

SR 167 Master Plan

A planning and environmental linkage study

Technical Advisory Committee Meeting #5

November 9, 2022

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Today's Agenda

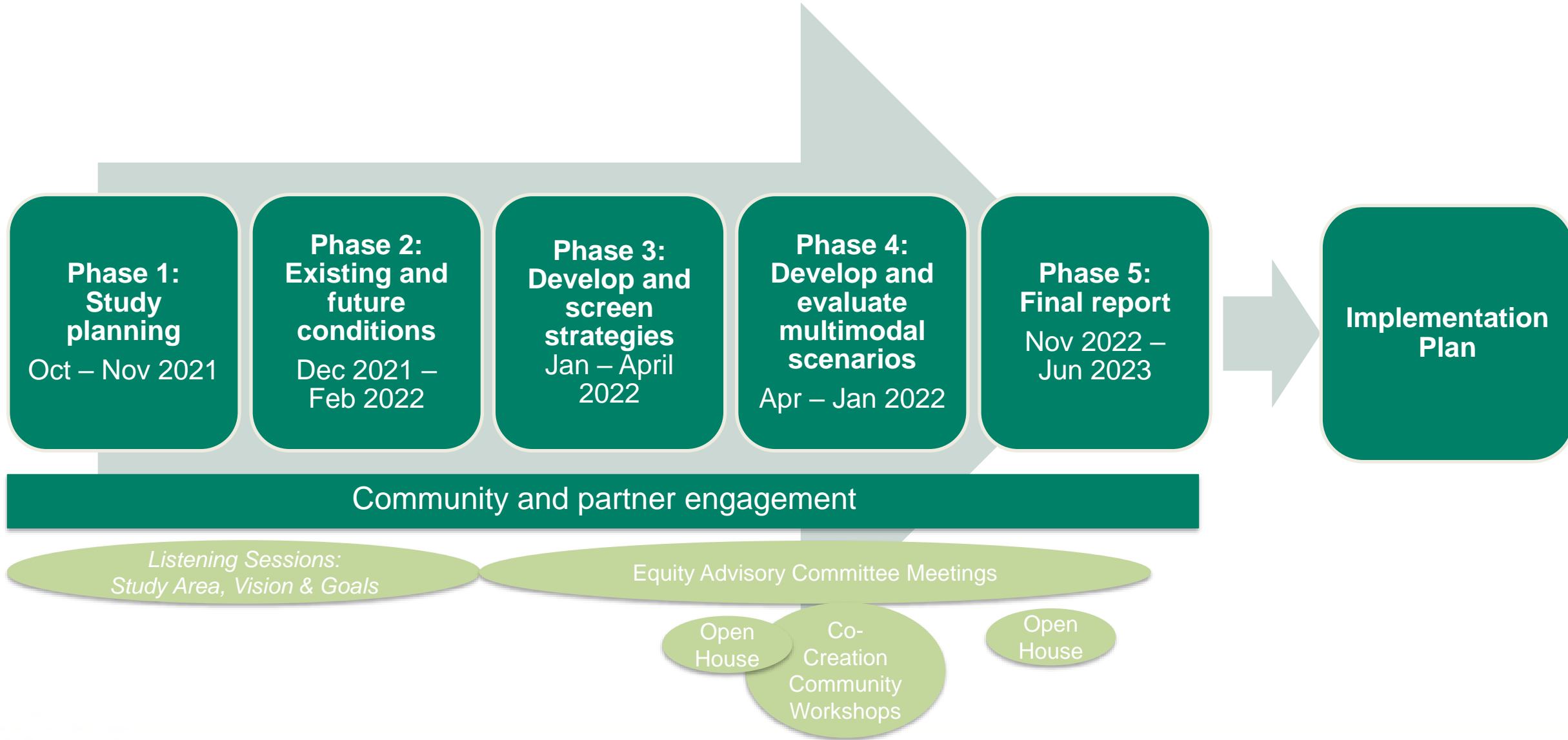
Objectives:

- Provide an update on community engagement outcomes
- Provide an overview of baseline and the three refined scenarios
- Present and discuss the baseline and the three refined scenario analysis
- Review next steps

Agenda

- Welcome and introductions
- Community engagement outcomes
- Review baseline and three refined scenarios
- Break
- 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

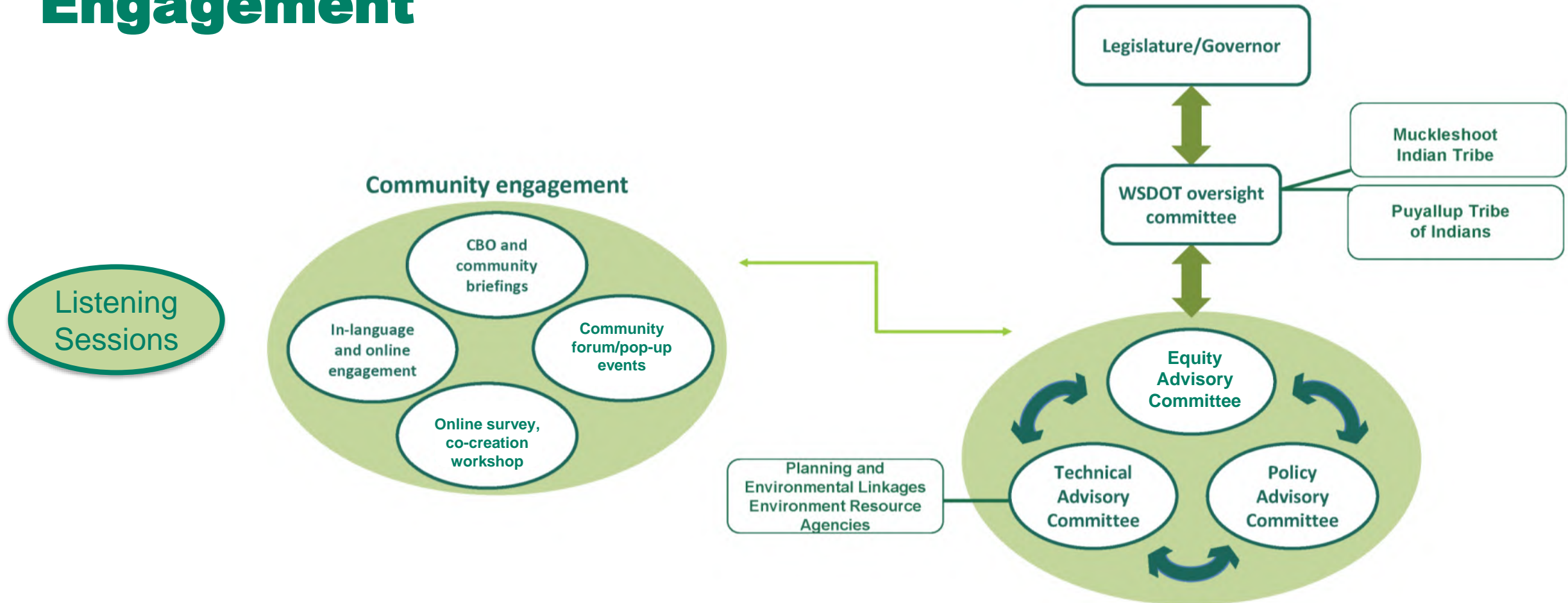
Legend

- 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
- Summer 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。研究区域包括从伦顿 (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 вопросу 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, или же совершаете поездки по его территории, мы приглашаем Вас посетить наш онлайн-день открытых дверей, чтобы получить информацию о планировании транспортных решений и поделиться своим мнением. Присоединитесь к нашему опросу. 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 realizando nuestra encuesta. La página web está disponible del 29 de junio al 29 de julio de 2022.

Kulanka Furan ee Khadka Intarameeka ah Iyo Sahanka SR 167
Waxaa Gaadiidka ee Gobolka Washington (WSDOT) waxay darsayso fursadaha lagu wanaajinayo dii-qaadka diidka iyo baarsooyinka ee istomaadka jidka SR 167. Gobolka darsadaha waxaa ka mid ah bulshooyinka Renton ilaa Tacoma. Haddii aad ku nooshahay, la shaqayso, ama aad ku safarto aagga, booqo kulanka furan ee Khadka Intarameeka ah si aad wax uga ogaato habka wax loo combayayay aadna ula wadaago fikirahaga idrogo qaacsanaya sahaheena. Kulanka furan ee khadka intarameeka ayaa la hali karaa laga bilaabo Jun 29-Luulyo 29, 2022.

