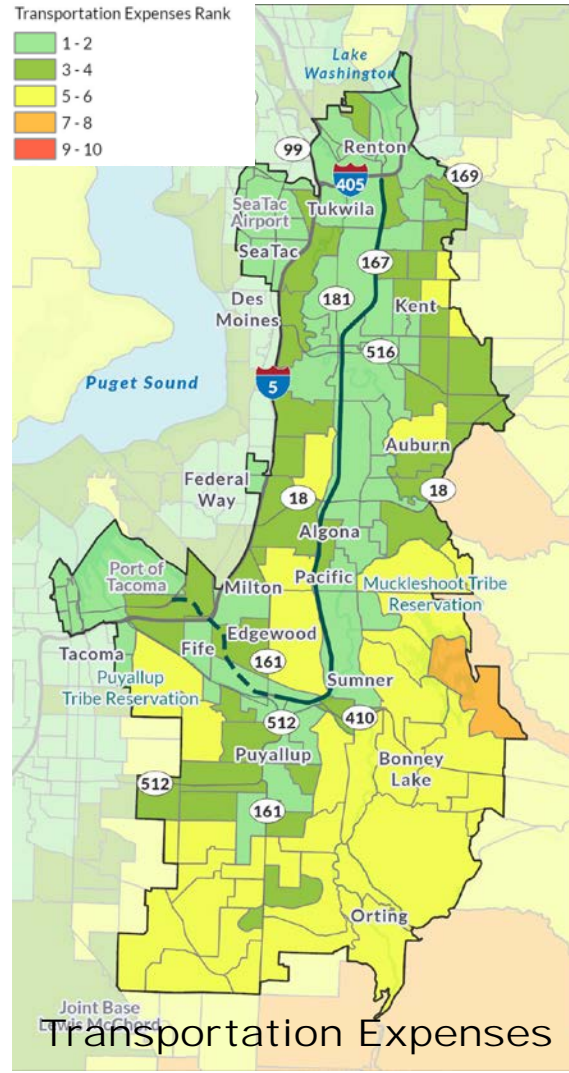
Summary	Study Area	Puget Sound Region
Average by Block Group	27%	22%
Percent Range by Block Group	0 – 90%	N/A

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

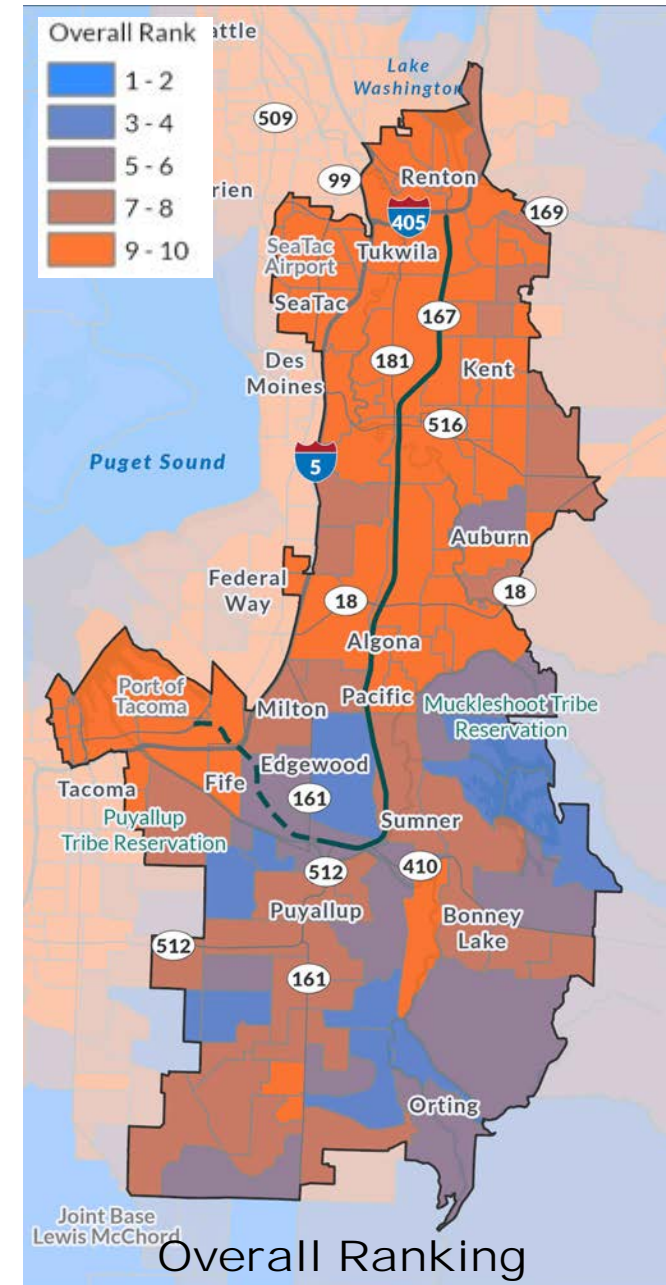
WA DOH Environmental Health Disparities Ranking



