

SR 167 Master Plan

A planning and environmental linkage study

Technical Advisory Committee

January 19, 2022

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Agenda and objectives

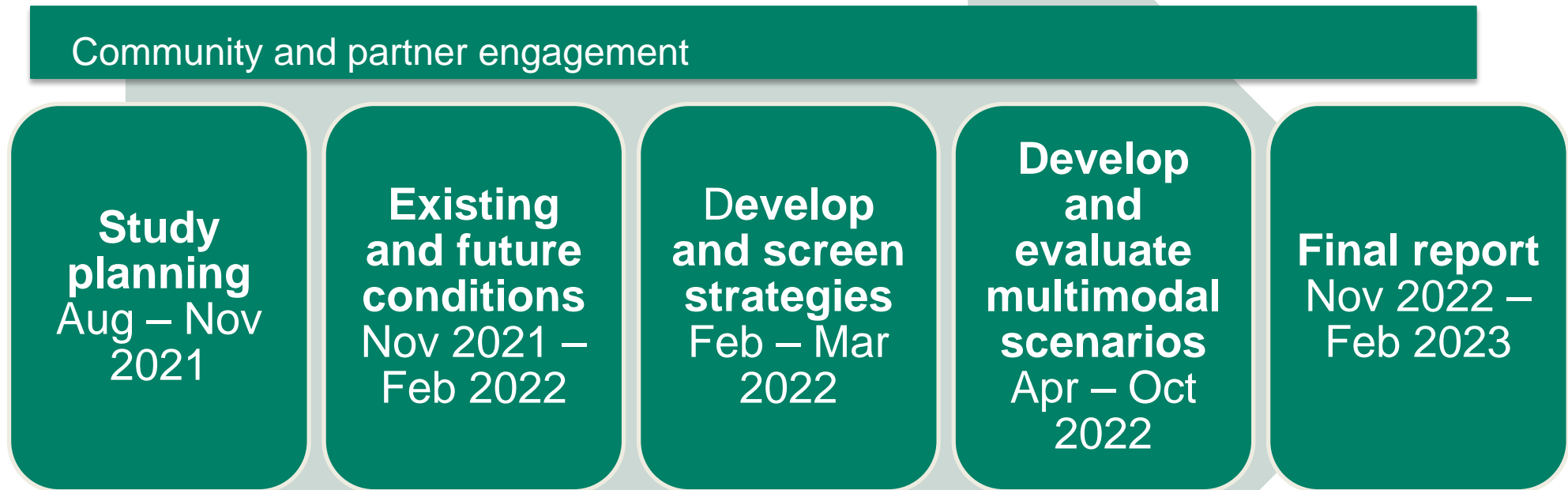
Objectives:

- Finalize study area
- Review purpose and need
- Discuss evaluation framework
- Introduce project list

Agenda:

- Community engagement update
- Study area update
- Review purpose and need
- Break – 5 minutes
- Review evaluation framework
- Initial project list
- Next steps