Online Open House at Survey ng SR 167
Binag aralan ng WSDOT ang mga opyon upang mapabilat ang paglalaw ng tao at bagay sa SR 167. Kasama ang mga komunidad sa gitna ng Renton at Tacoma sa lugar ng pag-aral. Kung kayo ay nakatira, nagtatrabaho, o naglalakbay sa lugar na ito, bisitahin ang online open house upang matutunan ang proseso ng pagpapalano at ibahagi ang inyong mga ideya sa pamamagitan ng pagkuha ng survey. Ang online open house ay bukas mula Hunyo 29-Hulyo 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, vui lòng truy cập diễn đàn trực tuyến để thể hiện về 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 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

 Renton
 167
 Auburn
 Tacoma

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

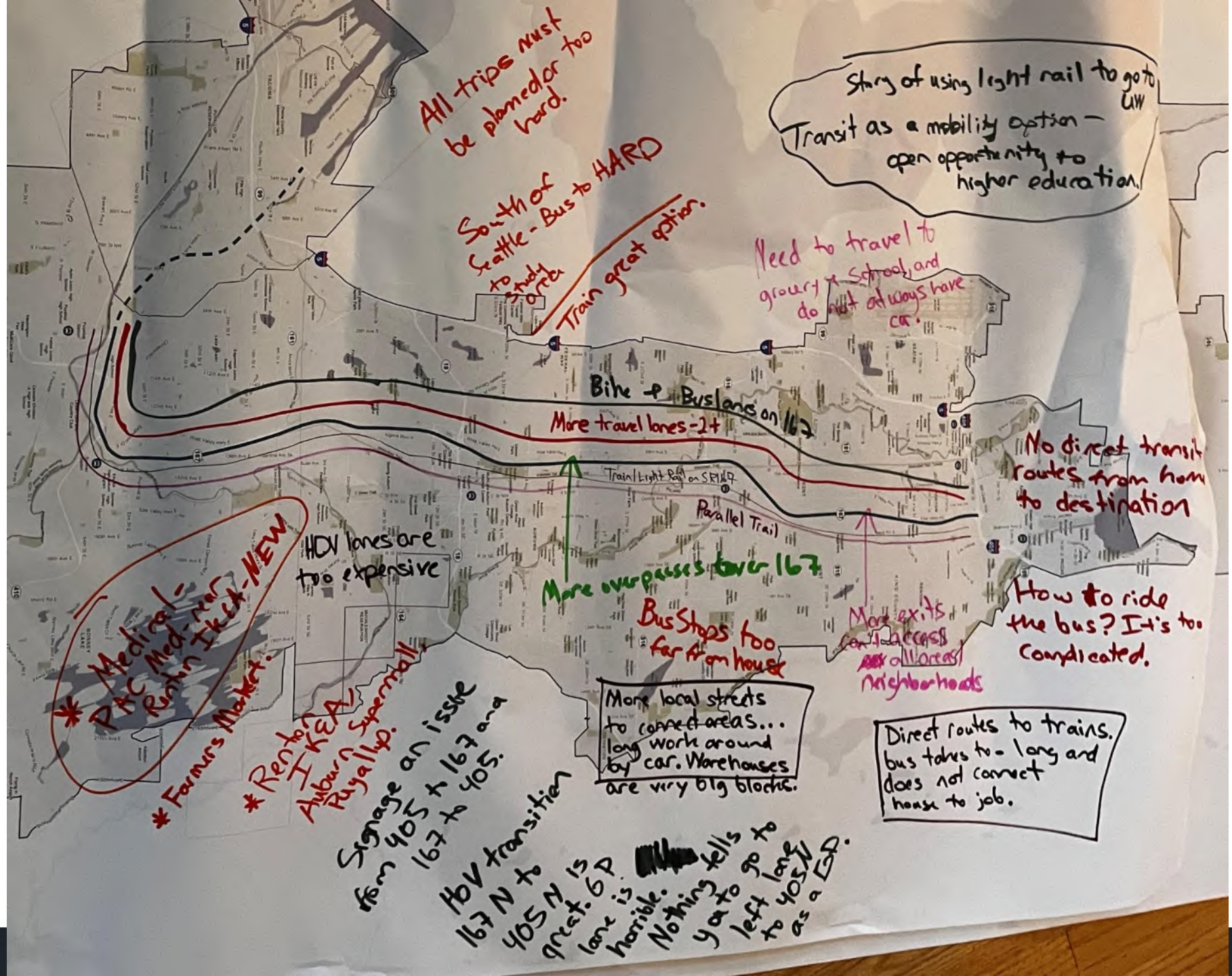
Desired outcome	BIPOC	Income <\$50k	Rent	Disability	Drive 3+ days work	Age 65+
Less stop-and-go traffic on SR 167		-			+	
More connected sidewalk system	+	+	+	+	-	
More connected bike lanes and routes		+				
More regular transit service	+	+	+			
Faster and more predictable transit service	+		+		-	-
More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

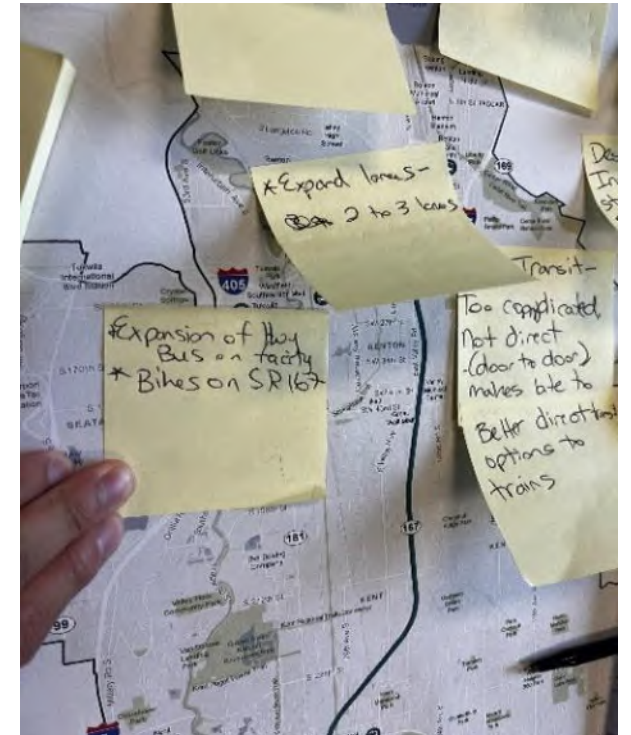
- SeaTac - Aug 26
- Federal Way - Aug 30
- Tukwila - Sept 1
- Kent - Sept 12
- Puyallup - Sept 13



