

SR 167 Master Plan

A planning and environmental linkage study

Equity Advisory Committee #6

Mar. 3, 2023

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Today's Agenda

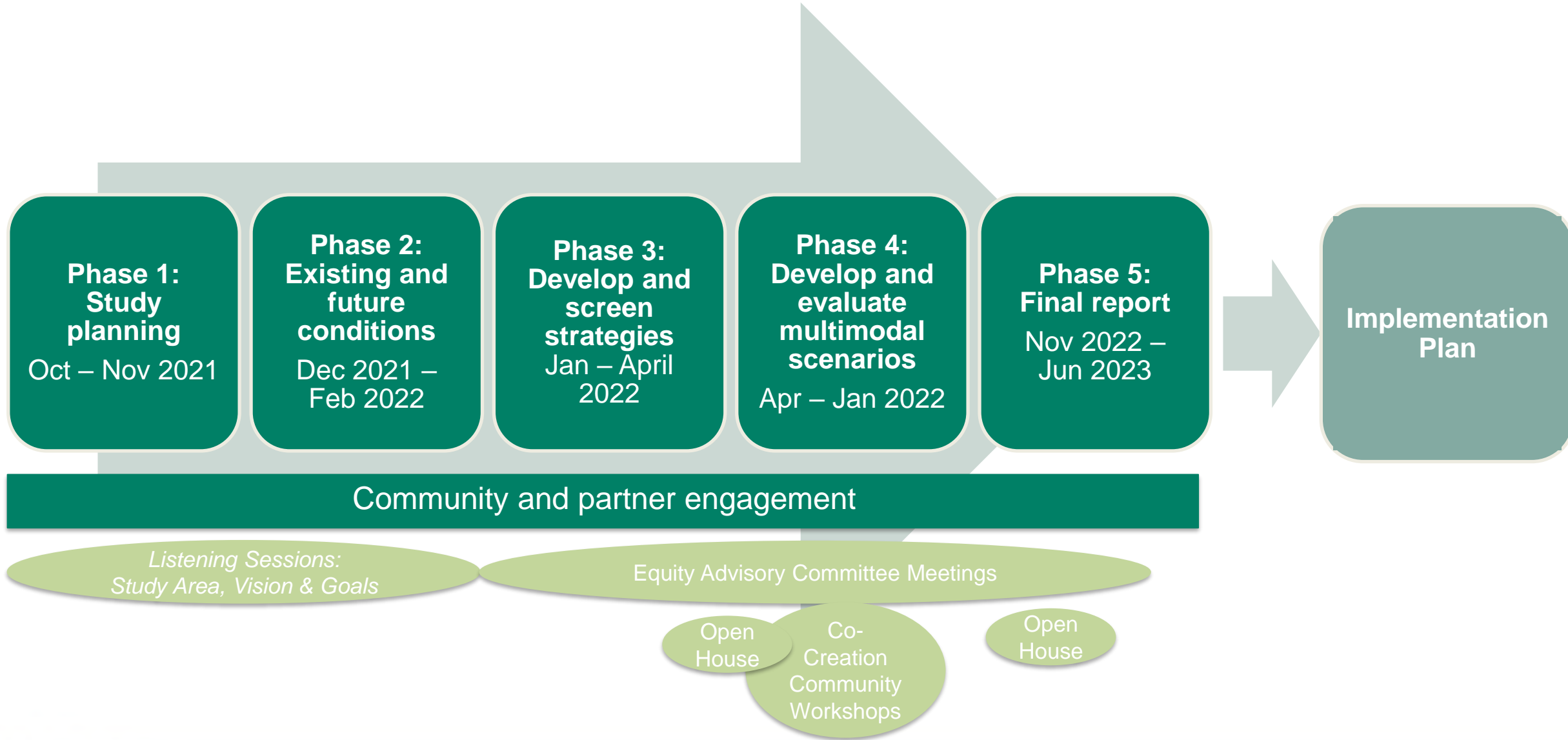
Objectives:

- Review feedback on refined scenarios
- Review recommendation process
- Introduce draft recommendation and analysis
- Provide community engagement update
- Review next steps

Agenda:

- Welcome and introductions
- Developing the recommendation
- Recommendation
- Recommendation analysis
- Discussion
- 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

What did we hear?

Engagement by the numbers...

Reached over
1,000 
community members at
summer 2022 fairs & festivals

 First online
open
house
received 7,955 visitors

 Online open
house and
materials
published in 7 languages

Received
1,128 
written comments

 **2,642**
online surveys
completed

6 co-creation
workshops held 
Spoke to almost
community
members **70**

 Held **15**
advisory committee meetings

Feedback that informed the recommendation

- Importance of transit access and **support for more frequent and longer transit service hours**
- Concerns about cost of toll lane access and **support for the low-income toll program**
- Need for reliable truck access and mobility on SR 167; **support for second express toll lane and interchange improvements**
- Maximizing the benefits of managed capacity on SR 167; **support for increasing the weight limit in ETLs**
- Concern about growth in traffic congestion on SR 167 and diversion to city streets; **support for more managed capacity on SR 167**
- Supportive of targeted arterial investments, so long as they do not encourage regional traffic diversion
- Importance of addressing bottlenecks; **support for interchange improvements and auxiliary lanes at SR 18, SR 410/512, and SR 516**

Feedback that informed the recommendation

- **Support for BRT on SR 167**, but with investments in access to transit throughout the study area
- Concerns about the actual implementation of more transit services in the study area, but **supportive of expanded transit service**
- Importance for equitable access to SR 167 capacity; **support for low-income toll program and concerns about HOV policy**
- Supportive of **expanded transit options in the study area**
- Importance of speed and reliability improvements; **support for ETLs, direct access ramps, and arterial transit priority**
- Highlight the priority of enhancing existing service area before adding new service (one agency)
- Aligned with Master Plan goals of reduced VMT per capita and regional goals of increased land use density supported by **enhanced transit service**
- Plan to continue to **expand innovative on-demand transit services**, consistent with Master Plan
- Importance of **filling gaps in regional trail network**

Recap: 3 Refined Scenarios

Recap: What We Learned From 3 Refined Scenarios

- Scenario A rates higher with respect to the equity and multimodal goal (active and transit)
- Scenario B rates higher with respect to the mobility and economic vitality goal
- Scenario C performs better than Baseline on all goals, but only has 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

Developing the Recommended Scenario

Start with Scenario B

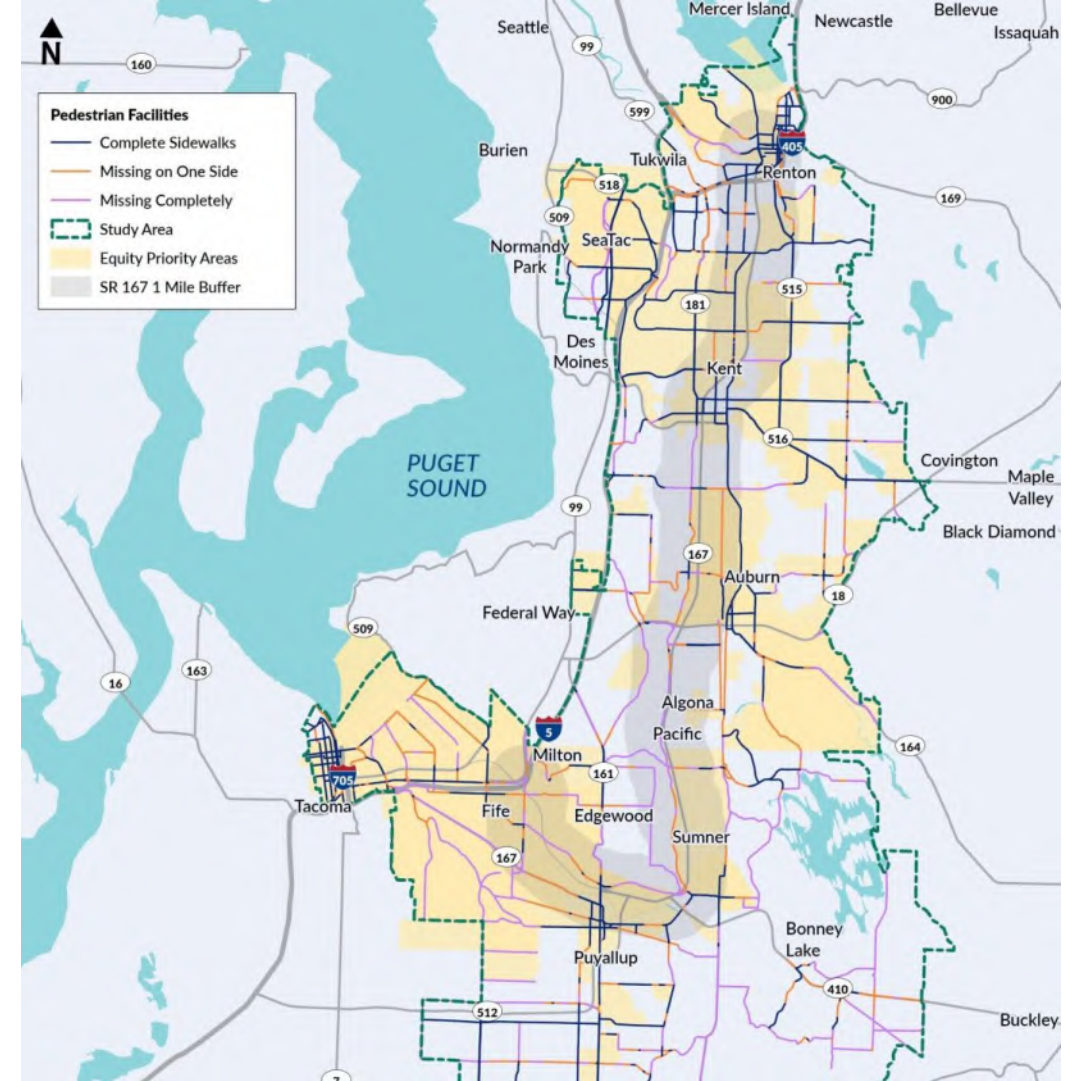
- Good results from modeling
- Strong overall support from stakeholders
- Areas for refinement:
 - Equity
 - Transit access and utilization
 - Complete streets on key corridors
 - Arterial bottlenecks