The planning 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

- 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

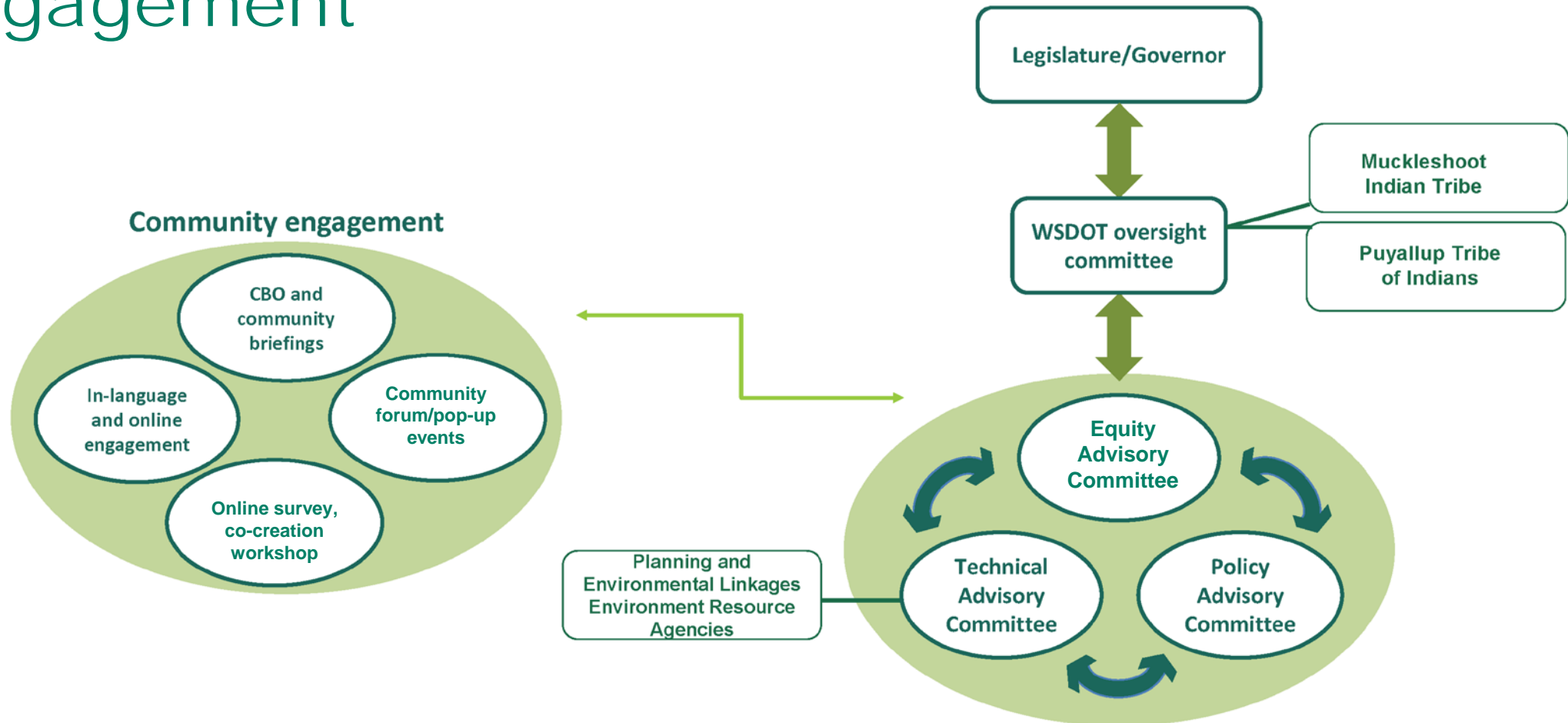
Meeting 6 November

- Provide recommended solution

Meeting 7 January

- Review plan highlights
- Executive Summary
- Next steps

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**
 - 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.
- **Prioritize CBO engagement**
 - CBOs are trusted resources with cultural significance. CBOs are central hubs within their community.
 - Collaborate with CBOs on translations because they know their audience's preferred communication style.
- **Provide information in multiple languages**
 - Resources are not always translated in the spoken language or are partially translated - for example, a website is translated but a print resource is not translated.
 - Many CBOs say their members, especially seniors, do not use the latest technology (smart phones).
 - Advertising on public transit is a good way to reach people who speak languages other than English.

CBO input from:

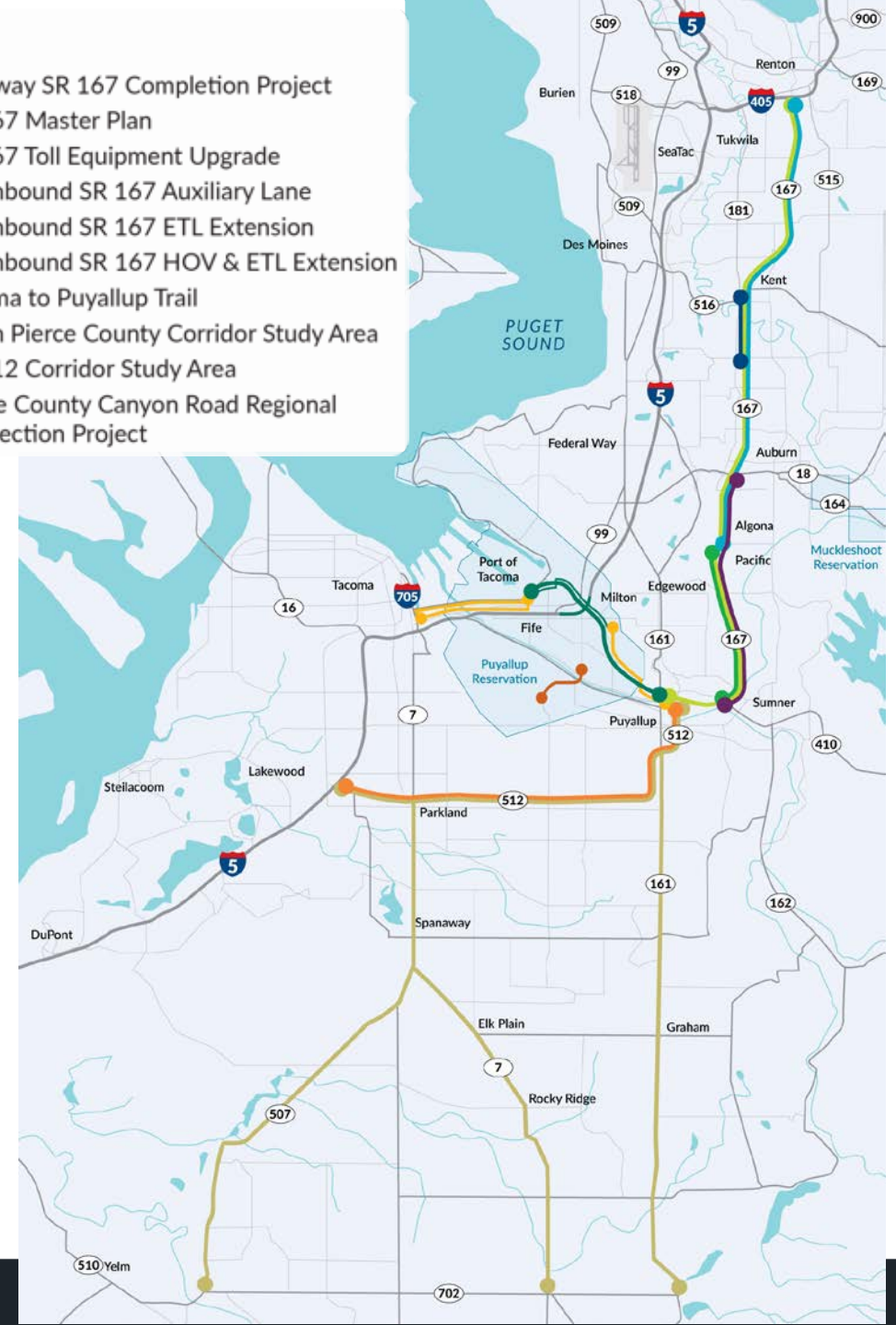
- Center for Independence
- Asian Counseling & Referral Services
- IDIC Filipino Senior & Family Services
- Somali Community Services of Seattle
- Tilth Alliance
- Renton Inclusion Task Force
- Forever Green Trails
- Futurewise
- Atlantic Street Center
- Compass Housing Alliance
- Low Income Housing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