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



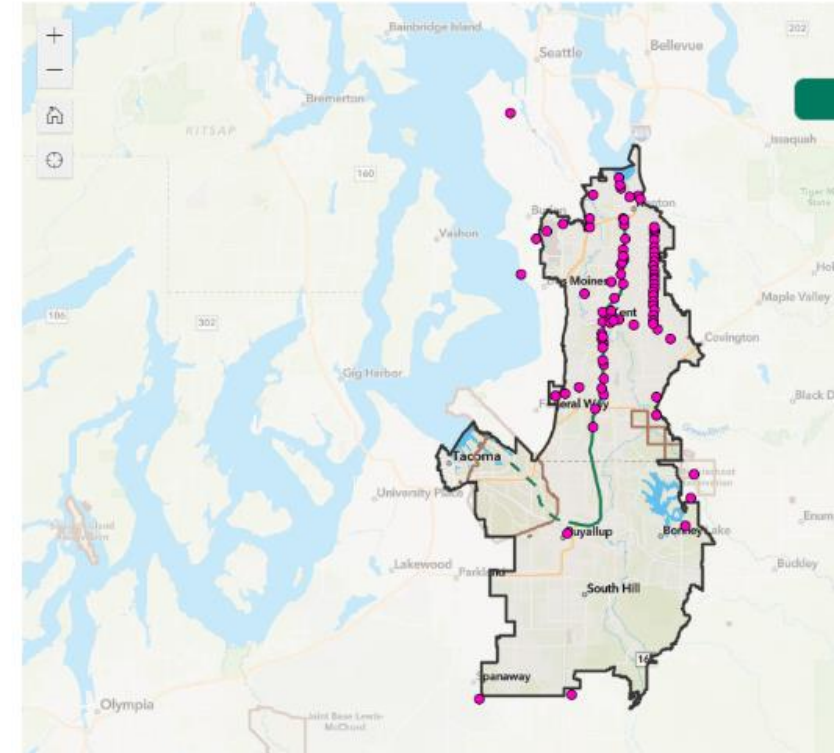
Key Feedback from Co-creation workshops

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



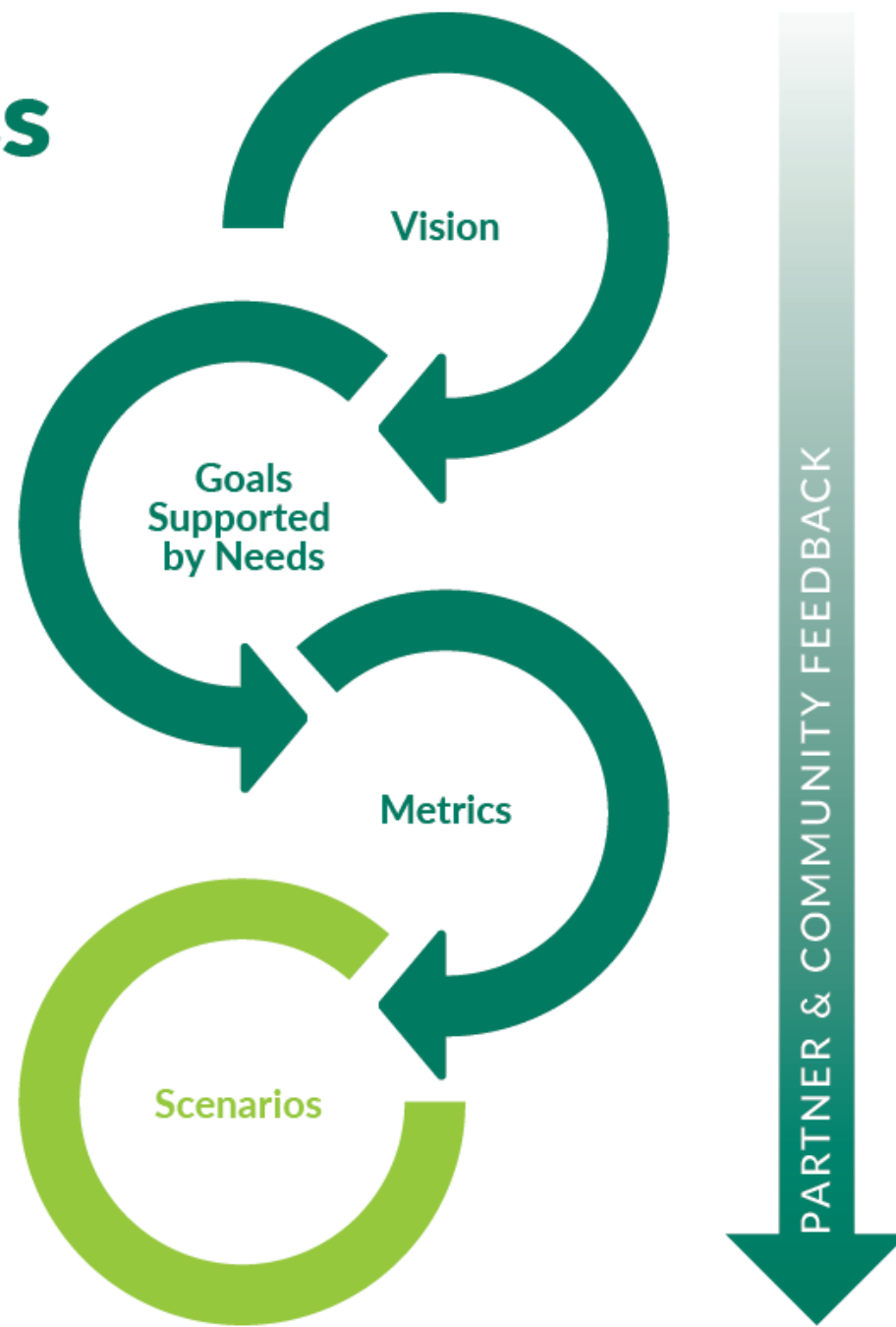
SR 167 Master Plan PEL Study -
Co-Creation Workshop Interactive Map



Baseline and three refined scenarios

Our Process

VISION TO SCENARIOS



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:

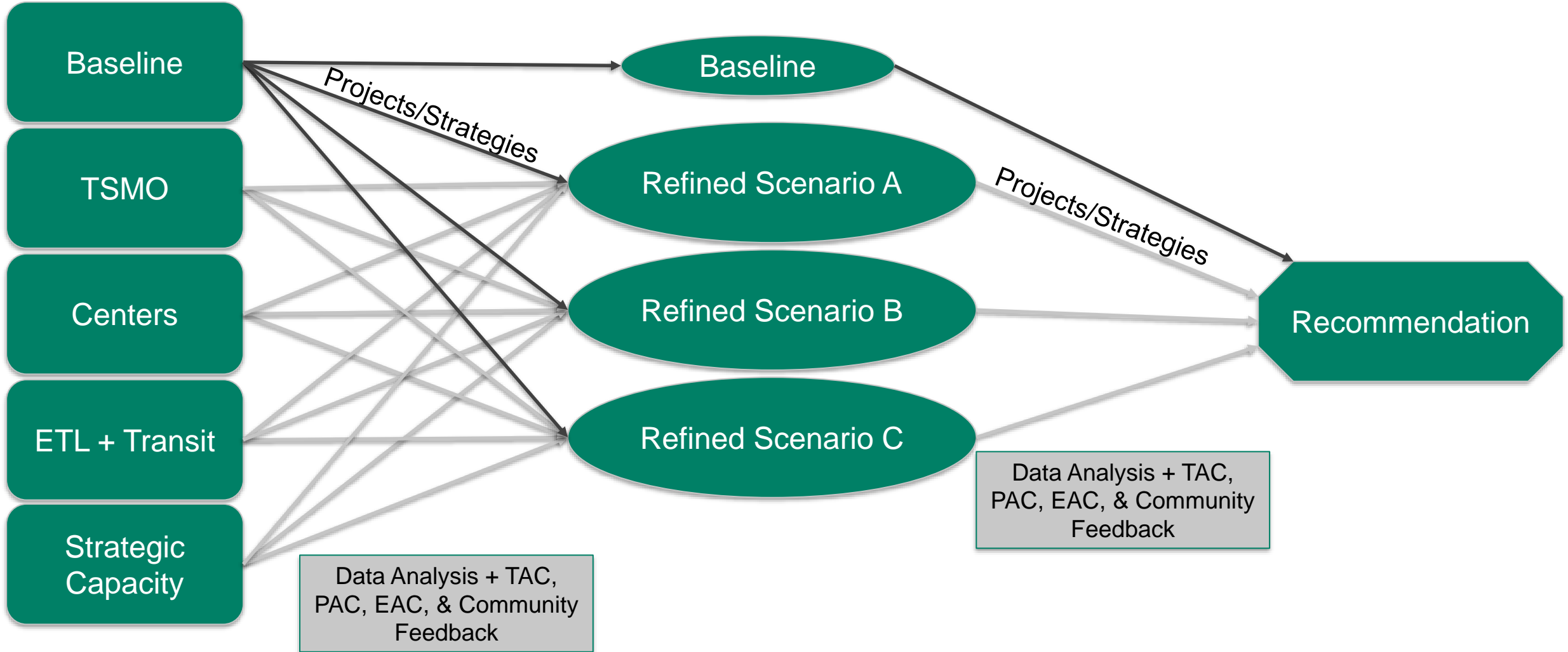
-  **Equity:** Provide a range of transportation options that address the needs of vulnerable and overburdened communities.
-  **Safety:** Improve existing and future safety conditions.
-  **Environment:** Provide for improvements that reduce greenhouse gas emissions and limit environmental impacts.
-  **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.

Goal	Metrics	Relevance to Master Plan
	<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 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 	<p>Evaluate access by different modes relative to where overburdened populations live and work</p>
	<ul style="list-style-type: none"> Greenhouse gas and other air pollutant emissions Sensitive areas impacted (wetlands, cultural areas, flood hazards, wildlife habitat, etc.) 	<p>Evaluate the environmental impacts and benefits of potential strategies</p>
	<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 	<p>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</p>
	<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 	<p>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</p>
	<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 	<p>Identify how different potential strategies align with historic traffic safety issues</p>
	<ul style="list-style-type: none"> Capital, program, and State of Good Repair costs 	<p>Evaluate the cost effectiveness of achieving the other Master Plan goals including considerations for implementing a system that is affordable to maintain over time</p>

Baseline + 4 themed scenarios

3 refined scenarios

Recommendation





Funded Projects and Strategies*

- Express toll lanes on I-405 from Renton to Bellevue
- Completion of SR 509 near SeaTac
- Southbound auxiliary lane on I-5 from SR 516 to S 272nd Street
- Southbound auxiliary lane on SR 167 from SR 516 to S 277th Street
- HOT lane extension from Ellingson Road to SR 410 on SR 167
- Completion of SR 167 from the Port of Tacoma to SR 161
- Widening of the Stewart Road bridge over the White River
- Canyon Road Regional Connection project
- Stride BRT service on I-405
- RapidRide I Line
- Link light rail extensions to Federal Way and Tacoma
- Southern station access and parking improvements in Kent, Auburn, Sumner, and Puyallup
- Tacoma to Puyallup Trail
- Upgrade toll equipment to enable distance-based tolling on SR 167 (to be consistent with I-405)
- Numerous local projects to address local traffic and freight access issues at intersections and roadways
- Numerous local projects to improve sidewalks, ADA facilities, crossings, and reduce the level of bicycle stress

* Includes fully funded projects, projects that are likely to achieve full funding, and reasonably foreseeable policies

TAKEAWAYS

- **Current Study Area Investments**
 - » SR 167 managed capacity and toll equipment upgrades: **\$200 million**
 - » SR 167/509 Gateway program: **\$2.3 billion**
 - » RapidRide I Line: **\$100 million**
 - » Other local projects: **\$100 million**
- **Connections to Study Area**
 - » I-405 Renton to Bellevue Express Toll Lanes: **\$900 million**
 - » Link light rail: **\$4.9 billion**
 - » I-405 BRT: **\$400 million**
- Aligned with regional growth strategy
- Multimodal
- Multi-agency
- System-wide investments
- Foundation for SR 167 Master Plan



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



DRAFT

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



DRAFT

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?

