

SR 167 Master Plan

A planning and environmental linkage study

Technical Advisory Committee Meeting #3

March 30, 2022

ROBIN MAYHEW, AICP
APRIL DELCHAMPS, AICP
CHRIS BREILAND, PE
LOREANA MARCIANTE
AMY DANBERG
HENRY YATES

MANAGEMENT OF MOBILITY DIRECTOR
PLANNING MANAGER
SR 167 PROJECT MANAGER
SR 167 MASTER PLAN EQUITY ANALYSIS LEAD
SR 167 MASTER PLAN PARTNER & COMMUNITY ENGAGEMENT LEAD
SR 167 MASTER PLAN EQUITY ADVISORY COMMITTEE FACILITATOR

Agenda and objectives

Objectives:

- Report out on existing conditions
- Provide community engagement update
- Report out on initial project list feedback
- Introduce and discuss scenario development
- Discuss next steps

Agenda:

- Existing conditions review
- Community engagement update
- Project list update
- Break – 5 minutes
- Scenario development discussion
- 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

- Review existing conditions
- Define scenario development
- Community engagement update

Meeting 4 June

- Review and discuss scenario analysis
- Community engagement update

Meeting 5 September/October

- Present refined scenarios
- Community engagement update

Meeting 6 November

- Provide recommended solution
- Community engagement update

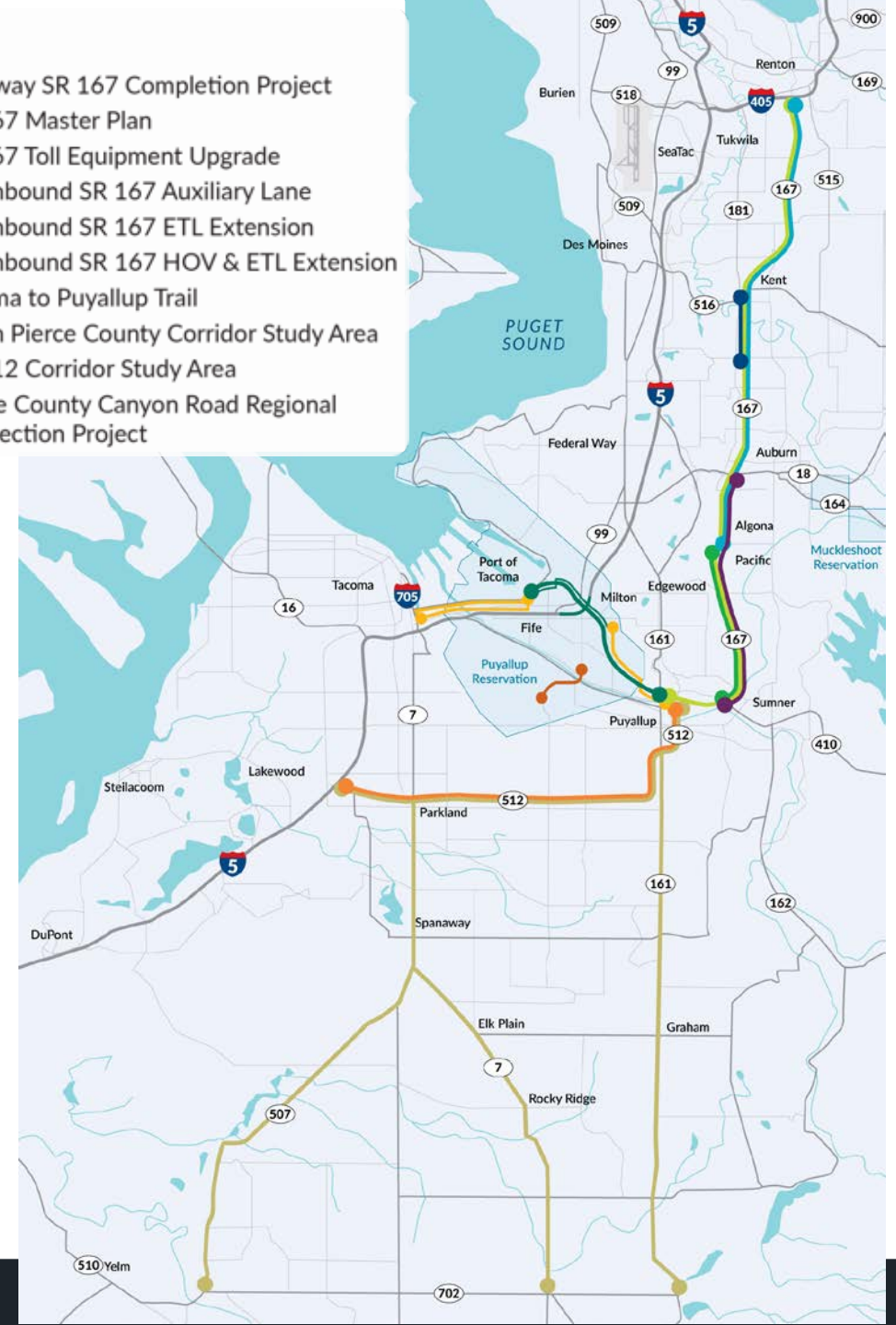
Meeting 7 January

- 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



Existing and Future Baseline Report Summary

Report Outline

Chapter Table of Contents

1. Introduction
2. Community Outreach Summary
3. Community Profile
4. Facility Summary
5. Land Use, Housing, and Employment
6. Freight Network
7. Active Transportation Network
8. Transit Network
9. Safety Analysis
10. System Performance
11. Travel Patterns
12. Environmental Baseline

SR 167 Master Plan Planning and Environmental Linkages Study Draft Existing and Future Baseline Conditions Report

Prepared for:
WSDOT

Prepared by:

FEHR & PEERS

HNTB

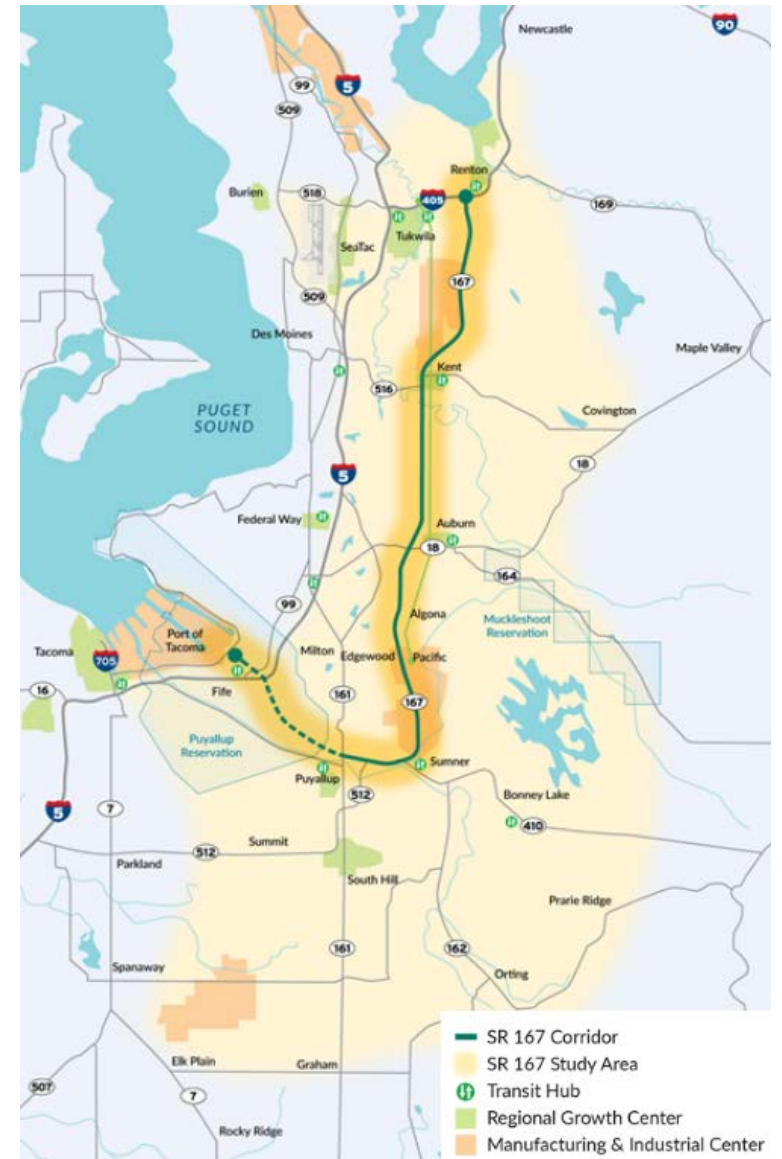
DR

PRR

February 2022

Chapter 1 – Introduction

- Defines the Master Plan for SR 167
- Describes what a Planning and Environmental Linkages (PEL) is and how it fits with the Master Plan
- Summarizes the Master Plan PEL vision, purpose, and need



Chapter 2 – Community Outreach Summary

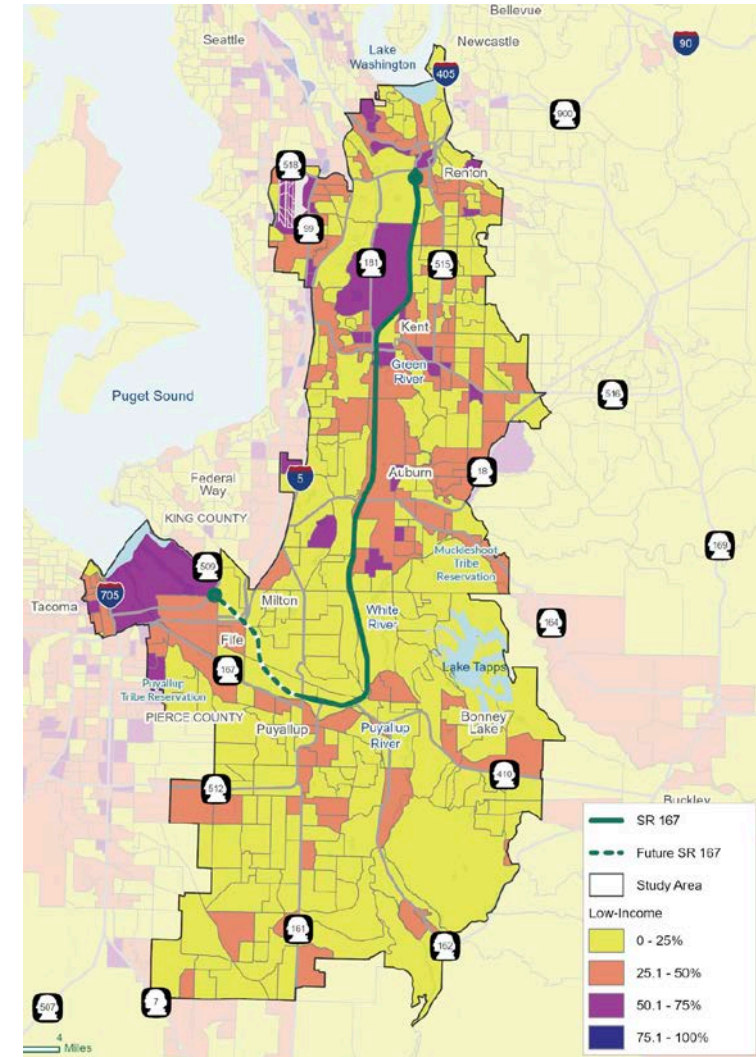
- Provides insights from early community and partner listening sessions
- Partner and equity priorities include:
 - limited east-west transit routes
 - first mile/last mile solutions to reach jobs in manufacturing and industrial centers
 - equitable access to opportunities (lack of internet access, limited transit services on nights and weekends)
 - impacts of congestion on freight access
 - local arterial congestion
 - limited active infrastructure along corridor
 - limited access to private vehicles (not available, cost to operate and maintain)