Study area update

Updates from the sandbox

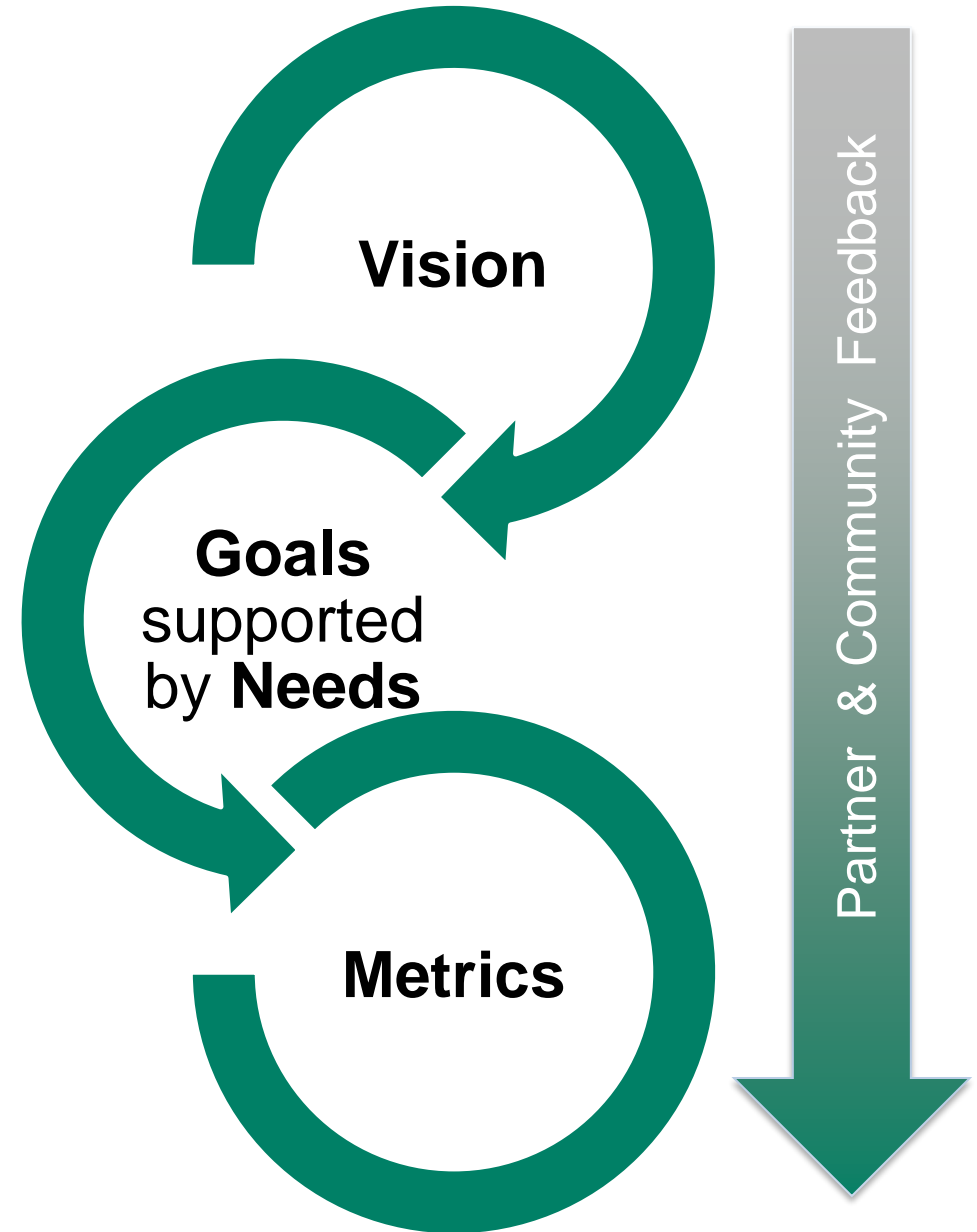
Legend

- 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



Review purpose and need

Our process: vision to metrics



TAC #1

Master Plan Draft Vision

What is the SR 167 Master Plan draft vision:

A safe, connected, and equitable multimodal corridor that serves the travel needs of this diverse area. People who live, work, transport goods, and visit the communities along the SR 167 corridor will have a variety of safe, reliable, and convenient travel options that best fit the needs of their individual trip.