Key Feedback from Equity Advisory Committee

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.
Location for Transit	Bad congestion in Auburn and need for transit, senior communities here.
Transit service / coverage needs	Need for transit service in Renton to Highlands and other residential areas
Additional Transit Service	Area around SW 43rd has industrial uses and workers could benefit from additional transit service, particularly at night times.

Key Feedback from Equity Advisory Committee

Bicycle and Pedestrian	
Walking/Safety	Separation between cars and people due to fast vehicles; people trying to walk on primary route to Muckleshoot Casino - need for sidewalks
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 with 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

Key Feedback from Equity Advisory Committee

Cars and Trucks	
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
212th access to SR 167	Road repairs needed - getting on and off 167 interchange is difficult
Parking (not location specific)	Need to have safe parking for people using public transit





Incorporating Feedback into Scenarios

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

Analysis

Summarize Results Across Goals and Scenarios

- Identify what is common across all scenarios
- Distill the major differences between the scenarios

-  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 Analysis 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

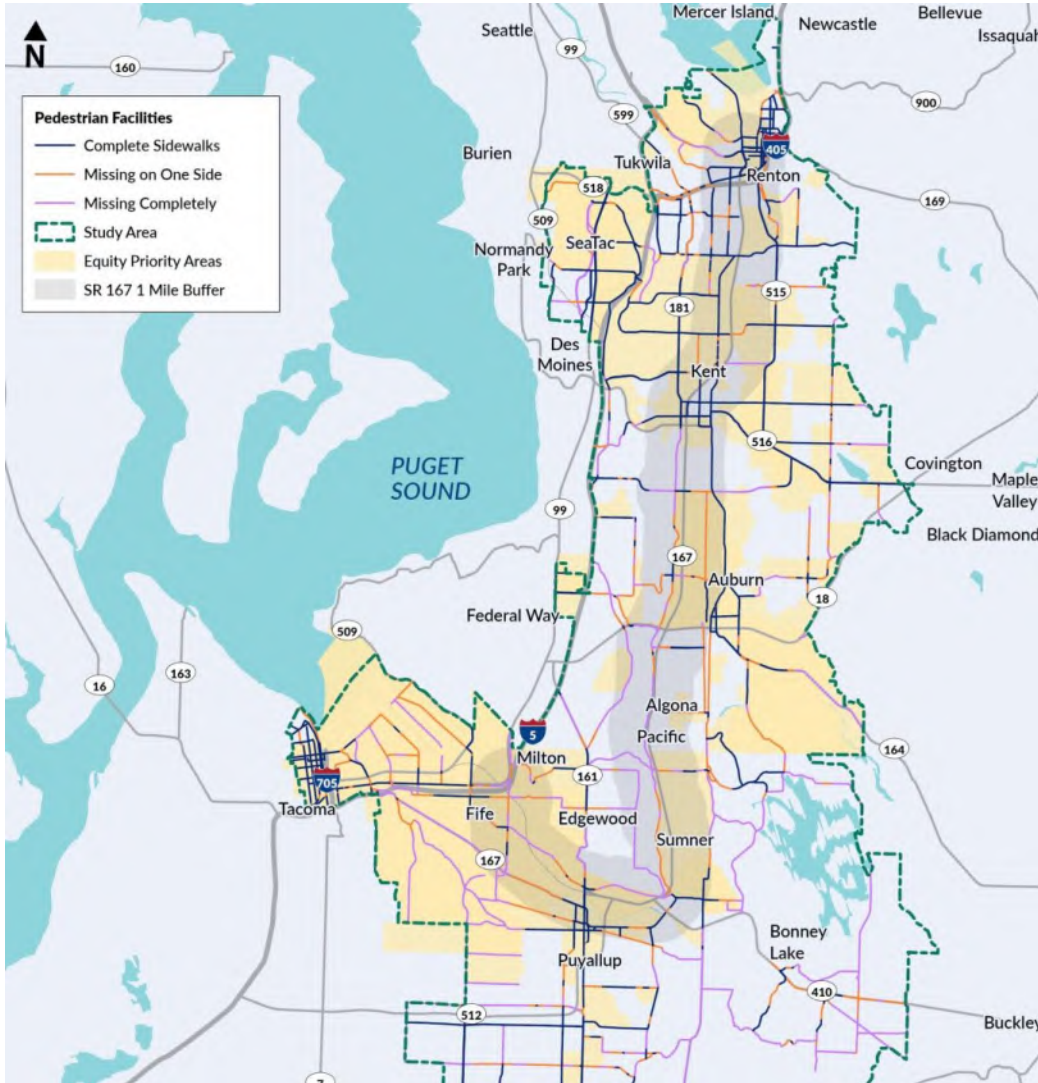
Metric	Scenario A	Scenario B	Scenario C
Jobs within 45 minutes of transit (midday and evenings)	●	◐	◐
Sidewalk system completeness within equity priority areas	●	◐	◐

Legend - Performance relative to baseline:

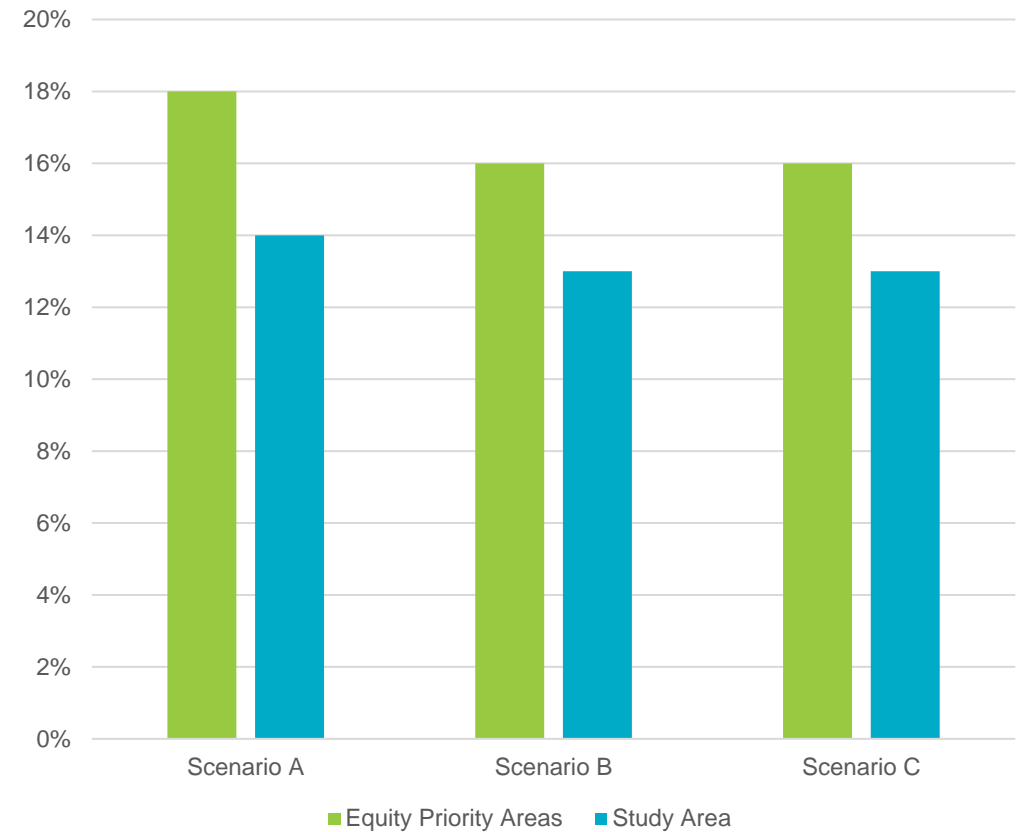
○ Less improvement ◐ More improvement ●



Selected Equity Analysis Results



Increase in Jobs Accessible Within 45 Minutes on Transit (includes transfer and wait time)