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
- African Community Housing & Development

Chapter 3 – Community Profile Summary

- Vulnerable and overburdened populations are more prevalent within the study area than across the PSRC region
- Within the study area, there is a greater concentration of vulnerable and overburdened populations north of SR 18
- Vulnerable populations are likely to have:
 - greater exposure to traffic safety issues,
 - fewer travel options,
 - technology barriers, and
 - cost and time constraints



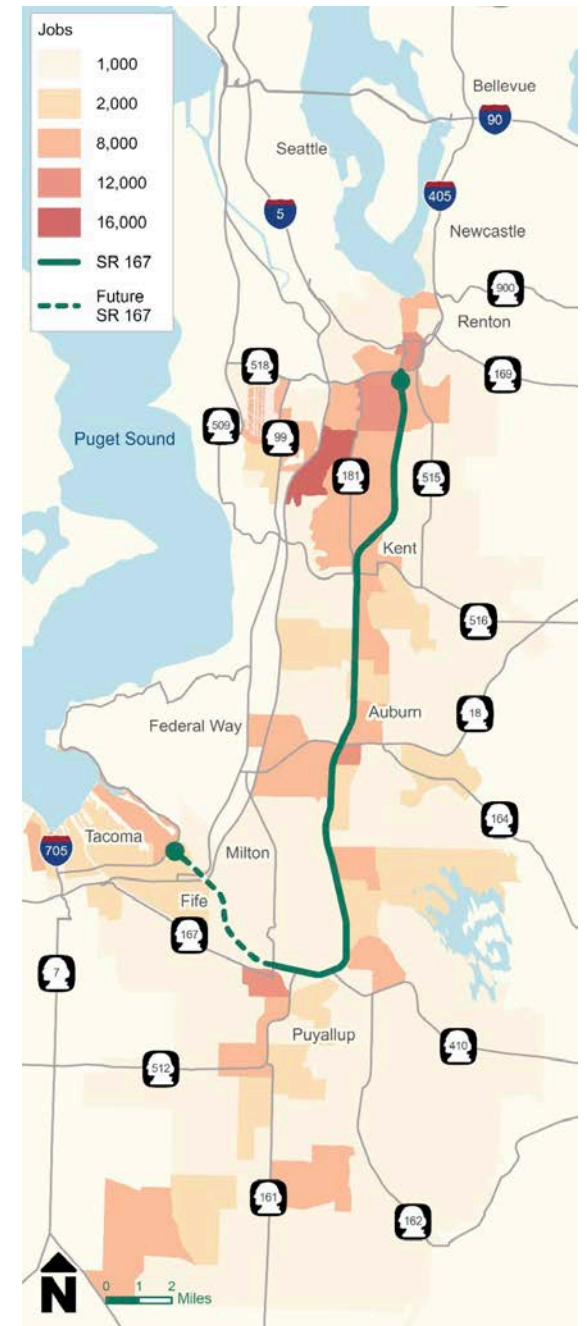
Chapter 4 – Facility Summary

- Right-of-way is not a barrier to expand the SR 167 facility
- Current infrastructure is in relatively good state of repair
- Over next 30 years, much of the infrastructure and systems will reach the end of life and need upgrading or replacement



Chapter 5 – Land Use, Housing, and Employment Summary

- Study area includes largest manufacturing and warehousing/distribution cluster in Pacific Northwest region
 - Over 1/3 of current study area employment is concentrated in manufacturing centers
- About 236,000 housing units and 401,500 jobs in study area today
- By 2050, forecasts predict an estimated 433,000 housing units (an 84% increase) and 645,300 jobs (a 61% increase)



Chapter 6 – Freight Network Summary

- SR 167 is the second busiest freight corridor in the state, carrying 10,000 trucks daily
 - This truck flow represents 10-20% of all vehicles on the freeway
- Only about 9% of freight trips along the corridor pass through, so most trips start/end within the study area
- Daily freight volumes are estimated to grow by at least 50% by 2050