Scenario B + Projects and Strategies Common to All Scenarios



Enhancements to Equity

- **Gap:** Scenario A provides stronger benefits to equity populations
 - Number of jobs within 45-60 minutes
 - Population within a half-mile of frequent/all-day transit or on-demand transit
 - Number of midday and evening bus seats per hour
- **Action:** Include the seven transit routes from Scenario A to the Recommended Scenario



Enhancements to Complete Streets on Key Arterials

- **Gap:** Scenario A included complete street improvements on key arterials; based on GIS data and supported by comments
- **Action:** Include the complete streets improvements as noted below



East Valley Highway

- Add curb, gutter, sidewalk and turn lane where needed
- Add multipurpose path to east side (on a portion of the road)



West Valley Highway

- Add curb, gutter, sidewalk, turn lane where needed, and bicycle facilities
- Improve access to adjacent freight facilities

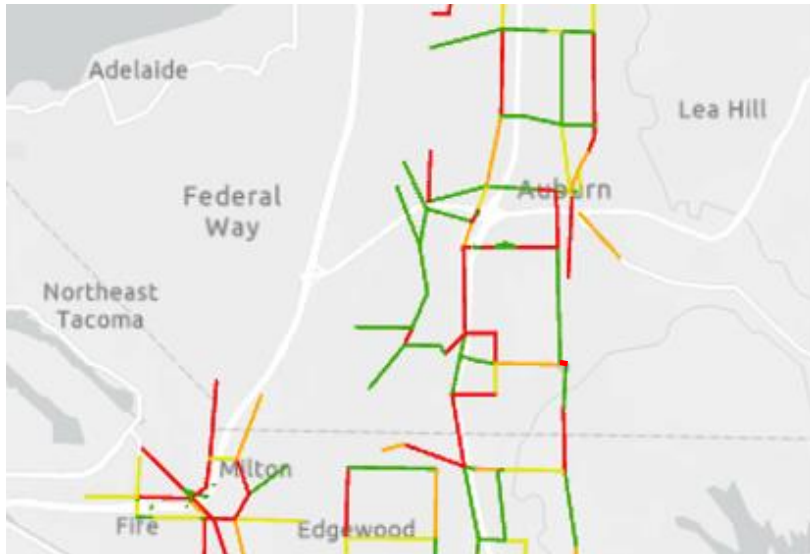


SR 161/Meridian Ave

- Add low-stress pedestrian and bicycle facilities and BAT lane

Addressing an Arterial Bottleneck

- **Gap:** Comments from Auburn about degraded complete street operations with proposed Ellingson Road interchange at SR 167; confirmed with GIS data and regional modeling
- **Action:** Include a new project to replace the BNSF bridge and build a complete street improvement with improved freight access under the BNSF tracks



Recommended Scenario



Recommended Scenario 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)	[Icons: Equity, Safety, Mobility & Economic Vitality - Traffic Congestion, Multimodal - Transit, Multimodal - Active Modes]
Build missing ramps at SR 167/SR 18 interchange and improve the westbound to southbound ramp to improve safety and freight mobility	[Icons: Safety, Mobility & Economic Vitality - Freight Reliability, Multimodal - Transit, Multimodal - Active Modes]
Complete Valley Ave interchange with SR 167	[Icons: Safety, Mobility & Economic Vitality - Traffic Congestion, Multimodal - Transit, Multimodal - Active Modes]
Auxiliary lanes on SR 167 and SR 18	[Icons: Safety, Mobility & Economic Vitality - Traffic Congestion, Multimodal - Transit, Multimodal - Active Modes]
New flyover ramps from SR 167 express toll lanes to SR 512	[Icons: Safety, Mobility & Economic Vitality - Traffic Congestion, Multimodal - Transit, Multimodal - Active Modes]
Direct access ramps from express toll lanes to Kent, Auburn, and Sumner with exact location and configuration to be determined through future studies	[Icons: Safety, Mobility & Economic Vitality - Traffic Congestion, Multimodal - Transit, Multimodal - Active Modes]
Grady Way/Rainier Avenue grade separation to improve access to the South Renton Transit Center	[Icons: Safety, Mobility & Economic Vitality - Traffic Congestion, Multimodal - Transit, Multimodal - Active Modes]
21 new or enhanced transit routes as identified in Long Range Transit Plans, including four BRT/RapidRide routes	[Icons: Multimodal - Transit, Multimodal - Active Modes]
Access to transit enhancements along new transit routes and to major transit hubs	[Icons: Multimodal - Transit, Multimodal - Active Modes]
New BRT service on SR 167 between Puyallup and Renton with a potential extension to Link light rail	[Icons: Multimodal - Transit, Multimodal - Active Modes]
5 miles of new sidewalks on arterials within one-mile of SR 167 with an emphasis on closing gaps in regional grown centers and equity priority areas	[Icons: Environment, Multimodal - Active Modes]
5-10 miles of new bicycle facilities between community-identified destinations	[Icons: Environment, Multimodal - Active Modes]
Complete gaps, improve lighting, and add access to Interurban Trail	[Icons: Environment, Multimodal - Active Modes]
SR 161 business access and transit lanes from Valley Rd to 24th Street E	[Icons: Multimodal - Transit, Multimodal - Active Modes]
Complete streets rebuild to provide curb, gutter, sidewalk, and bicycle facilities for: <ul style="list-style-type: none"> West Valley Highway between 15th SW to Edgewood Dr East Valley Highway between Lakeland Hills Way and approximately 750 feet north of 46th Street E 	[Icons: Environment, Multimodal - Active Modes]
Reconstruct the BNSF railroad crossing at Ellingson Rd and build complete streets improvements on Ellingson Road to improve freight access and reduce the level of traffic stress between A St and C St	[Icons: Safety, Mobility & Economic Vitality - Freight Reliability, Multimodal - Transit, Multimodal - Active Modes]
Rebuild or improve five arterial interchanges with SR 167 to address bottlenecks, improve freight access, and improve active mode connections	[Icons: Safety, Mobility & Economic Vitality - Freight Reliability, Multimodal - Transit, Multimodal - Active Modes]
Implement statewide low-income toll program**	[Icons: Equity, Safety, Mobility & Economic Vitality - Traffic Congestion, Multimodal - Transit, Multimodal - Active Modes]
Allow trucks and trailers under 20,000 pounds in express toll lanes**	[Icons: Safety, Mobility & Economic Vitality - Freight Reliability, Multimodal - Transit, Multimodal - Active Modes]
Implement ramp meters for all lanes at all arterial interchanges	[Icons: Safety, Mobility & Economic Vitality - Traffic Congestion, Multimodal - Transit, Multimodal - Active Modes]
Coordinate with I-405 program and SR 512 corridor study team on complementary projects to ensure bottlenecks do not spill back to SR 167	[Icons: Safety, Mobility & Economic Vitality - Traffic Congestion, Multimodal - Transit, Multimodal - Active Modes]
Prepare a study on SR 18 to identify options to optimize traffic operations, local access, and improve person throughput	[Icons: Safety, Mobility & Economic Vitality - Traffic Congestion, Multimodal - Transit, Multimodal - Active Modes]

*Cost estimate does not include ongoing operations and maintenance costs.
 **Toll policy and express toll lane vehicle restrictions are under the jurisdiction of the Washington State Transportation Commission; this study recommends updates to develop a statewide low-income tolling program and to increase the weight limit of trucks/trailers that are allowed in express toll lanes. However, the Transportation Commission, through a public process, will be the body responsible for recommending any potential changes to the legislature.