Environmental Analysis 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

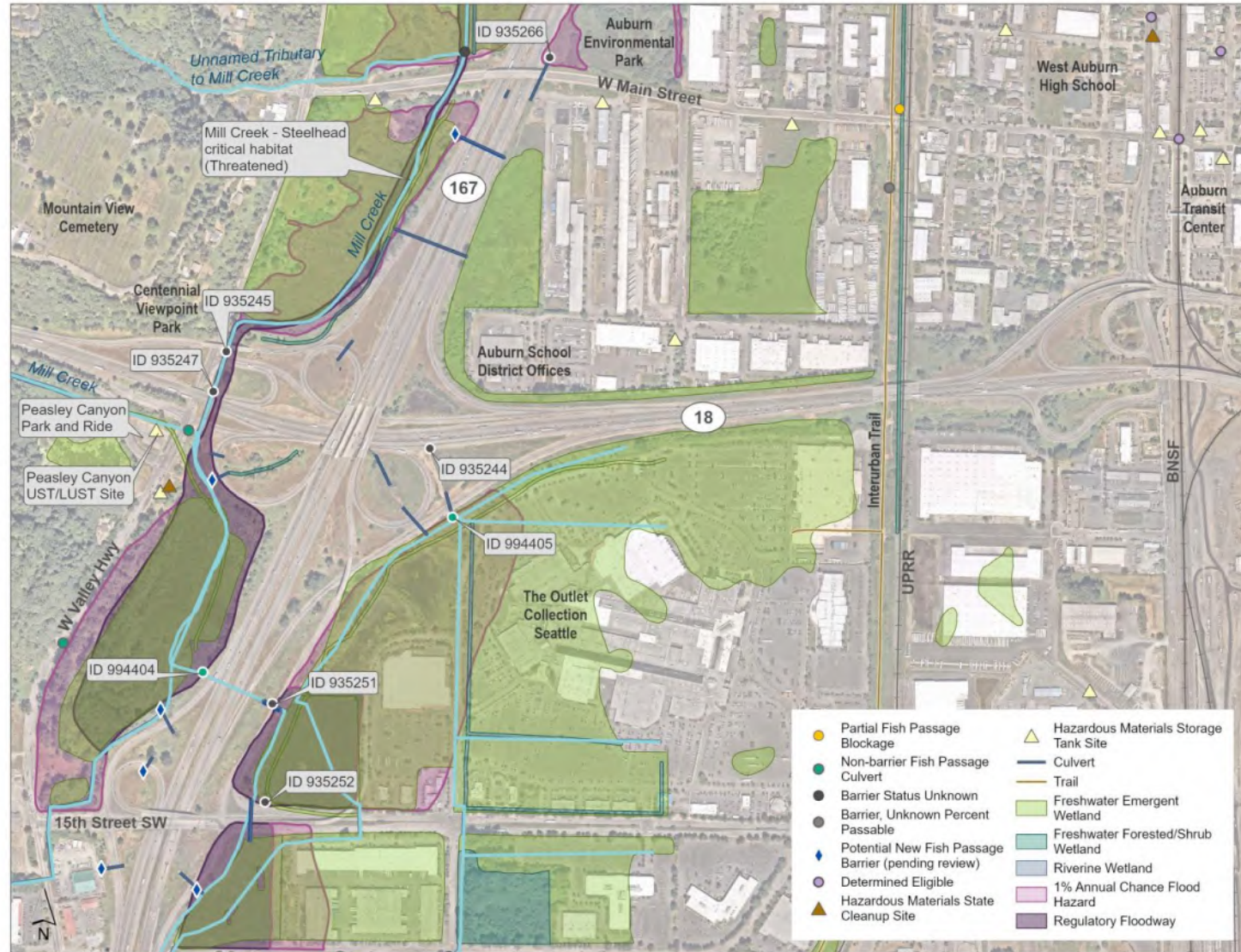


●
Less Impact



Environmental Analysis Detail – SR 18 Area

Resource Topic	Scenario A	Scenario B	Scenario C
Wetlands	✓ Likely more than 0.5 acres wetland impacts		
Streams	✓ Likely temporary impacts		
Flooding	✓ Would require modeling for base flood		
Fish Passage	☒ Potential barriers identified on map		
Critical Habitat	✓ Likely temporary impacts		
Recreation/ Section 4(f)	☒ Would depend on footprint at W Main Street		
Eligible Historic Resources	☒ Some adjacent properties meet age requirements		
Noise	✓ Would depend on geometry and proposed work area		
Hazardous Materials	✓ Would likely affect project during construction		
Acquisitions / Displacements	☒ Assumes None	✓ Auburn School District Office	☒ Assumes None
✓ = Likely to have an Impact ☒ = Likely No Impact			





Safety Data - Areas with Crash History

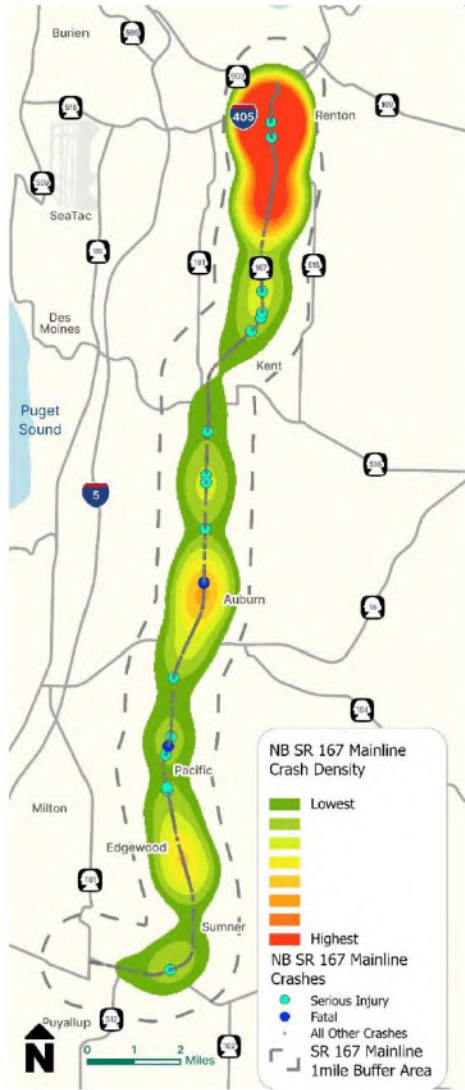


Figure 9-1: Northbound SR 167 Vehicle Crash Frequency and Severity, 2015-2019 Data

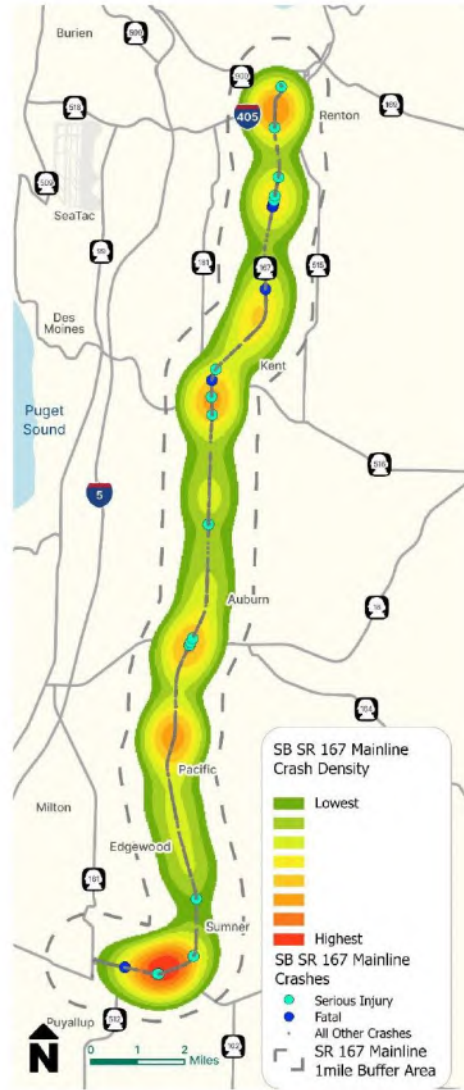


Figure 9-2: Southbound SR 167 Vehicle Crash Frequency and Severity, 2015-2019 Data





Safety Analysis Summary

Similarities between Scenarios

- Substantial investments in areas with on SR 167 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 with high speed differential			
Investments in areas with history of active mode crashes			

Legend - Performance relative to baseline:

Less improvement More improvement



Multimodal – Active Analysis Summary

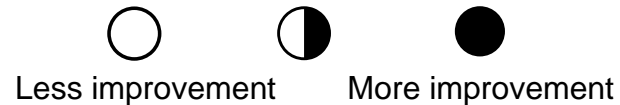
Similarities between Scenarios

- 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

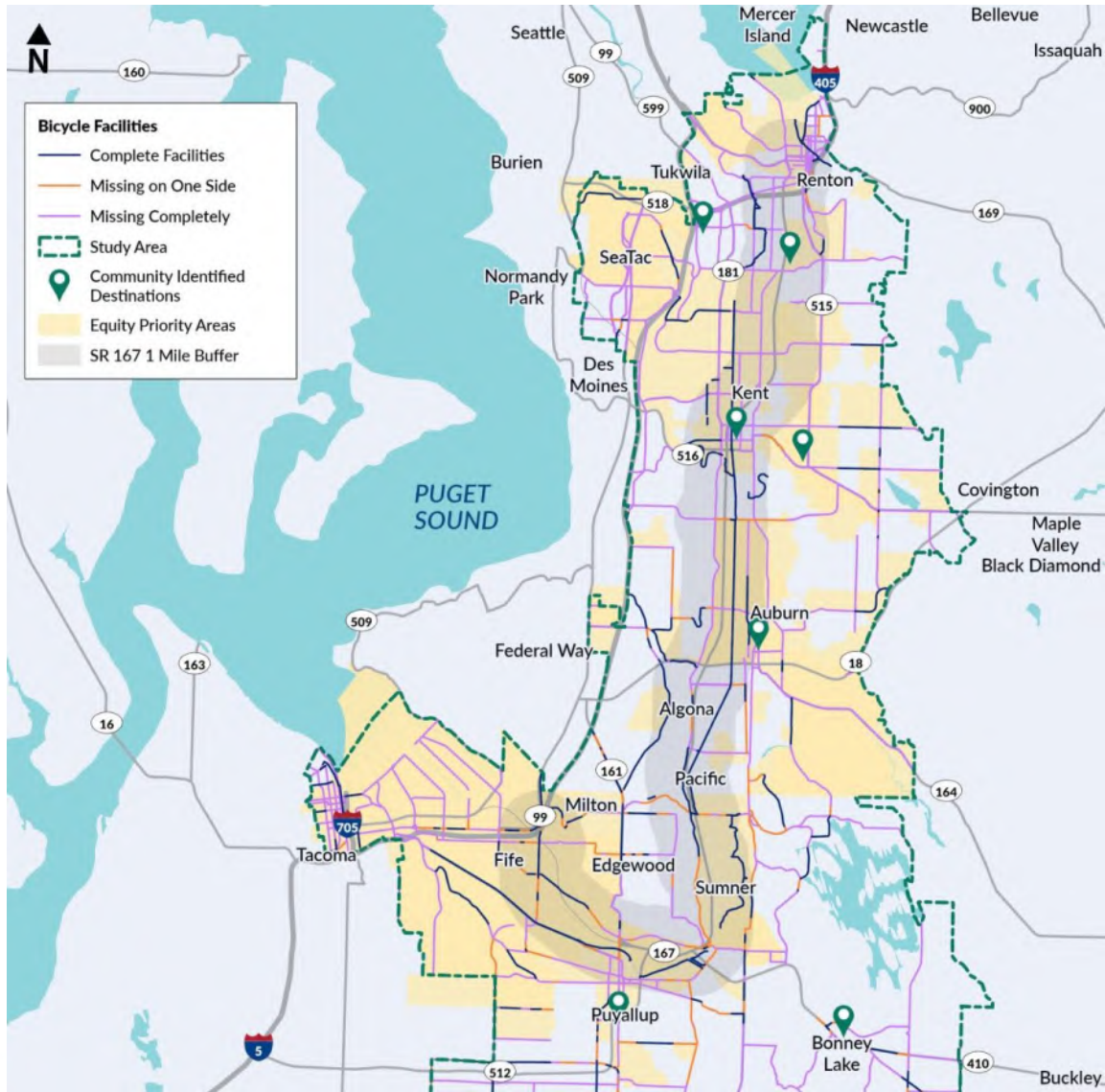
Metric	Scenario A	Scenario B	Scenario C
System Completeness for pedestrian inf. within 1 mile of SR 167	●	◐	◐

Legend - Performance relative to baseline:





Selected Multimodal – Active Analysis Results



Sidewalk System Completeness	Baseline	Scenario A	Scenarios B and C
Within 1-mile of SR 167	78%	100%	83%
Within RGCs that are within 1-mile of SR 167	95%	100%	100%



Multimodal – Transit Analysis 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

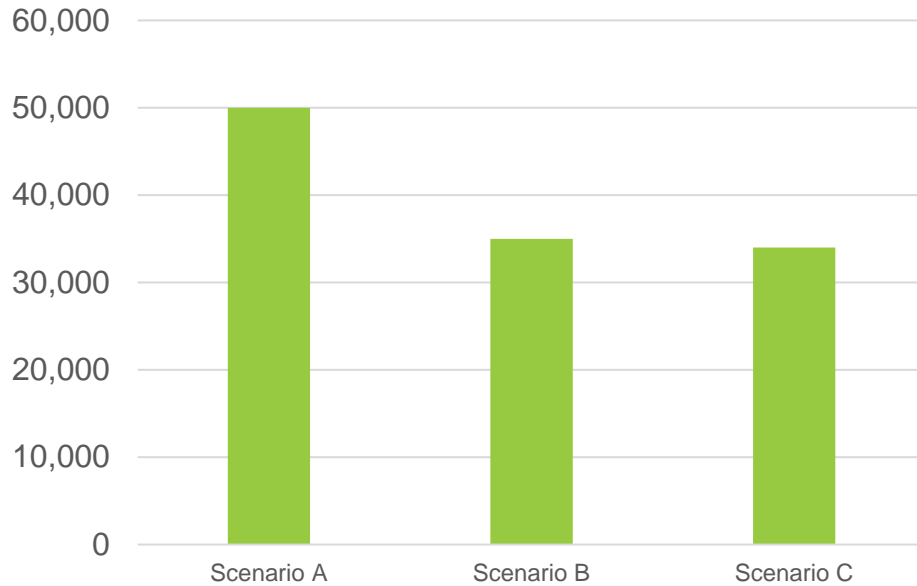
Summary Table of Scenario Ratings with Respect to Multimodal – Active Performance Metrics

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



Selected Multimodal – Transit Analysis Results

Growth in 2050 Daily Transit Boardings Compared to Baseline



Origin/ Destination Pair	Baseline	Scenario A/B/C
Puyallup to S. Renton	75-85 mins	55-65 mins (-27%)
Green River CC to FWTC	65-75 mins	40-50 mins (-35%)
Kent East Hill to Kent-Des Moines Link Station	35-45 mins	30-40 mins (-24%)



Mobility & Economic Vitality – Traffic Congestion

Similarities between Scenarios

- Substantially improves person throughput on SR 167 in the GP and ETLs compared to baseline
- Reduced congestion and reliable trip times in ETLs where dual lanes are provided
- Identifies complementary projects to manage shifts in travel demand on I-405 and SR 512
- HOV 3+ and managed with tolling

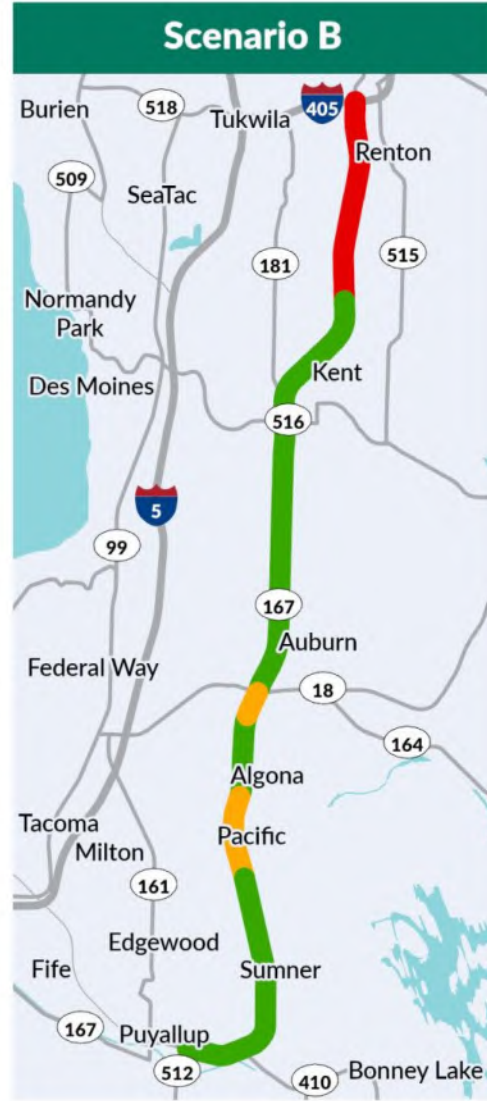
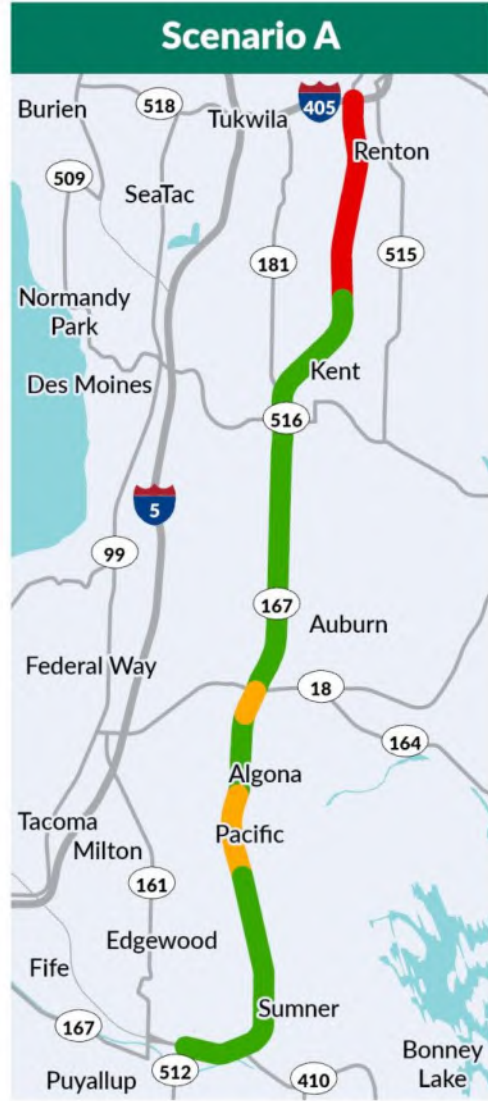
Summary Table of Scenario Ratings with Respect to Multimodal – Active Performance Metrics

Metric	Scenario A	Scenario B	Scenario C
Person throughput in GP and ETLs	●	●	◐
Reliable travel times on ETLs even with growth in traffic over time	●	●	◐
Vehicle hours of delay on arterials	◐	◐	◐