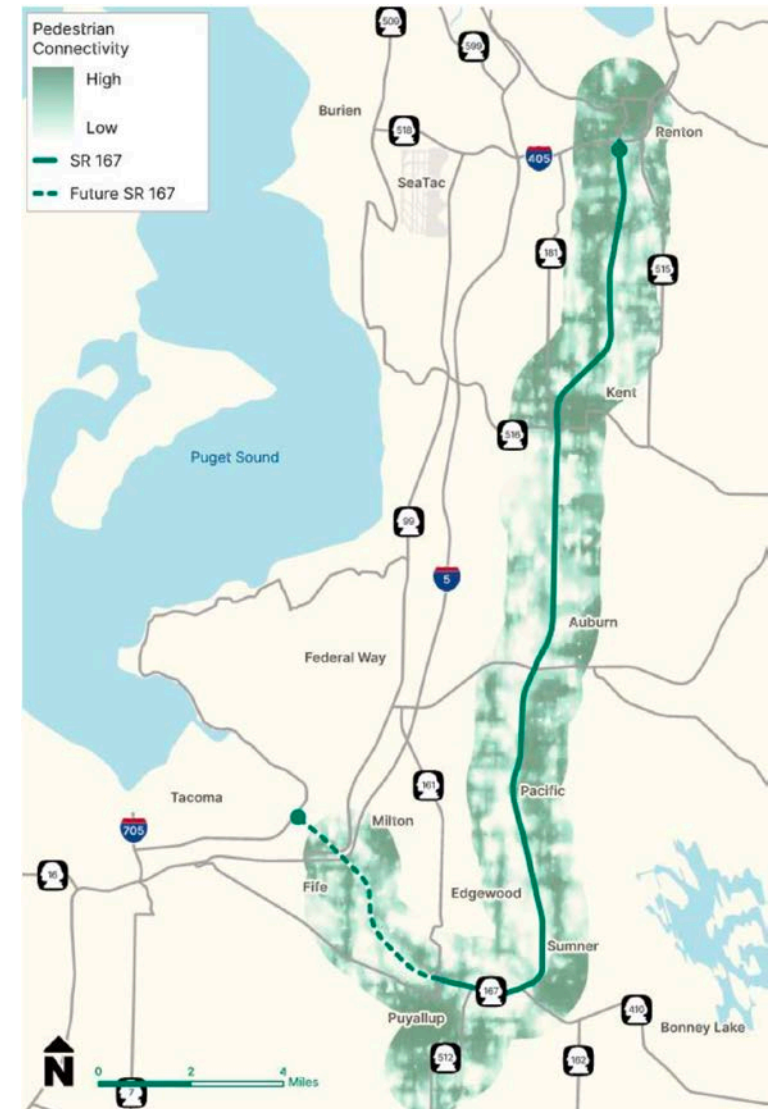
Table 6-4: PM Peak Trucks along SR 167

Location on SR 167	2019	2050	% Growth
North of SR 410	1,750	2,700	54%
North of Jovita Boulevard E	2,200	3,050	39%
North of SR 18	2,900	3,550	22%
South of SR 516	3,100	3,950	27%
South of S 212th Street	2,600	3,400	31%
South of I-405	2,550	3,700	45%

Source: 2019 & 2050 SR 167 travel demand models.

Chapter 7 – Active Transportation Network Summary

- Pedestrian and bicycle network is not complete and disconnected due to suburban development patterns
- About half of principal and minor arterials have sidewalks on both sides of the street and more than half completely lack bicycle facilities
- Several regional trails in the study area provide a strong connection between homes and businesses, particularly for bicyclists
- Local agency plans continue investment in:
 - the regional trail network,
 - connections to regional trails, and
 - improving connections within centers



Chapter 8 – Transit Network Summary

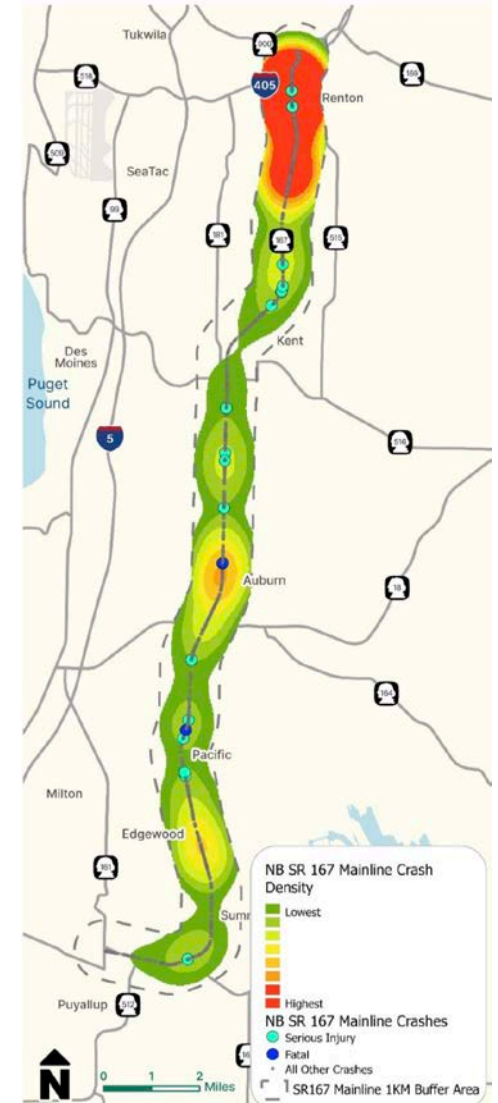
- Transit ridership and services are concentrated north of SR 18
- Highest ridership routes are oriented north/south, and include:
 - Sounder S Line
 - KCM Routes 150, 169, 180
- By 2050, there will be substantial transit investments within the study area
 - KCM will increase level of east/west service connecting to Link extension

Transit Hub	Associated Transit Agency	Average Weekday Boardings
Kent Station	KC Metro, ST	6,600
Auburn Station‡	KC Metro, PT, ST	2,800
Puyallup Station‡	PT, ST	2,200
Tukwila Southcenter	KC Metro, ST	1,900
Sumner Station	ST	1,700
Renton Transit Center	KC Metro, ST	1,400
Tukwila Station	KC Metro, ST	1,300

Service Type	2019 Daily Boardings	2050 Daily Boardings [^]	% Growth
Sounder S Line	16,500	33,000	100%
Commuter Bus Routes	5,600	4,600	-18%
Local Bus Routes	16,800	26,300	57%