PAC #1

Master Plan Purpose: Draft Vision

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 people and goods that travel on and across SR 167 for work, school, other essential and non-essential trips and goods movement. Travel along and across the SR 167 corridor will be safe, connected, resilient, and reliable. In support of the Puget Sound Regional Council (PSRC) Regional Growth Strategy, the variety of travel options available in across, and along the corridor, including transit and active transportation, will prioritize the needs of vulnerable and overburdened communities, support the projected growth and land-use changes, accommodate freight movement, reduce physical barriers of the current system, and reduce greenhouse gas emissions.

TAC #1

Master Plan Draft Goals

What are the 167 Master Plan draft goals:

- Improve future safety conditions
- Manage existing infrastructure
- 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 equitable and climate focused transportation options
- Identify strategies that are practical, implementable, and fundable in a realistic timeline

PAC #1

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; 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

What are the 167 Master Plan draft goals:

1. Provide a range of transportation options that address the needs of vulnerable and overburdened communities.
2. Provide for improvements that reduce greenhouse gas emissions and limit environmental impacts.
3. 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.
4. Manage mobility for local, regional, state, and inter-state trips, leveraging technology advancements and considering the unique needs of all travelers and modes, including freight/goods movement, active transportation, and transit.
5. Improve existing and future safety conditions.
6. 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.