Unaffordable Housing



Transportation Expenses



Overall Ranking

Potential Mobility Barriers

Potential Mobility Barrier	Context
Long Commute Time	Lack of affordable housing or not having a vehicle can result in a longer commute.
Lack of Vehicle Ownership	People that do not have a vehicle available have less transportation options and potentially longer commute times.
High Travel Costs	People with less transportation options or longer distances to travel may have high travel costs. High travel costs can also relate to the proportion of income someone spends on travel and amount of income left over after paying for housing costs.
Technology Adaption	People that do not own a smartphone or are find difficulty navigating new technologies may miss opportunities for new mobility options and services.
Transportation Information Unavailability	Lack of internet or a smart phone with data service can make it difficult to locate or receive information relating to transportation such as transit schedules.
No Bank Account	Not having a bank account can be a barrier to paying transit fares or other electronic payments for transportation.
Access to Transportation Services	Unequal access to transportation facilities and services (including public transit, bike-share, sidewalks) can make it more difficult to access essential destinations such as grocery stores, schools, and medical facilities.
Time Constraints	Longer commute times, having to make multiple trips or having multiple jobs can be a burden on personal time.
Safety Concerns	Physical barriers such as lack of sidewalks, crosswalks, or bike lanes and greater potential for vehicle crashes as well as social factors such as crime, lack of street lighting or lighting and other safety measures at bus stops can cause safety concerns.
Unreliable Transit Service	Long wait times and inconsistent or unreliable transit service can create a barrier to reaching destinations on time.
Transportation Facility Design	Lack of curb ramps, even sidewalks, transit stations without weather protection or seating can create transportation barriers.
Physical Condition Limitations	Some populations such as seniors and persons with a disability may have physical needs that could limit abilities to use a personal vehicle or transit.

Transportation themes gathered from CBO Listening Sessions

What we heard so far from 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
- ForeverGreen 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

What we heard – community-based organizations

Access to food and ability to produce food; transportation access to community gardens; and transportation access for healthcare needs are the biggest issue for the people we support.

- Tilth Alliance

A common reason for driving to work is that the public transportation network is not robust enough to commute from home to the clinic locations – there are too many bus route transfers required in each direction.

- Sea Mar Community Health Centers

The civic infrastructure in Algona and Pacific are lacking. They do not have nongovernmental organizations with staff in those cities that represent those communities... As we see migration patterns, it adds to that lack of infrastructure there.

- Futurewise

The biggest transportation need is understanding how tolling gentrifies communities; and understanding the unintended consequences of living in and around the reservation.

- Puyallup Tribe of Indians

Trails are a great way to bolster the economy... The biggest issues that community members are facing related to our organization are accessibility, safety, etc. Safety is more and more an issue.

- ForeverGreen Trails

Feedback opportunity

What are your thoughts on the overarching key themes gathered from the Listening Sessions with the CBOs?

- Any items missing from the list of key transportation themes?
- Any errors or misquotes?

Community Engagement

Engagement six-month look-ahead

Community engagement

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

Partner engagement

- Equity Advisory Committee Meeting #1 – February 25
- Technical Advisory Committee Meeting #3 – Late March
- Equity Advisory Committee Meetings #2 – April
- Policy Advisory Committee Meeting #3 – April
- Ongoing briefings

Over 65 organizations engaged

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

The SR 167 Master Plan details are shared on the WSDOT website.

- ✓ Background
- ✓ Timeline
- ✓ Funding
- ✓ Outcomes
- ✓ Contacts

<https://wsdot.wa.gov/construction-planning/search-studies/sr-167-master-plan>

We welcome you to share this website.

The screenshot shows the WSDOT website interface for the SR 167 Master Plan. At the top, there is a navigation bar with links for Travel, Construction & planning, Business with WSDOT, Engineering & standards, and About. Below this is a breadcrumb trail: Home > Construction & planning > Search projects > SR 167 Master Plan. The main heading is "SR 167 Master Plan". Below the heading are buttons for "View", "Edit", and "Revisions". A green notification bar states: "Project Page [SR 167 Master Plan](#) has been updated." Below this is a moderation control panel with a "Moderation state" dropdown set to "Draft", a "Change to" dropdown set to "Submit for Review", a "Log message" text input field, and an "Apply" button. A yellow callout box contains two bullet points: "We are conducting briefings and listening sessions – reach out to schedule a briefing for your organization or neighborhood." and "We are planning for an online open house in March – check back for updates." The "Project overview" section contains a paragraph about the Puget Sound region's growth and the need for a multimodal SR 167 Master Plan. Below the text is a table with three rows: "Timeline" (The SR 167 Master Plan started in earnest in fall 2021 and we anticipate completing the SR 167 Master Plan Update in 2023.), "Project status" (Pre-construction), and "Funding" (In 2021, the Legislature reauthorized \$2.88 million for the SR 167 Master Plan update.). To the right of the text is a map of the SR 167 corridor, with the study area highlighted in yellow. Below the map is a "View full image" button. A caption below the map reads: "This map shows the 167 Master Plan Update study area, highlighted in yellow. This study area is approximate and further work and coordination with planning partners will determine the final study area."

Translated resources and interpreters at events

Translated languages, as needed, for effective communications:

- Chinese (simplified)
- Russian
- Spanish
- Tagalog
- Somali
- Vietnamese

- Equity Advisory Committee meeting summaries
- Online Open Houses
- In-person Open Houses, COVID-19 permitting
- Print and Digital Resources

Next Steps

Equity Advisory Committee Meeting #2

- Review evaluation framework
- Confirm priority equity areas
- Discuss scenario principles
- Community engagement update

Planning for online open house

- Help promote online open house to community members

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Questions?