Chapter 9 – Safety Analysis Summary

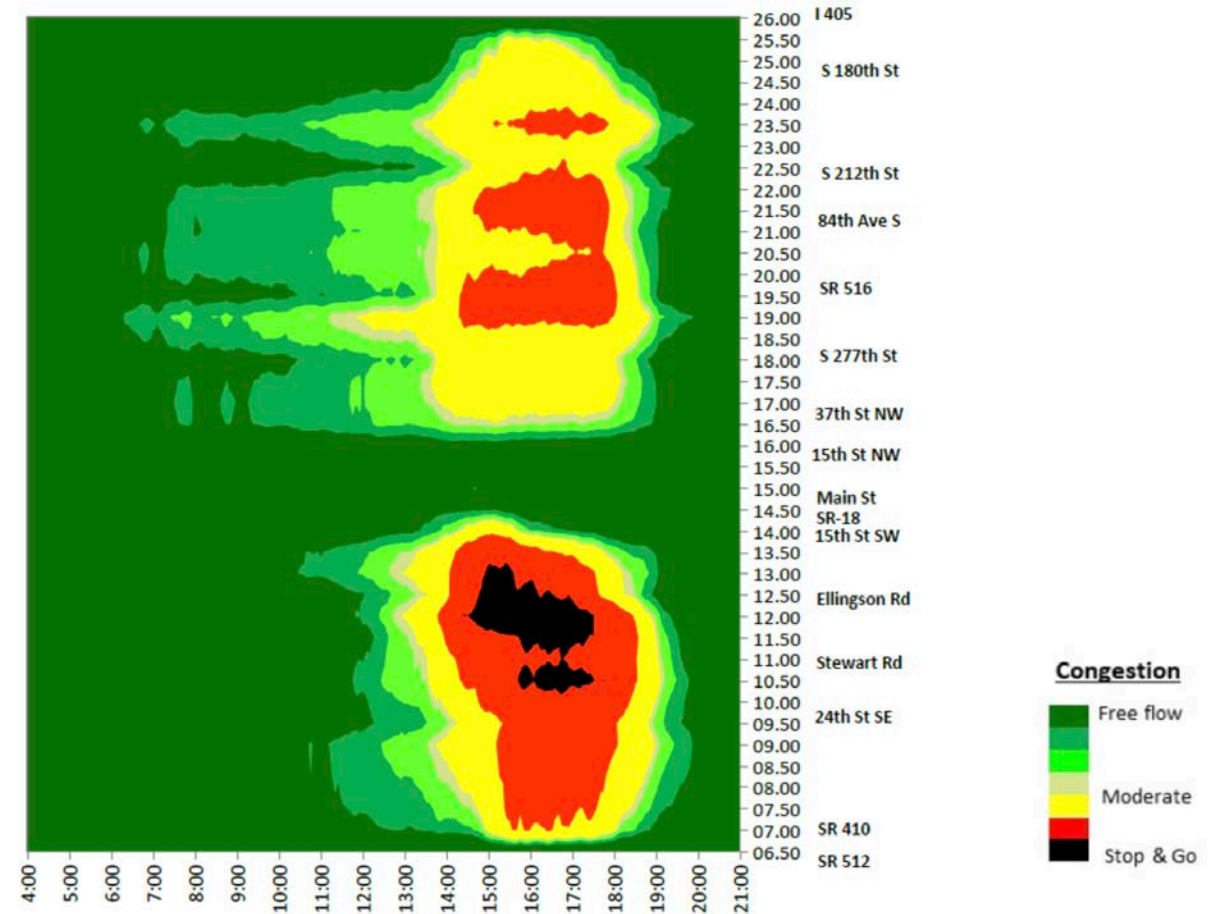
- In a five-year span, there were 24 fatalities and 120 serious injuries along SR 167
 - Fatalities were evenly split between pedestrian or bicycle related vs. vehicle related
 - More serious injuries occurred for pedestrians and bicyclists
- Vehicle crash density is highest near the ends of the corridor
- Bicycle and pedestrian crashes occur mostly in the downtown areas of cities along the corridor, where activity is highest



Chapter 10 – System Performance Summary

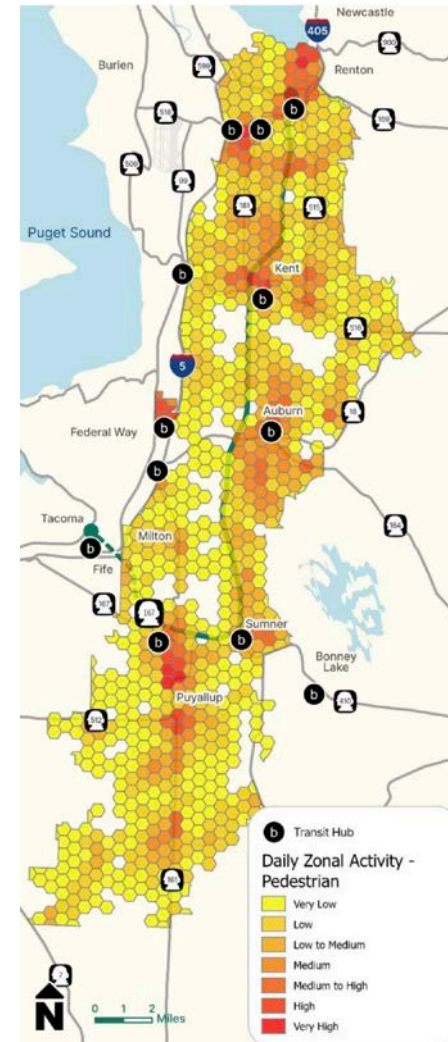
- SR 167 is characterized by frequent recurring congestion at peak hours in peak directions
 - Spillover congestion from I-405
 - HOT lane termination at Stewart Road
 - Weaving section at SR 410 and SR 512
 - PM peak period arterial connection, particularly in southern end of corridor
- RGCs along the corridor were found to generate substantially lower Vehicle Miles Traveled (VMT) per household
- Overall VMT per household is expected to decrease with increased density and transit service

SB GP Lanes - January-December, 2019, Weekday Average



Chapter 11 – Travel Patterns Summary

- Based on StreetLight Data, slight majority of trips on SR 167 begin or end south of SR 18
 - More people live north of SR 18
 - More jobs are located north of SR 18
- Most truck trips have an origin or destination within the study area
 - A key pattern for long-distance truck trips is between Eastern Washington and the Port of Tacoma and other locations further south along I-5 via SR 167
- Active mode trips are more concentrated around RGCs



Chapter 12 – Environmental Baseline Summary

- High-level environmental overview
- Key issues:
 - Flooding and stormwater quality is a challenge in this low-lying corridor
 - Twenty known fish passage injunction barriers were identified
 - Most soils have moderate to high susceptibility to liquefaction
 - Environmental challenges may limit ability to expand the facility
- Other environmental resources and issues typical of an urban area with many active and historic industrial uses



Key takeaways

- Diverse populations, businesses, and transportation needs
- More right-of-way than is typical for similar facilities
- Substantial barriers and bottlenecks
- High water tables, poor soils, additional costs for environmental mitigation