LEGEND - ADVANCES MASTER PLAN GOALS

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

Recommended Scenario Analysis

Master Plan Goals: Analysis Results

- Compare Recommended Scenario to three Refined 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

Recommended Scenario Findings

- Largest equity benefit based on expanding transit coverage and the times of the day that transit operates
- Prioritize sidewalk gap closures on denser equity priority areas within one-mile of SR 167

Summary Table of Scenario Ratings with Respect to Equity Performance Metrics

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

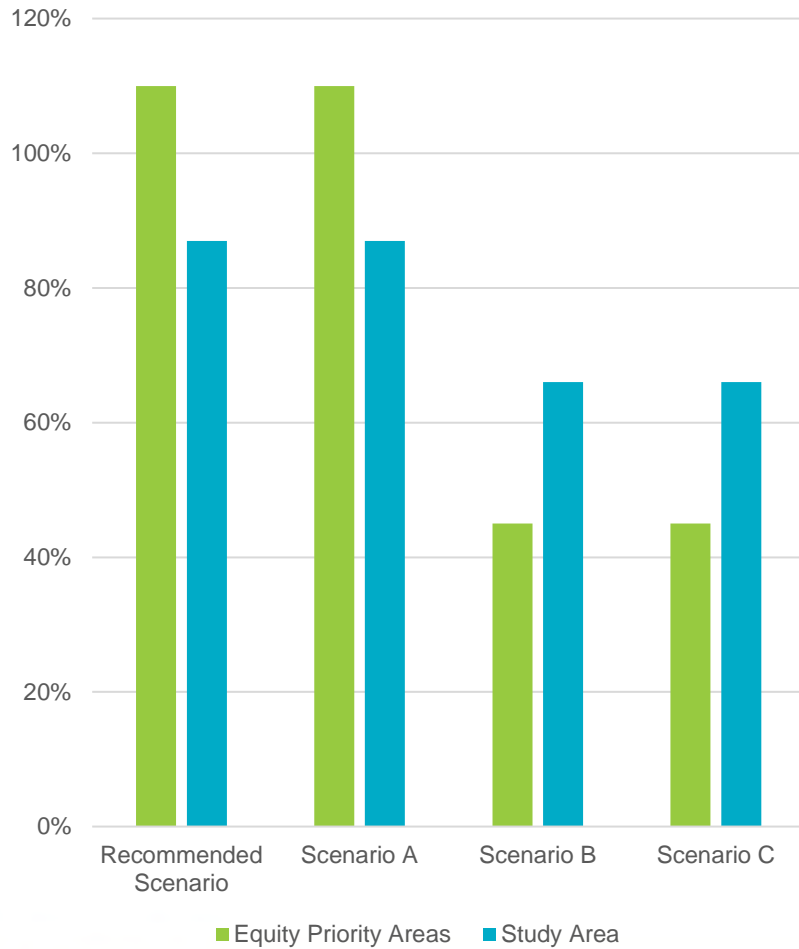
Legend - Performance relative to baseline:

○ Less improvement ◐ ● More improvement

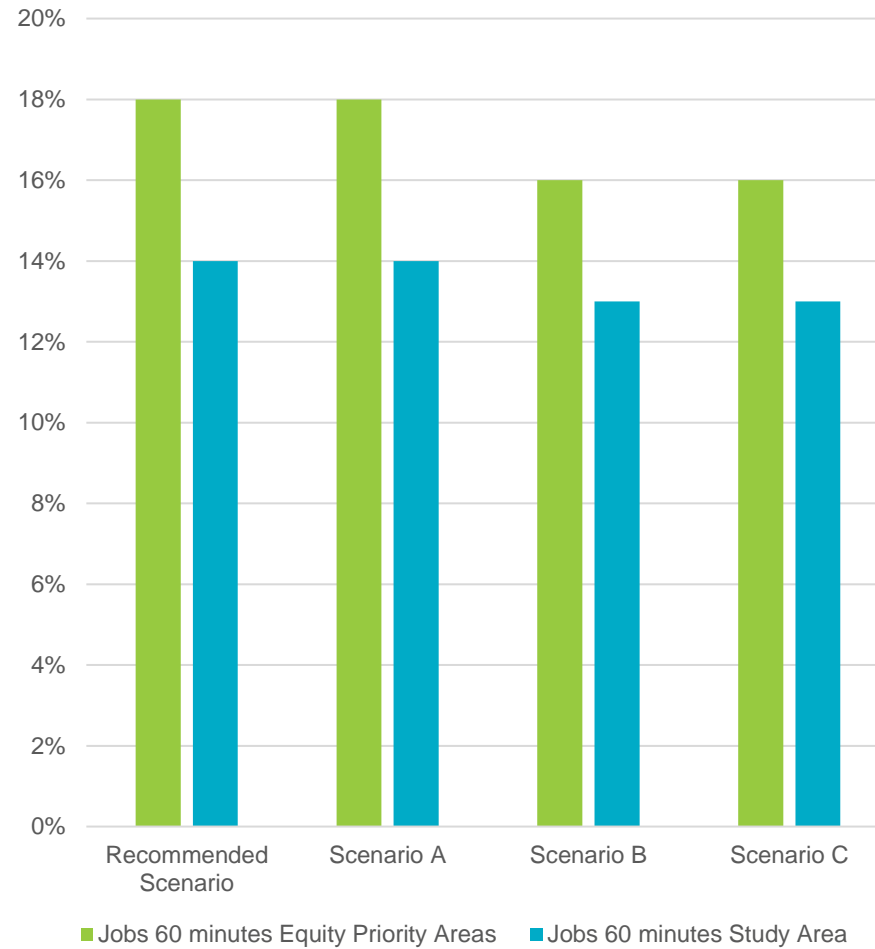


Equity Analysis Summary

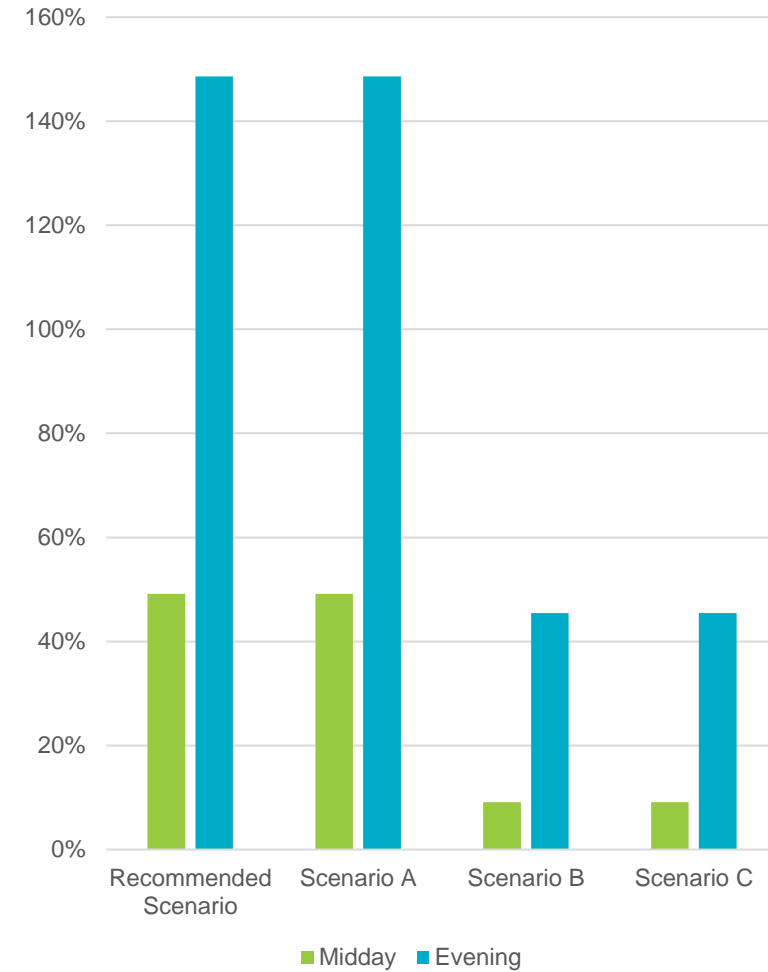
Increase in Population within 1/2 mile of Frequent or On-Demand Transit – Compared to Baseline