Break

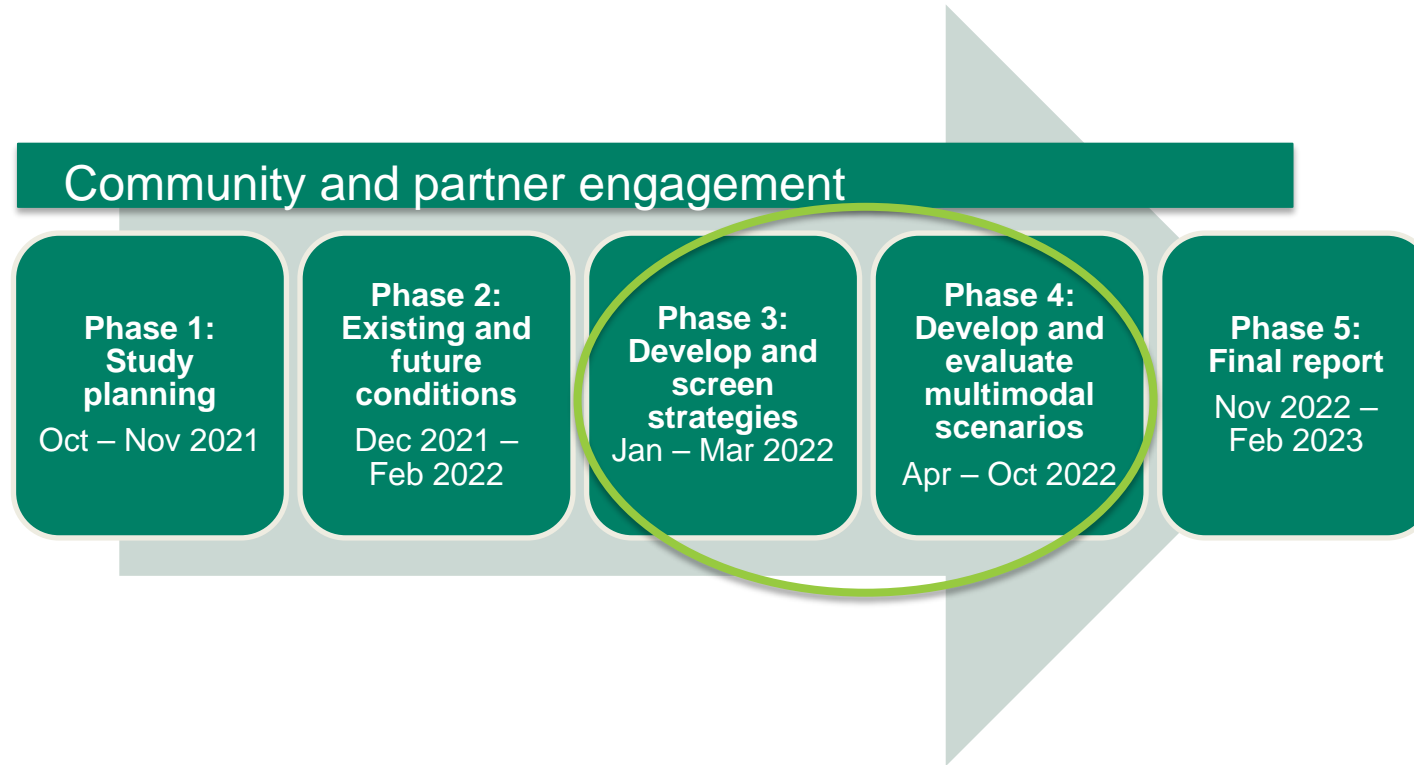
Evaluation framework

Master Plan Draft Metrics

Draft Criterion	Relevance to Master Plan
<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
<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
<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
<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
<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
<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
<ul style="list-style-type: none"> • Capital and program costs 	Basis for cost effectiveness evaluation

Goal	Updated Draft Metrics	Relevance to Master Plan
1	<ul style="list-style-type: none"> 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 	Evaluate access by different modes relative to where overburdened populations live and work
2	<ul style="list-style-type: none"> Greenhouse gas and other air pollutant emissions Sensitive areas impacted (wetlands, cultural areas, flood hazards, wildlife habitat, etc.) 	Evaluate the environmental impacts and benefits of potential strategies
3	<ul style="list-style-type: none"> Daily transit boardings Transit travel times between transit hubs ; transit/auto travel time ratios (including E-W connections) Active mode system completeness within RGCs, Countywide Centers, and station areas Active mode connectivity index within one-mile of SR 167 (measuring barriers caused by the highway) Travel times to and from the MICs and for through trips on SR 167 	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
4	<ul style="list-style-type: none"> Per capita VMT (excluding freight) Person throughput (across screenline, including GP lanes, and HOT lanes) Freight throughput (on SR 167 facility) Study area travel mode share Maintains or improves existing facility (state of good repair) SR 167 facility speed and level-of-service (GP and HOT lanes); hours of congestion SR 167 facility travel time reliability (GP and HOT lanes) Arterial v/c ratios 	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
5	<ul style="list-style-type: none"> Location of projects and improvements relative to high-crash locations, with emphasis on fatal, severe injury, and active mode crashes Location of capital investment strategies 	Identify how different potential strategies align with historic traffic safety issues
6	<ul style="list-style-type: none"> Capital, program, and State of Good Repair costs 	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