Northbound Travel SR 167 General Purpose

2030 AM Peak Period

Northbound Travel



Congestion Levels

- Light to None
- Moderate
- Heavy

Northbound Travel SR 167 Express Toll Lanes

2030 AM Peak Period

Northbound Travel

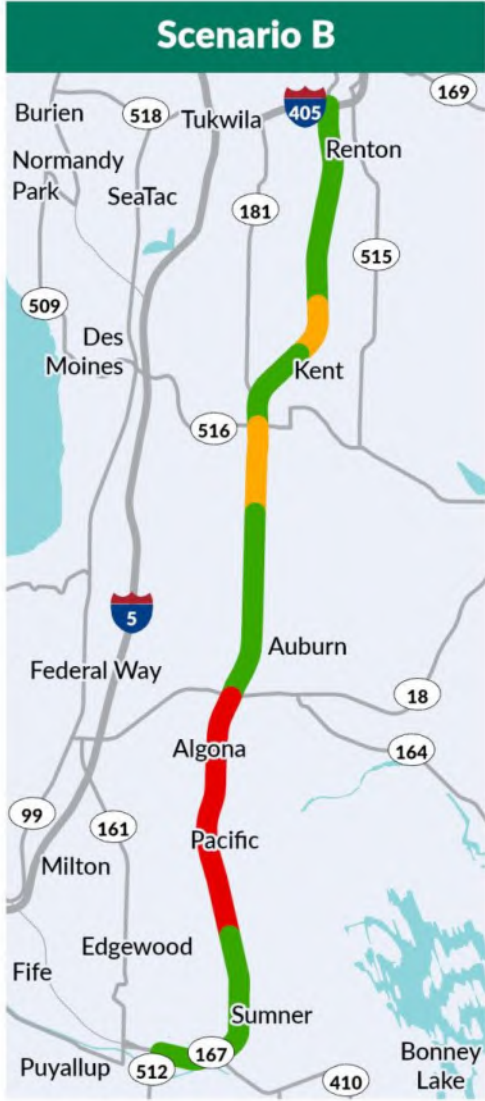


Congestion Levels

- Light to None
- Moderate
- Heavy

Southbound Travel SR 167 General Purpose

2030 PM Peak Period

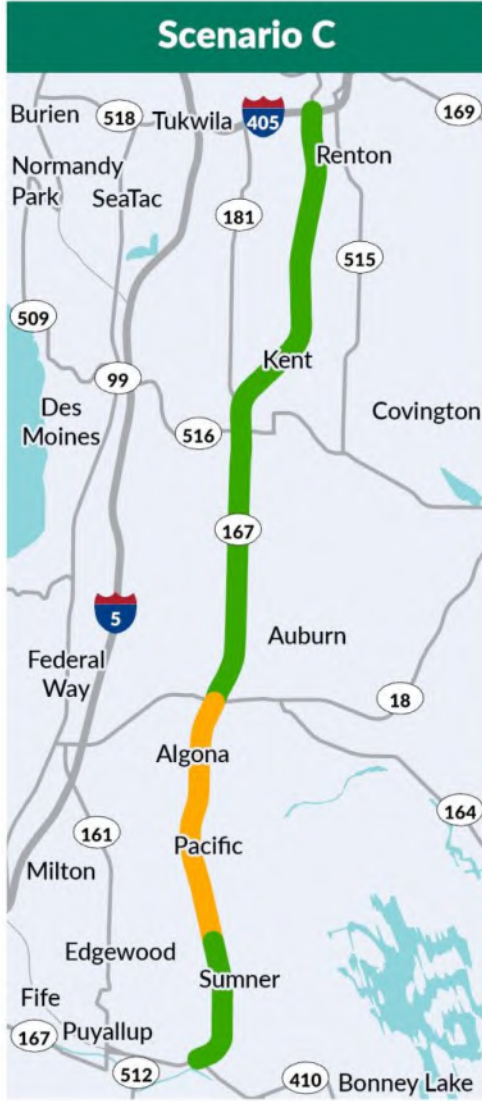


Congestion Levels

-  Light to None
-  Moderate
-  Heavy

Southbound Travel SR 167 Express Toll Lanes

2030 PM Peak Period



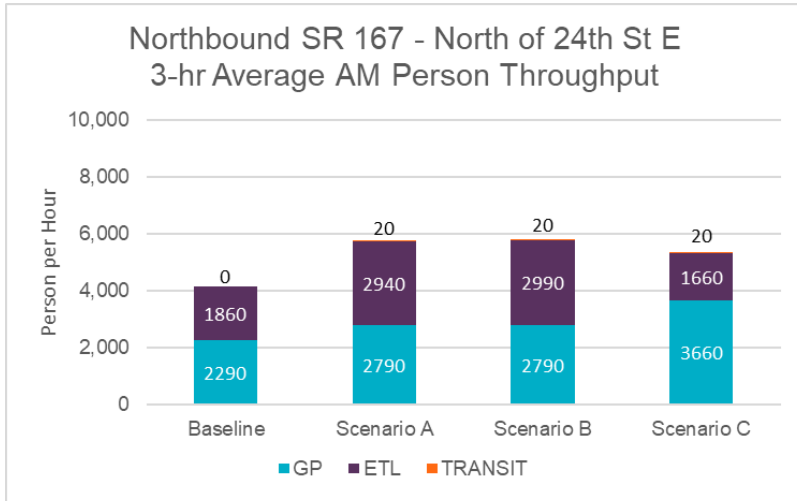
Congestion Levels

-  Light to None
-  Moderate
-  Heavy

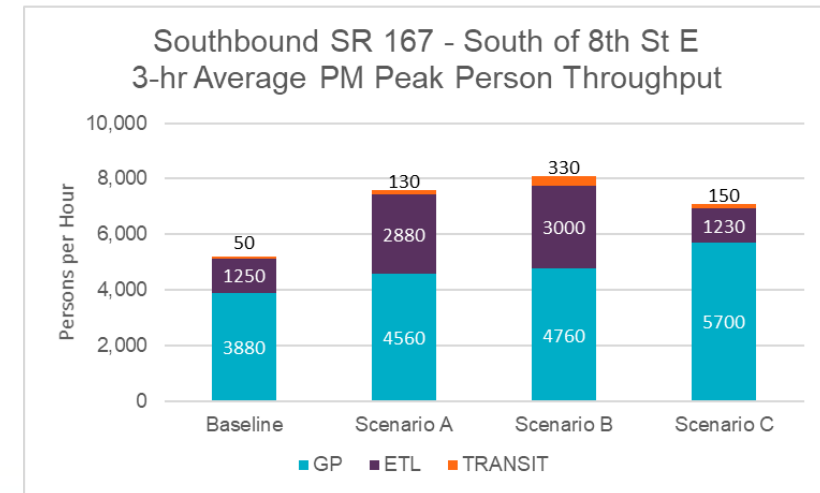
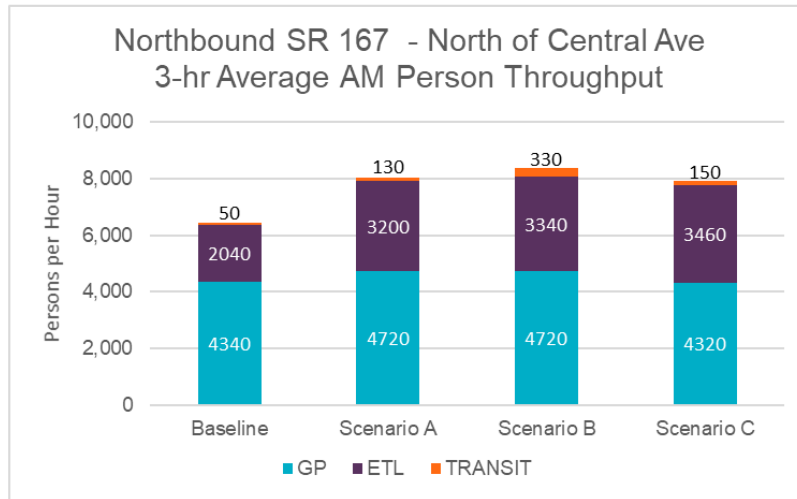
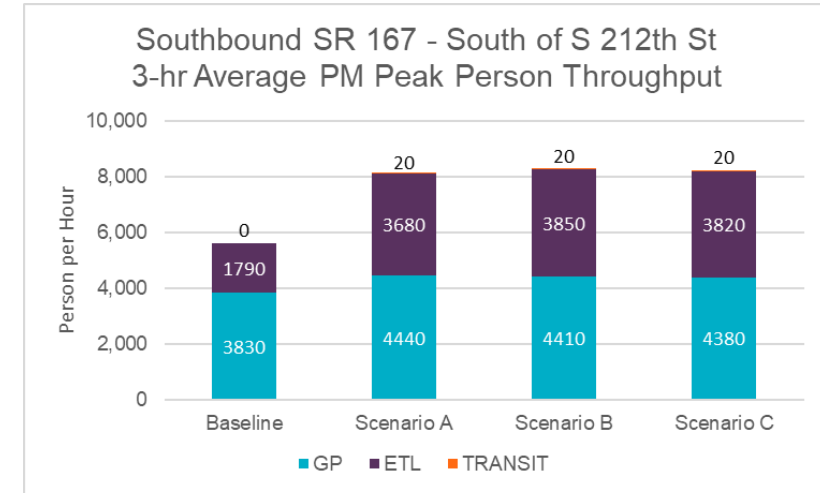