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



Increase in Bus Service Within Study Area - Compared to Baseline





Environmental Analysis Summary

Recommended Scenario Findings

- Overall environmental effects are similar to Scenario A and B
- 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	Recommended Scenario	Scenario A	Scenario B	Scenario C
Projects on SR 167				
Projects not on SR 167				

Legend - Performance relative to other scenarios:

More Impact

Less Impact



Safety Analysis Summary

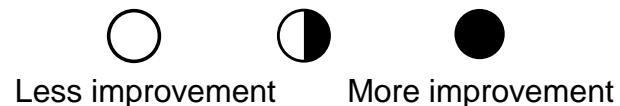
Recommended Scenario Findings

- Substantial number of projects in areas with a history of crashes
- Reduced speed differential on SR 167
- Investments in active mode project improvements and complete streets

Summary Table of Scenario Ratings with Respect to Safety Performance Metrics

Metric	Recommended Scenario	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:





Multimodal – Active Analysis Summary

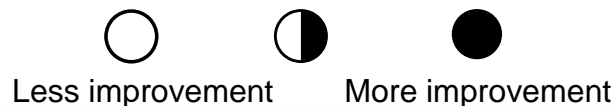
Recommended Scenario Findings

- Scenario A included more system completeness overall; not where demand was highest
- Biggest benefits came from complete streets improvements across SR 167
- Strong support for sidewalk improvements within regional growth centers and for access to transit
- Connections to community-identified destinations on bicycles

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

Metric	Recommended Scenario	Scenario A	Scenario B	Scenario C
Sidewalks and crossings in growth centers and to transit	●	●	●	●
Bicycle facilities between community destinations	●	●	●	●

Legend - Performance relative to baseline:





Multimodal – Transit Analysis Summary

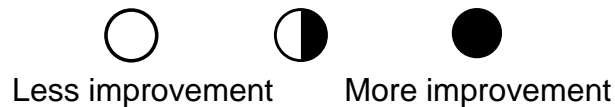
Recommended Scenario Findings

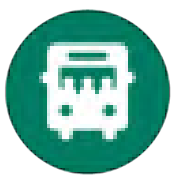
- Land use patterns support expanded transit service
- BRT service on SR 167 performs well and has strong community support
- Transit ridership can be increased with more coverage and longer service hours

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

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

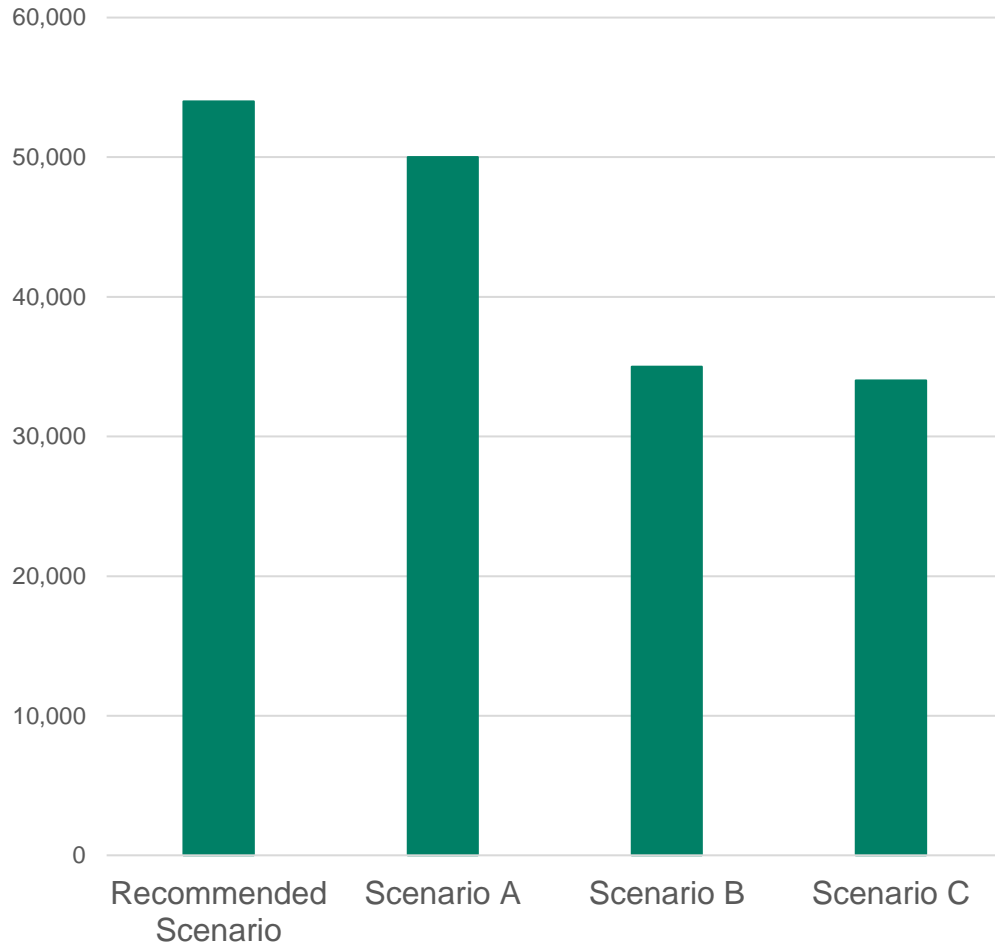
Legend - Performance relative to baseline:





Selected Multimodal – Transit Analysis Results

Growth in Daily Transit Boardings



Origin/ Destination Pair	Baseline	Recommended Scenario
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

Recommended Scenario Findings

- Dual ETL system is the best way to increase person throughput and manage VMT growth
- Dual ETLs provide benefits to transit, freight, and private vehicle travel
- Coordination with I-405 program and SR 512 has yielded additional refinements to corridor operations