- Detailed questions or comments? Contact April Delchamps

SR 167 Master Plan Planning and Environmental Linkages Study Draft Existing and Future Baseline Conditions Report

Prepared for:
WSDOT

Prepared by:

FEHR PEERS

HNTB

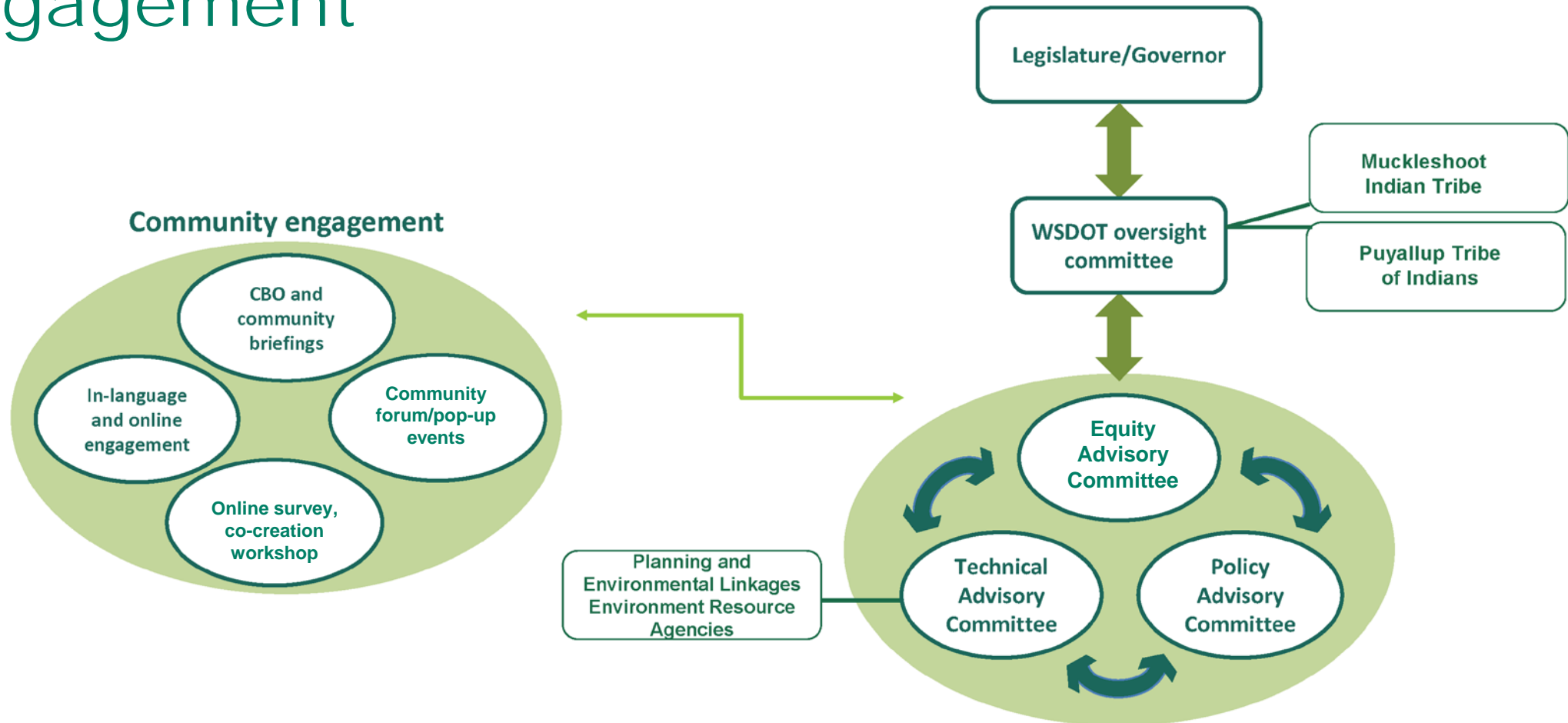
DR

PRR

February 2022

Partner and Community Engagement

SR 167 Master Plan - Partner and Community Engagement



Engagement six month look ahead

Community engagement

- Launch online open house – April
 - Survey associated with the online open house
- Co-creation community workshops – July – August

Partner engagement

- **Equity Advisory Committee Meeting #2 – April 22**
- **Policy Advisory Committee Meeting #3 – May 4**
- *Equity Advisory Committee Meeting #3 – June 10*
- *Technical Advisory Committee Meeting #4 – June 15*
- *Policy Advisory Committee Meeting #4 – June 29*
- *Equity Advisory Committee Meeting #4 – September 9*
- *Technical Advisory Committee Meeting #5 – October*
- *Policy Advisory Committee Meeting #5 – October*
- *Equity Advisory Committee Meeting #5 - October*
- Ongoing briefings

Engagement by the numbers

Over 70 organizations engaged

- **20** listening sessions/partner briefings complete
- **1** business community meeting including **5** chambers of commerce
- **1** Equity Advisory Committee meeting
- **2** Technical Advisory Committee meetings
- **2** Policy Advisory Committee meetings

Key themes: 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:

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

Equity Advisory Committee update

Feedback on the Study Goals

- Consider engaging subject matter experts, such as blind people, people using wheelchairs, deaf people, etc., to evaluate the effectiveness of WSDOT's proposed solutions.
- Any project that is providing more roadway capacity is also going to induce demand. How do we get to the Environment Goal (greenhouse gas emissions/environmental impacts) in a substantive way?
- The goals would be improved if Networking/Connecting with active mobility facilities were included in the list (interconnectivity between modes).
- 43 percent of people in the study area are Black, Indigenous, and people of color. Make sure that the data includes the income of the growing group of people moving south (lower income people of color) because the BIPOC families and the low-income families are no longer able to afford to live in Seattle. WSDOT mentioned BIPOC communities moving south, and how that trend is going to continue. The data-driven approach to WSDOT's work should include the economic trend of the people moving south and how that income/audience will increase in the coming years. The data being used should reflect these changes as much as possible.