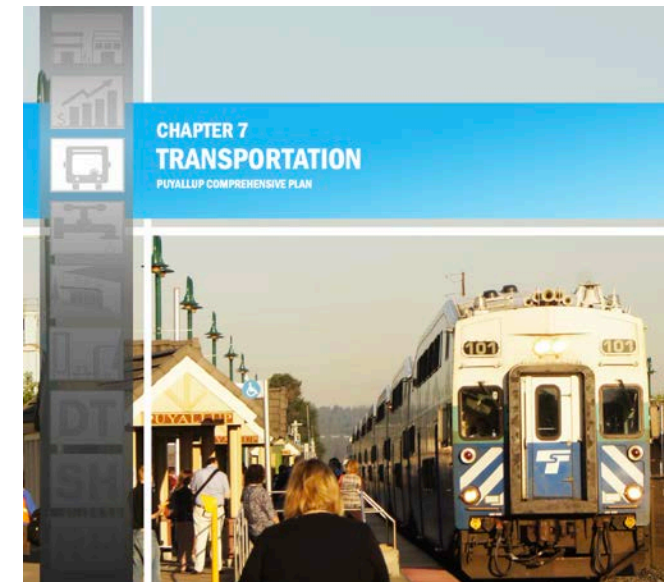
Review Published Plans

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

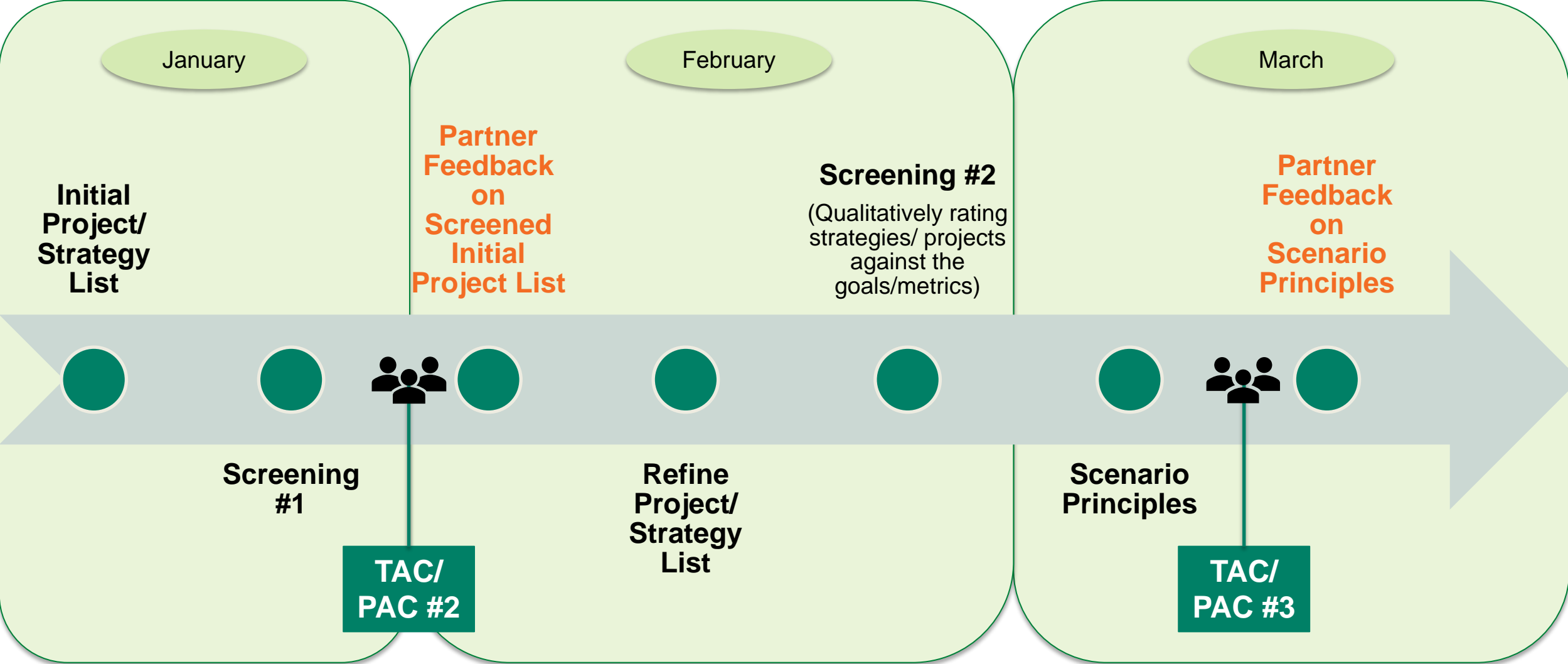
First Level Screening

- 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

2022–2050
REGIONAL TRANSPORTATION PLAN



Phase 3: Develop and Screen Strategies



What we need from our partners

Provide Input on the Project/Strategy List – February 11

- Take our survey
- 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

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Next Steps

- **Engagement**

- Begin planning for online open house
- Policy Advisory Committee meeting 9-10:30 a.m., Wednesday, Feb. 2
- 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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