Summary Table of Scenario Ratings with Respect to Mobility and Economic Vitality

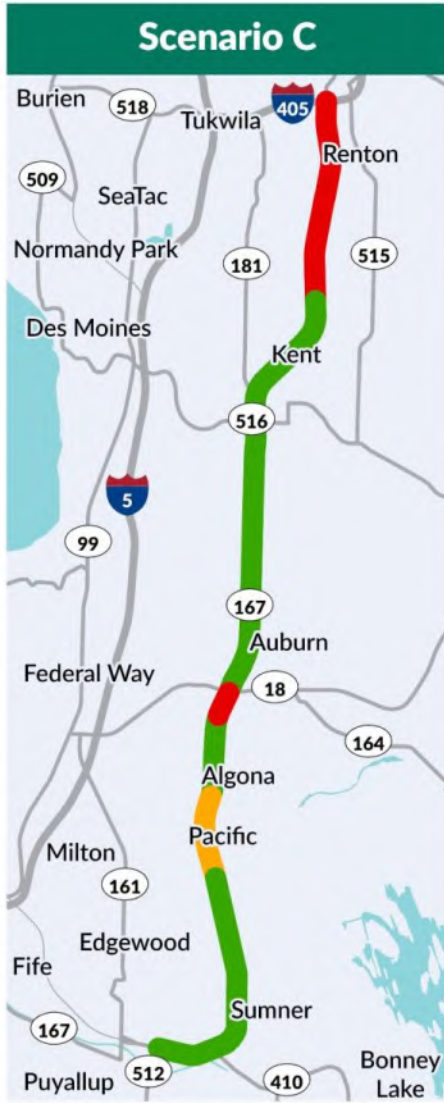
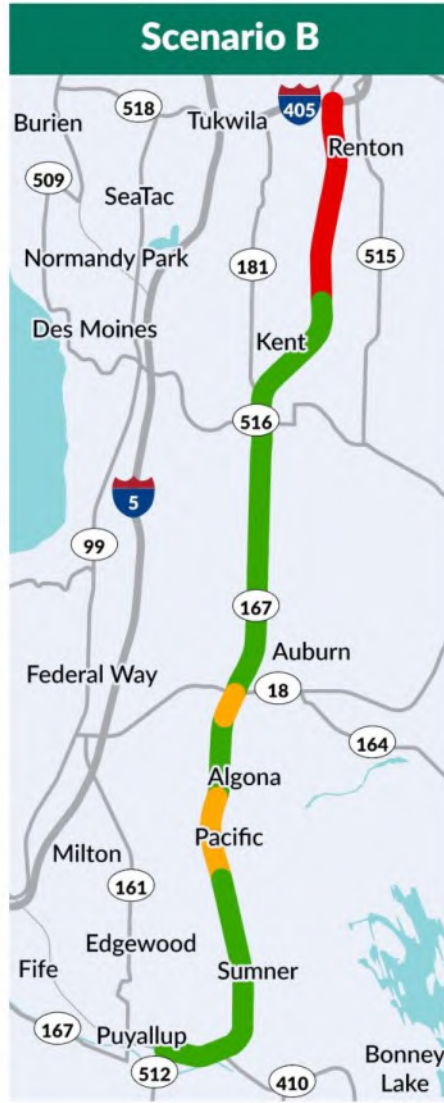
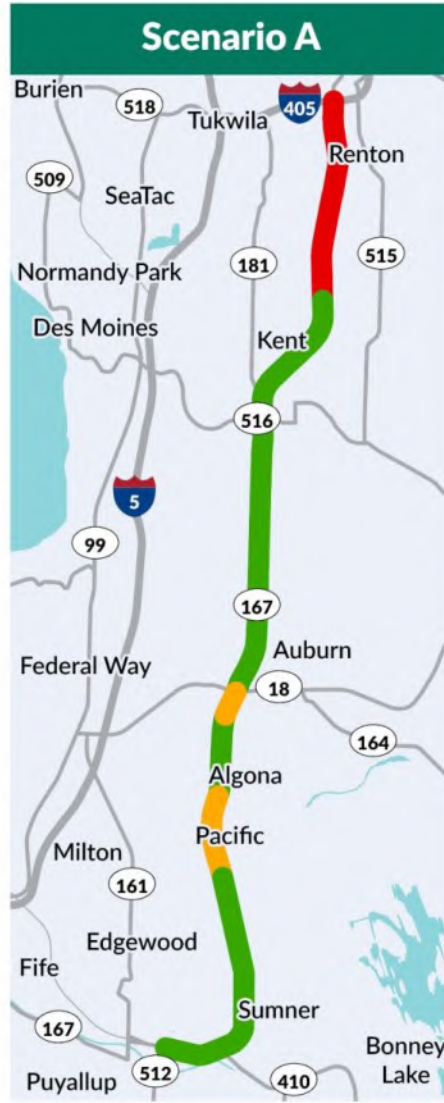
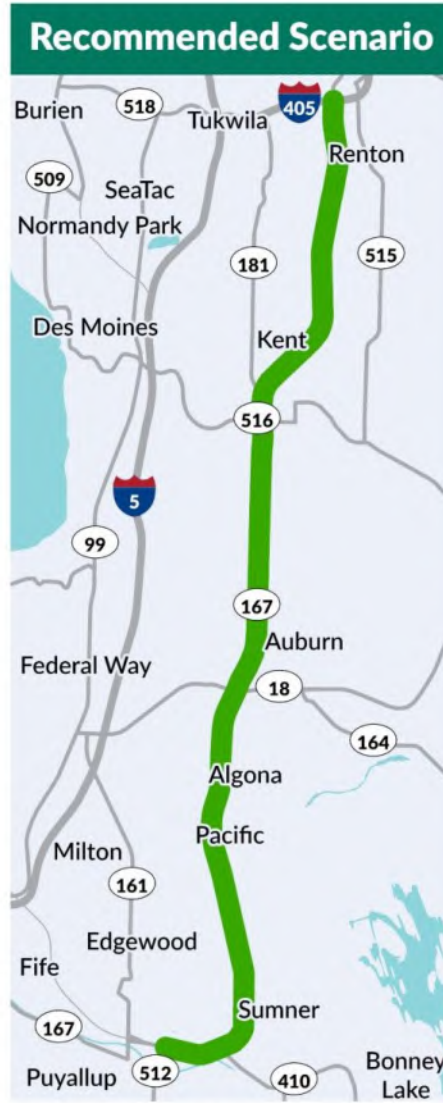
Metric	Recommended Scenario	Scenario A	Scenario B	Scenario C
Person throughput in GP and ETLs	●	●	●	◐
Reliable travel times on ETLs even with growth in traffic over time	●	●	●	◐
Vehicle hours of delay on arterials	●	●	●	◐

Northbound Travel SR 167 General Purpose Lanes

Projected AM Peak Period*

Congestion Levels

- █ Light to None
- █ Moderate
- █ Heavy



* Based on 2030 population and employment forecasts from PSRC

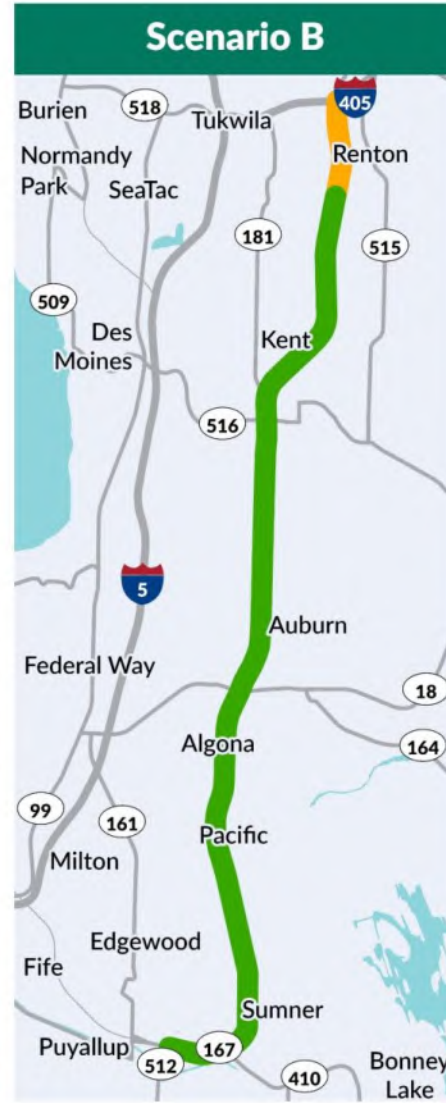
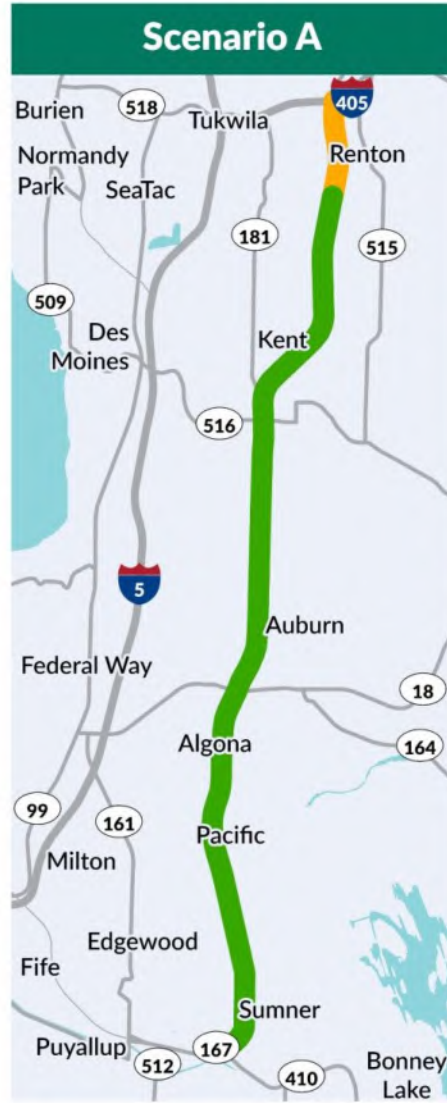
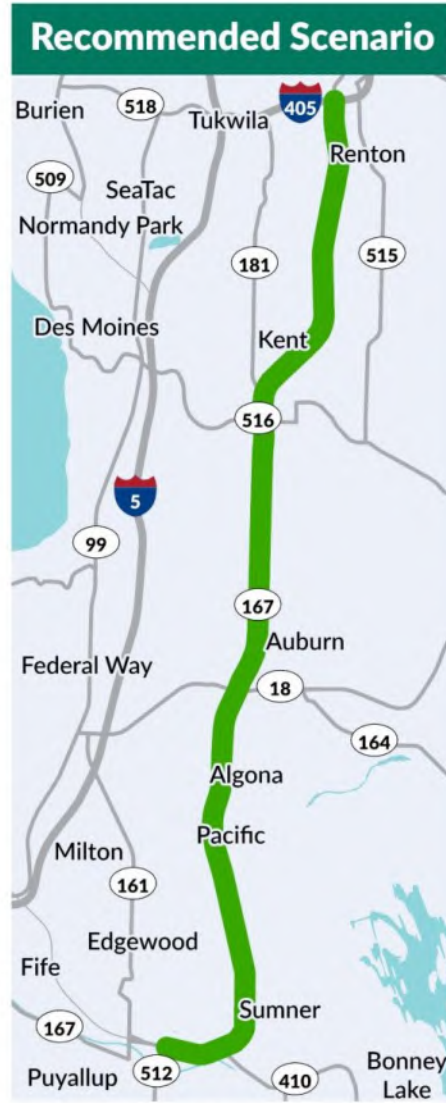
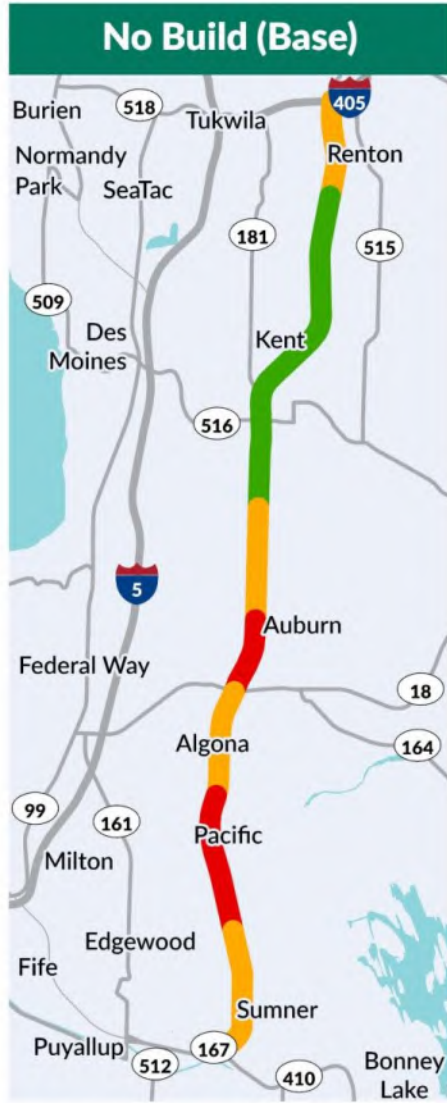
Northbound Travel SR 167 Express Toll Lanes