EAC meeting #1 participants:

- African Community Housing & Development
- Asian Counseling and Referral Service
- Atlantic Street Center
- Center for Independence
- ForeverGreen Trails
- IDIC Filipino Senior & Family Services
- Orion Industries
- Puyallup Tribe of Indians
- Somali Community Services of Seattle
- Sound Generations (Hyde Shuttle)
- Tilth Alliance
- 1 Renton Inclusion Task Force member
- 2 City of Renton community members

Equity Advisory Committee update

Feedback on the Community Profile

- It is important to include people without housing in your analysis because various organizations present on the Equity Advisory Committee represent homeless populations. The homeless population is going to be growing and it is something that we must consider in these population percentages.
 - United Way may be a good resource for calculating people living without housing.
- The area where people live is not necessarily the area where people work. When it comes to low-income families, a big factor is that they live in certain areas but work in other areas.
- Data collection for people living with disabilities is often off dramatically due to systemic barriers.

Feedback on the Minority Population map

- The mobility disparities will look different between Asians and Native Hawaiian and Pacific Islanders (NHPI) with NHPs bearing the greatest disparities within the Asian and NHPI subgroup.

Equity Advisory Committee update

Feedback on the Limited English Proficiency Population map

- The Limited English Proficiency Population map would benefit from including literacy levels because some people may not know English and may also not be literate in their native language.
- The map area around the Port of Tacoma and State Route 161 might be skewed because people do not live in these areas.

Feedback on the Foreign-Born Population map

- Engage the Sikh community to ensure they are represented in data.

Follow-up comment after Equity Advisory Committee meeting #1

- *I would like to highlight the importance of growth and economic vitality. We need to define clearly what that means. I'm thinking of a transportation system that also creates affordable business shopping centers that have low-cost rent and targeting to support those who have ethnic business skills or non-mainstream cultures. The question is how do we include that? The answer must come from the growth management leaders of the State, as well as the County and the cities that are along the corridor. – African Community Housing & Development*

Equity Advisory Committee update

What WSDOT shared:

- Census-driven data in relation to the SR 167 Master Plan Study Area.
- Plans for future EAC member involvement, including an opportunity to share information presented at EAC meetings with constituents.
- EAC members have unlimited access to WSDOT & consultant staff between EAC meetings.
- Commitment to address each item noted at the EAC meetings.

Key Takeaways:

- Different communities have different levels of engagement and understanding of the SR 167 Master Plan process.
- There is a need to interact more with some of the communities that have not been a part of transportation planning work previously.
- The study area is dynamic, and we will learn about current trends and concerns from community members throughout the SR 167 Master Plan process.

Equity Advisory Committee update

Seeking insights from Equity Advisory Committee members

- Issues members are aware of related to equity and community engagement that WSDOT has not recognized.
- Confirmation of issues WSDOT has identified if the Equity Advisory Committee members also recognize them as issues.
- Sharing of any community outreach approaches members or their community-based organizations have implemented anywhere that they believe have been especially successful in reaching their constituents.

Screened Project List

Initial Project/Strategy List

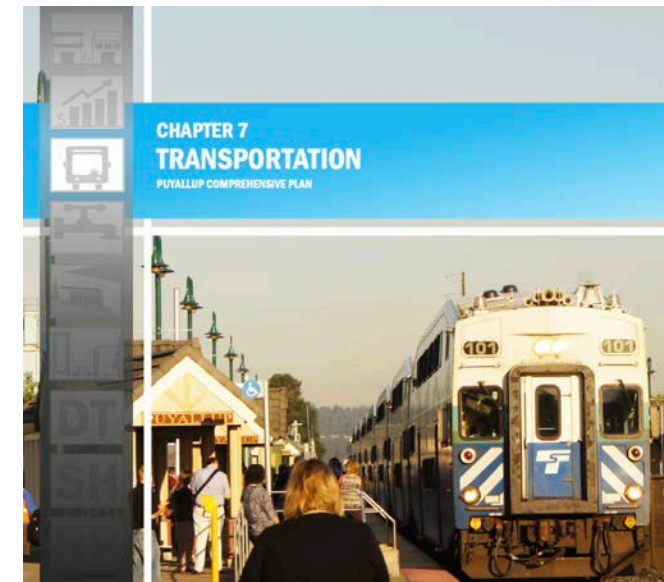
Review Published Plans

- 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



Summary of Feedback

22

new projects proposed

9

new projects proposed that were eliminated in the first screening

29

projects had comments adding context

14

projects with partnership opportunities due to an overlap with a transit corridor

11

revised project descriptions

10

projects complete or under construction in 2022/2023

7

projects with a funding comment

3

projects deleted (project no longer being pursued or in Comp Plan/TIP)

4

projects where an ICE or ARR will likely be required

2

duplicate project (deleted)