Person Throughput at Key Locations - 2030

Northbound AM Peak



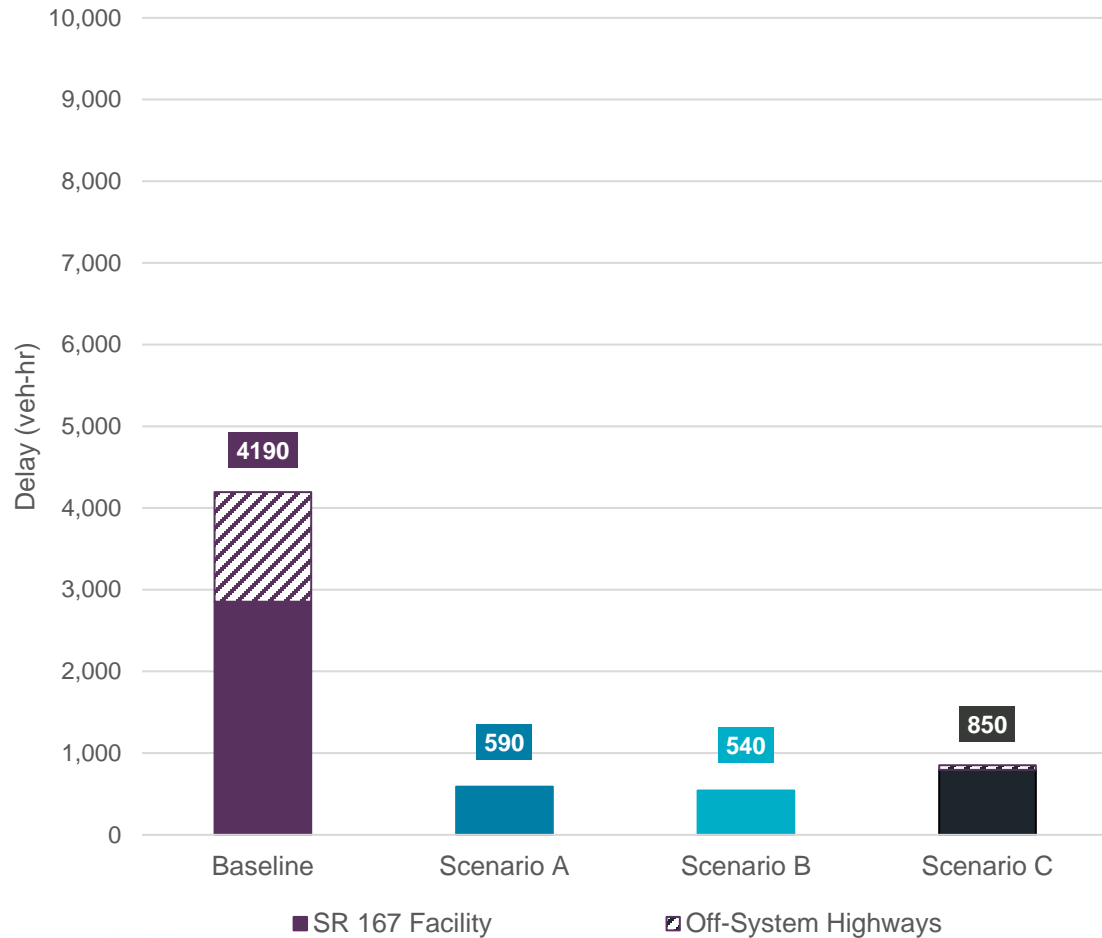
Southbound PM Peak



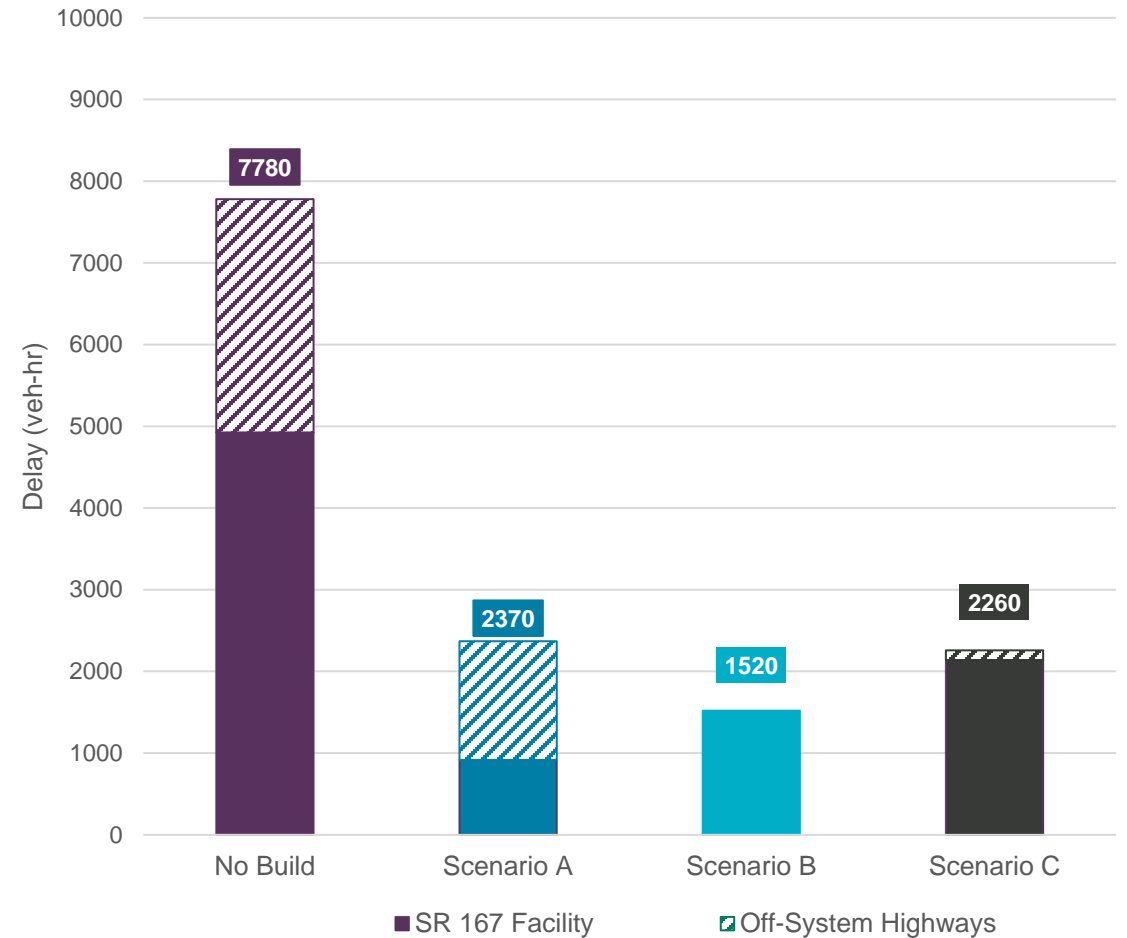


SR 167 Facility Peak Period Vehicle Delay

Northbound SR 167 Vehicle-Hours of Delay AM Peak Period (5 a.m. to 11 a.m.), 2030



Southbound SR 167 Vehicle-Hours of Delay PM Peak Period (2 p.m. to 8 p.m.), 2030





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	◐	●	●



SR 167 Speed Ranges

Summary Table of 3-hr Speed Ranges by Facility and Mode

Scenario	Northbound AM (6 – 9 a.m.)			Southbound PM (3 – 6 p.m.)		
	ETL	GP	Heavy Truck	ETL	GP	Heavy Truck
Baseline	45-50	20-25	20-25	25-40	5-20	5-20
Scenario A	>55	35-60	35-60	>55	30-50	30-50
Scenario B	>55	35-60	35-60	>55	25-35	25-35
Scenario C	>55	35-60	35-60	50-55	20-35	25-40

Key Highlights

- All scenarios improve speeds for all modes compared with the Baseline
- ETL speeds are higher than GP speeds
- ETL single lane section in Scenario C remains a constraint
- Truck speeds are 5-10 mph faster than GP speeds in Scenario C south of SR 18



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 rates higher with respect to equity and multimodal (active and transit)
- Scenario B rates higher with respect to mobility and economic vitality
- Scenario C has only marginal freight benefits
- Coordination with the SR 512/I-405/Puget Sound Gateway programs is critical
- Scale and cost of the three scenarios are similar
- Likely will mix and match projects/strategies for the final recommendation

Discussion

Clarifying questions
Initial reactions

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
 - Equity Advisory Committee meeting – Friday, November 18
 - Policy Advisory Committee meeting 9:00 – 10:30 a.m., Wednesday, November 30
- **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**

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