Projected AM Peak Period*

Congestion Levels

- █ Light to None
- █ Moderate
- █ Heavy

Northbound Travel



* Based on 2030 population and employment forecasts from PSRC

Southbound Travel SR 167 General Purpose Lanes

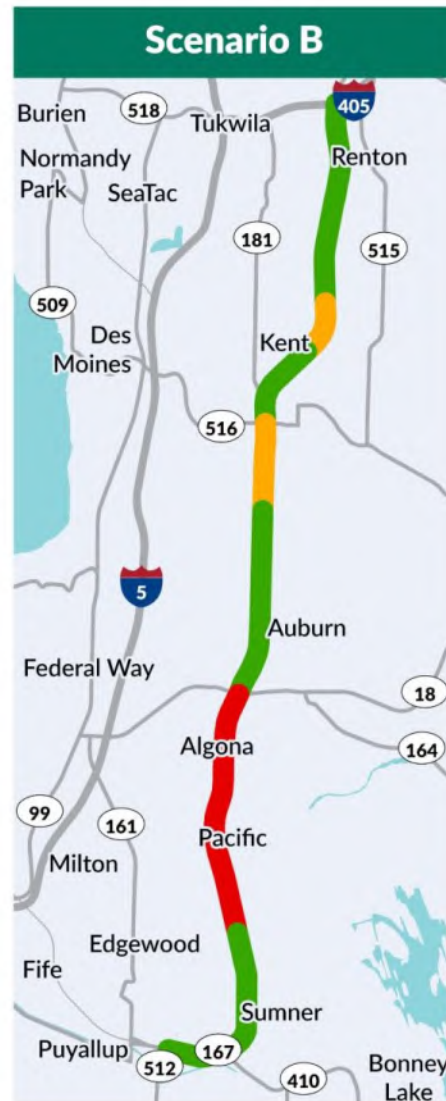
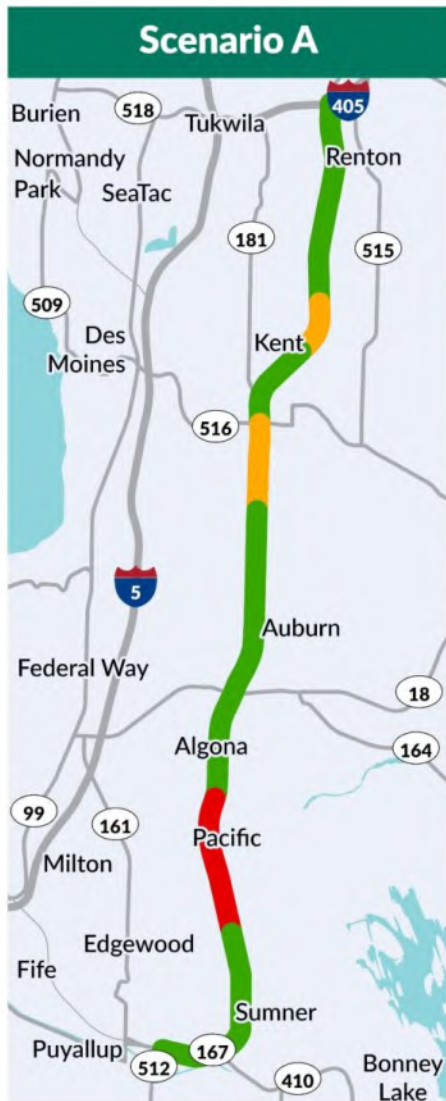
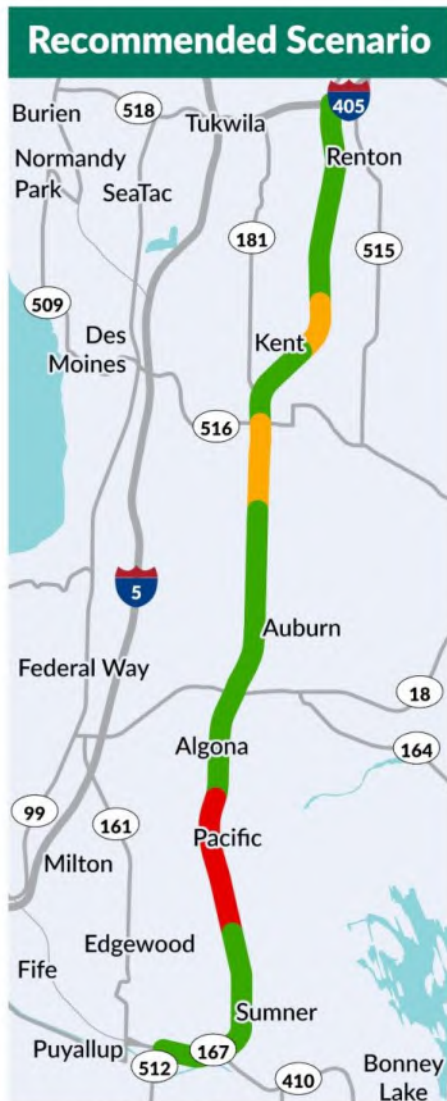
Projected PM Peak Period*

Congestion Levels

Light to None

Moderate

Heavy



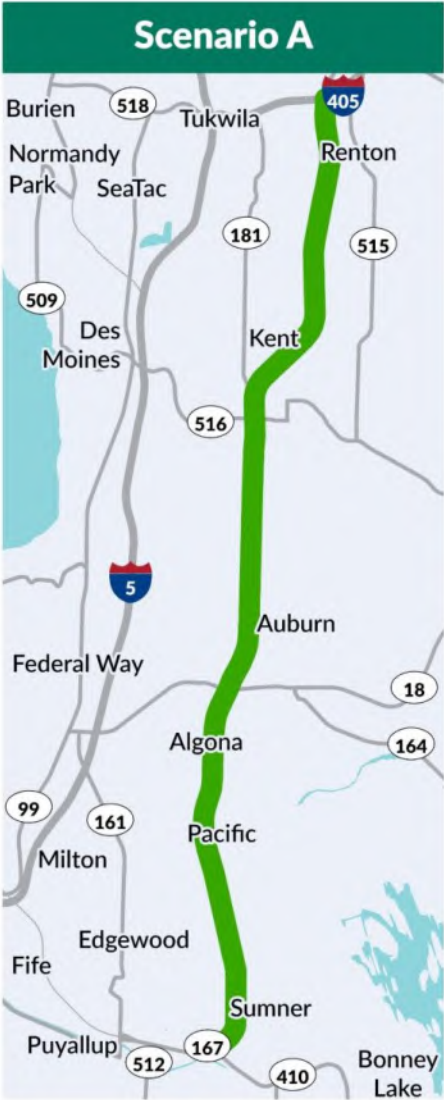
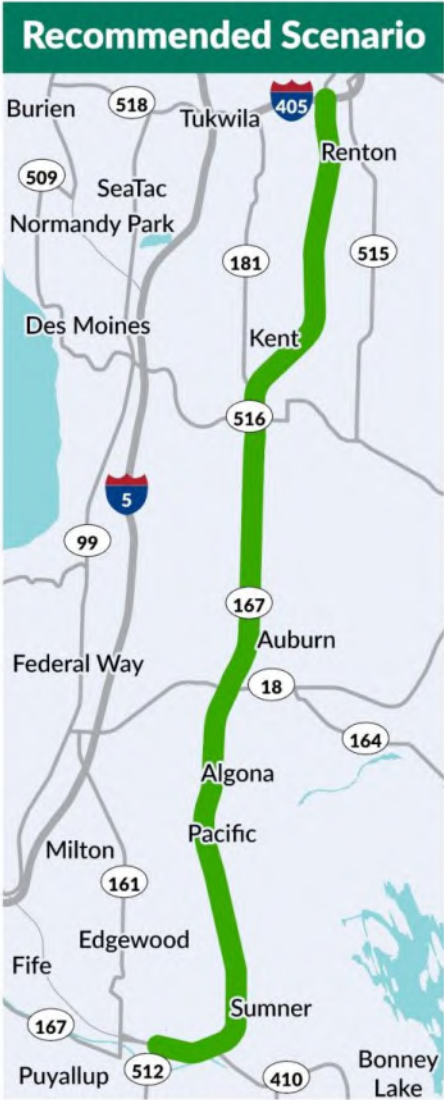
Southbound Travel

* Based on 2030 population and employment forecasts from PSRC

Southbound Travel SR 167 Express Toll Lanes

Projected PM Peak Period*

- Congestion Levels**
- █ Light to None
 - █ Moderate
 - █ Heavy



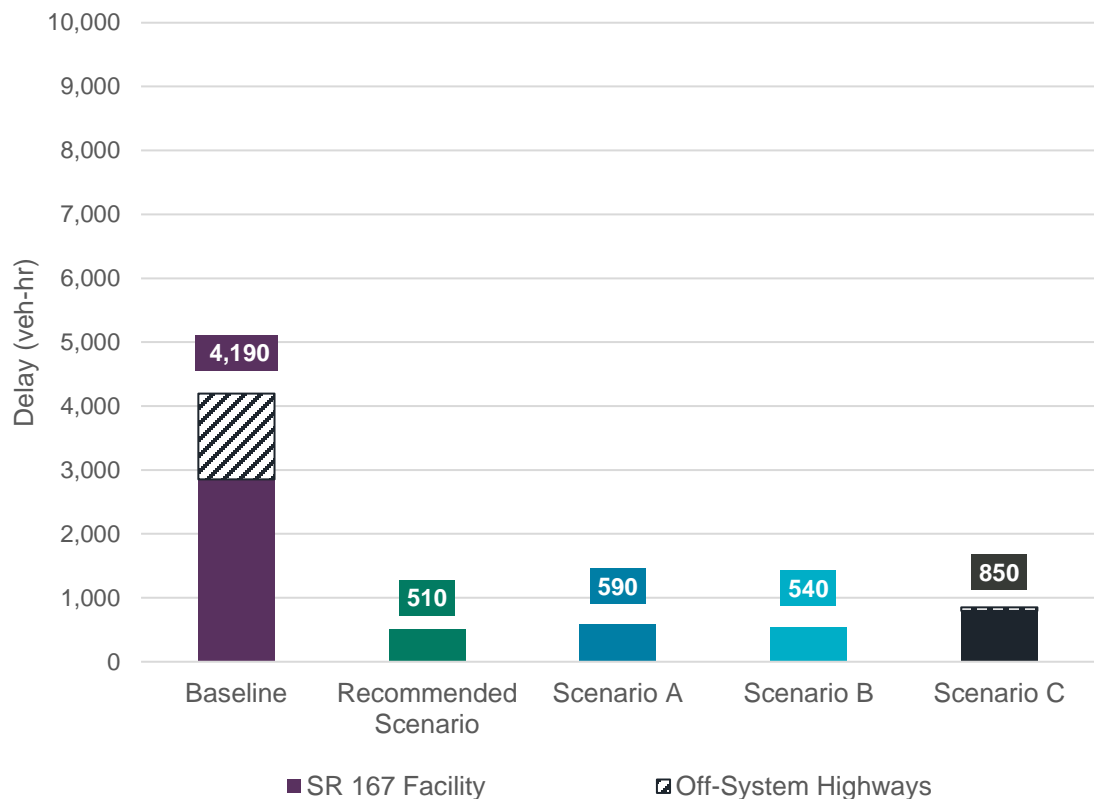
Southbound Travel

* Based on 2030 population and employment forecasts from PSRC

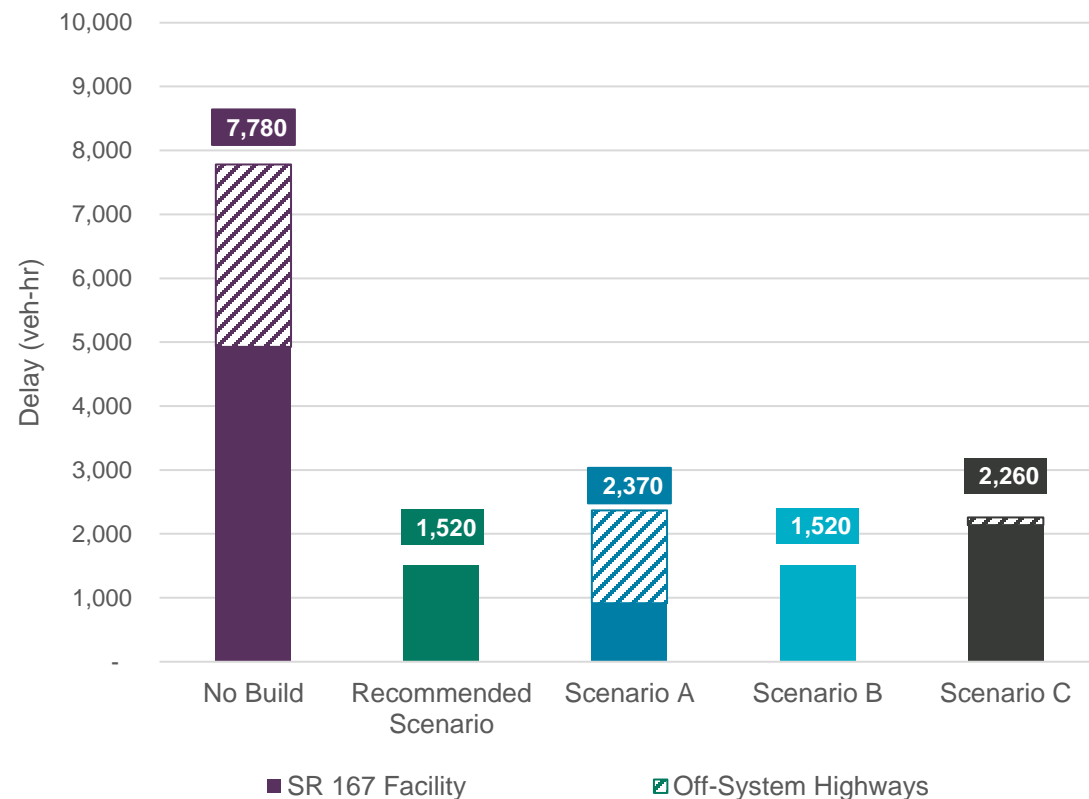


SR 167 Facility and Arterial Peak Period Vehicle Delay

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



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



Recommended Scenario reduces peak period arterial vehicle delay by 10% compared to Baseline



Mobility & Economic Vitality – Freight Reliability

Recommended Scenario Findings

- Enhancements to operations identified for Recommended Scenario also benefit freight
- Recommendation to allow medium-duty trucks (box truck size) in ETLs
- Improved truck throughput and travel time reliability for all scenarios

Summary Table of Scenario Ratings with Respect to Freight Reliability

Metric	Recommended Scenario	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
Recommended	>55	55-60	55-60	>55	25-35	25-35
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

Recommended Scenario Findings

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

Key Findings Summary

- **Data informed:** Recommended Scenario advances Master Plan Goals better than any of the Refined Scenarios
- **Partner and Community refined:** Key projects and strategies have been vetted, discussed, and refined based on partner interviews and mapped back to community feedback

Considerations for Funding

- **Coalitions are critical**
- **Funding from multiple fronts**
 - WSDOT
 - Transit agencies
 - Local agencies
- **New federal funding opportunities**
 - Equity
 - Resiliency
 - Climate
 - Safety

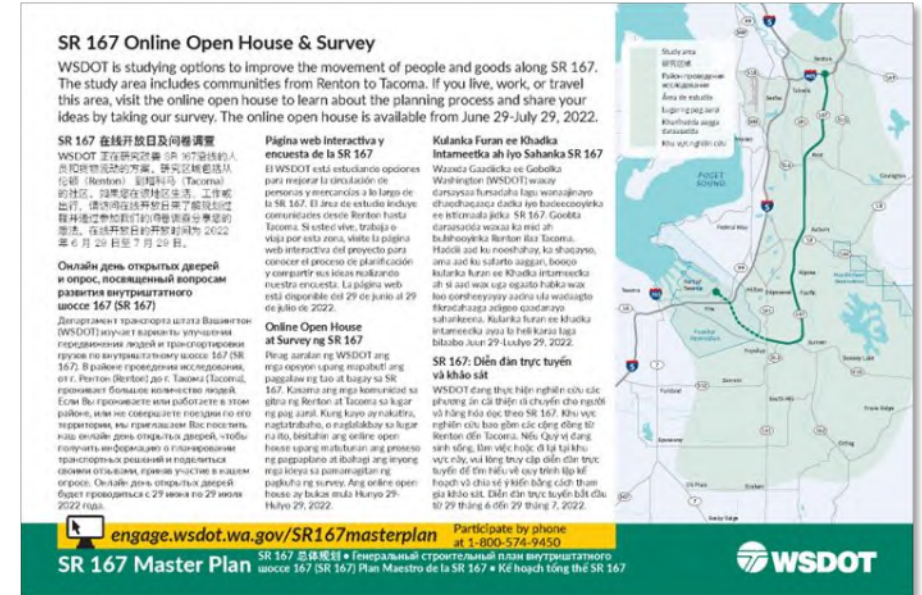
Discussion

Clarifying questions
Initial reactions

Next Steps

Online Open House #2

- **Objectives:**
 - Share what we heard and how proposed solutions map back the key themes
 - Share the draft recommendation and benefits
- **Proposed dates:** March 15 – April 15
- **Notifications:**
 - Postcard mailer – focused on equity priority areas
 - Print and online advertising
 - Social media
 - News release
 - Blog story



The flyer is titled "SR 167 Online Open House & Survey" and is presented in four languages: English, Spanish, Vietnamese, and Khmer. It provides information about the study area, the purpose of the survey, and the dates for the online open house. The study area is located between Renton and Tacoma, WA. The survey is available from June 29 to July 29, 2022. The flyer also includes a map of the study area and the WSDOT logo.

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) 至塔科马 (Tacoma) 的社区。如果您在该地区生活、工作或出行, 请访问在线开放日来了解规划过程并分享您的想法。在线开放日的开放时间为 2022 年 6 月 29 日至 7 月 29 日。

Онлайн день открытых дверей и опрос, посвященный вопросам развития внутриштатного шоссе 167 (SR 167)
Департамент транспорта штата Вашингтон (WSDOT) изучает варианты улучшения передвижения людей и транспортировки грузов по внутриштатному шоссе 167 (SR 167). В районе проведения исследования, от г. Рентон (Renton) до г. Такома (Tacoma), проводятся большие количества 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 транспортного решения и поделиться своими отзывами, принять участие в нашем опросе. Онлайн-день открытых дверей будет проводиться с 29 июня по 29 июля 2022 года.



Página web interactiva y encuesta de la SR 167
El WSDOT está estudiando opciones para mejorar la circulación de personas y mercancías a lo largo de la SR 167. El área de estudio incluye comunidades desde Renton hasta Tacoma. Si usted vive, trabaja o viaja por esta zona, visite la página web interactiva del proyecto para conocer el proceso de planificación y compartir sus ideas mediante nuestra encuesta. La página web está disponible del 29 de junio al 29 de julio de 2022.

Online Open House at Survey ng SR 167
Nasa aralan ng WSDOT ang mga opinyon upang mapatibag ang pagpapalawig ng tao at bagay sa SR 167. Kasama ang mga komunidad sa gitna ng Renton at Tacoma sa lugar ng pag-aaral. Kung kayo ay nakatira, nagtatrabaho, o naglalakbay sa lugar na ito, bisitahan ang online open-house upang malibutan ang proseso ng pagpapalawig at ibahagi ang inyong mga kopya sa pamamagitan ng pagpapalawig ng survey. Ang online open-house ay bukas mula Hunyo 29-Hulyo 29, 2022.

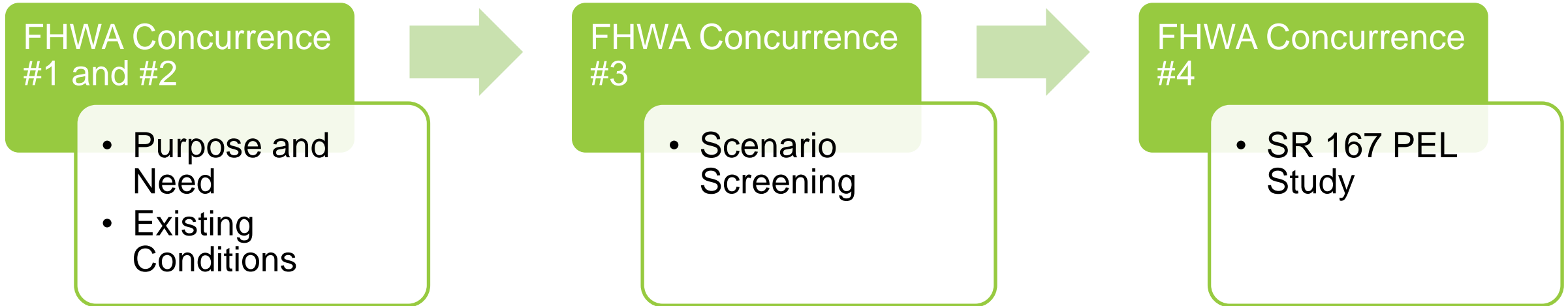
Kulanka Furan ee Khadka Intameetka ah iyo Sahanka SR 167
Wazanda Gaadicka ee Gobolka Washington (WSDOT) waxaa darsaynta fursadaha lagu wanaajinayo dhacdooyinka dadka iyo badeecooyinka ee intamada jidka SR 167. Gobolka darsaynta waxaa ka mid ah burooyinka Renton ilaa Tacoma. Hadii aad ku nooshahay, ka shaqayso, ama aad ku safarato aagari, booco kulanka furan ee Khadka Intameetka ah si aad wax uga ogaato habka wax soo conbneynayyo aadna uga wanaajigo fursadaha sidoo kale aadna safaarkeeda. Kulanka furan ee Khadka Intameetka aya la feli karaa laga bilaabo Juun 29-Luulyo 29, 2022.

SR 167: Diễn đàn trực tuyến và khảo sát
WSDOT đang thực hiện nghiên cứu các phương án cải thiện di chuyển cho người và hàng hóa dọc theo SR 167. Khu vực nghiên cứu bao gồm các cộng đồng từ Renton đến Tacoma. Nếu Quý vị đang sinh sống, làm việc hoặc đi lại tại khu vực này, vui lòng truy cập diễn đàn trực tuyến để tìm hiểu về quy trình lập kế hoạch và chia sẻ ý kiến đóng góp 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



SR 167 Master Plan PEL Study



SR 167 PEL Study

1. Introduction and Purpose and Need
2. Agency and Public Coordination
3. Scenario Evaluation Summary
4. Final Study Recommendations
5. Environmental Resource Considerations
6. Next Steps

Attachments

- A. PEL Questionnaire
- B. Existing and Future Baseline Conditions Report
- C. Scenario Development and Evaluation Report
- D. Final Recommendations Report
- E. Coordination and Public Participation Summary
- F. Partner Support

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
- **EAC Meeting #6:** March 3
- **PAC Meeting #6:** March 14
- **TAC Meeting #7:** *May 3 (tentative)*
- **EAC Meeting #7:** *May 12 (tentative)*
- **PAC Meeting #7:** *May 23 (tentative)*
- **SR 167 Master Plan Next Steps:**
 - Partner briefings
 - Document partner support for recommendation
 - Develop SR 167 Master Plan PEL Report
- **SR 167 Implementation Plan (unfunded)**

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