2

projects were updated to be safety related

2nd Screening

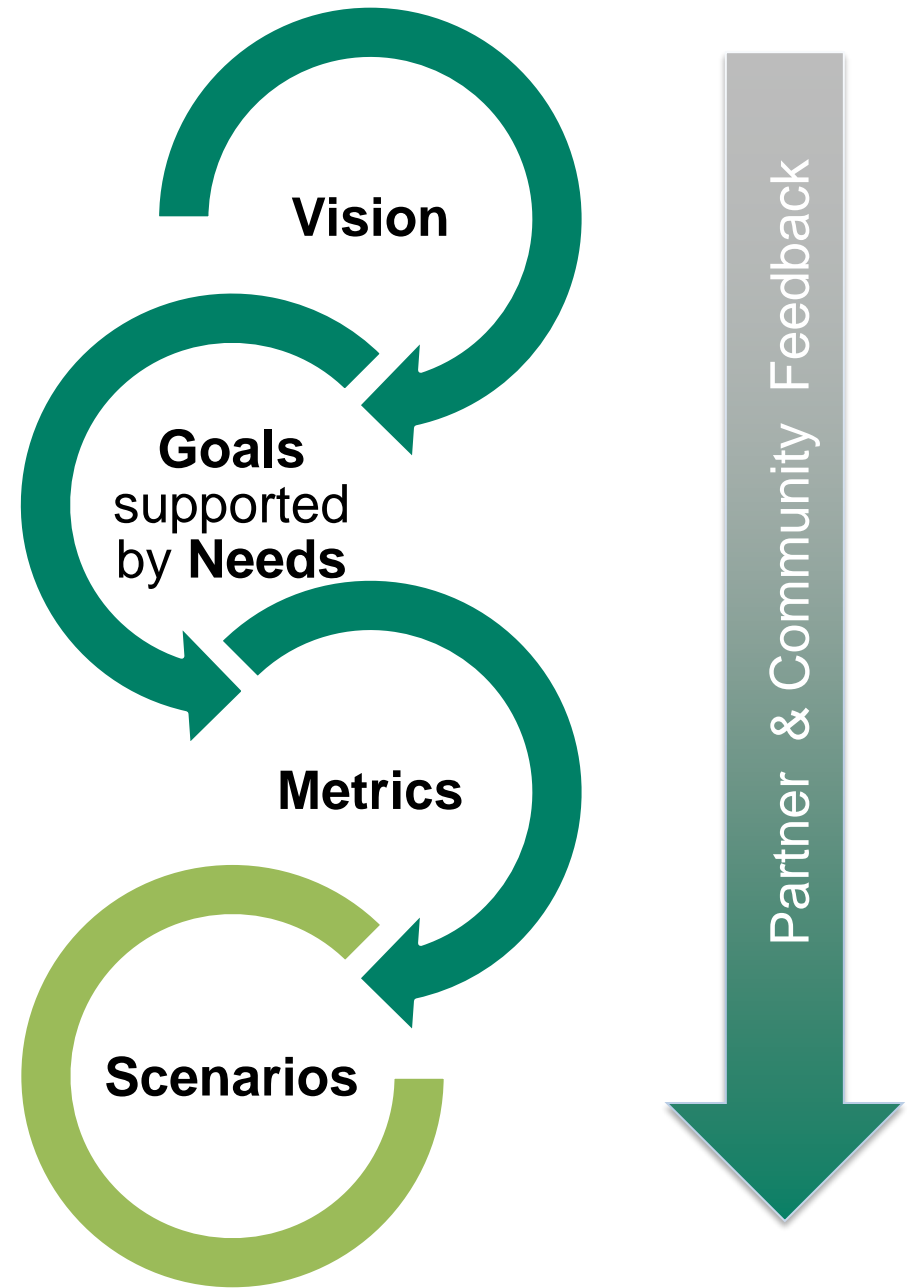
- **Purpose:** Evaluate how well the projects and strategies align with the following Master Plan Goals.
 - Equity
 - Safety
 - Environment
 - Multimodal
 - Mobility & Economic Vitality
- The Practical Solutions & State of Good Repair goal is not evaluated because it is more helpful to identify how and whether to phase projects and strategies that are selected for inclusion in the scenarios.

4 (best rating):	• Project or strategy would significantly advance the Master Plan Goal
3 (moderate rating):	• Project or strategy would modestly advance the Master Plan Goal
2 (neutral rating):	• Project or strategy would neither advance nor hinder the Master Plan Goal
1 (poor rating):	• Project or strategy would hinder progress on the Master Plan Goal

Break

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.

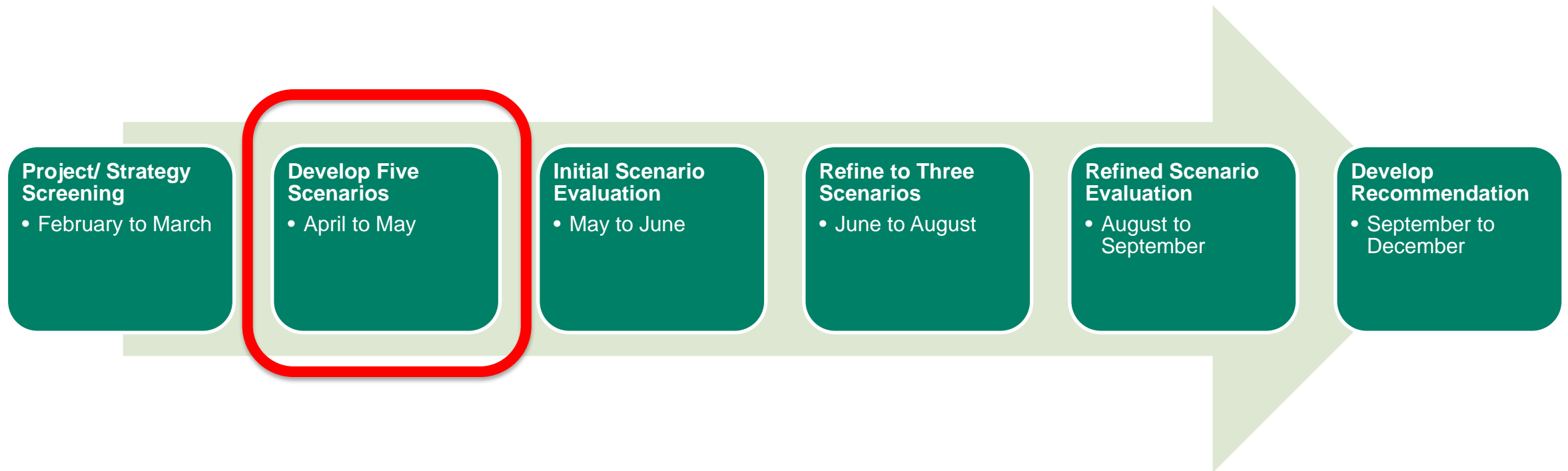
Master Plan Purpose: Goals

What are the 167 Master Plan goals:

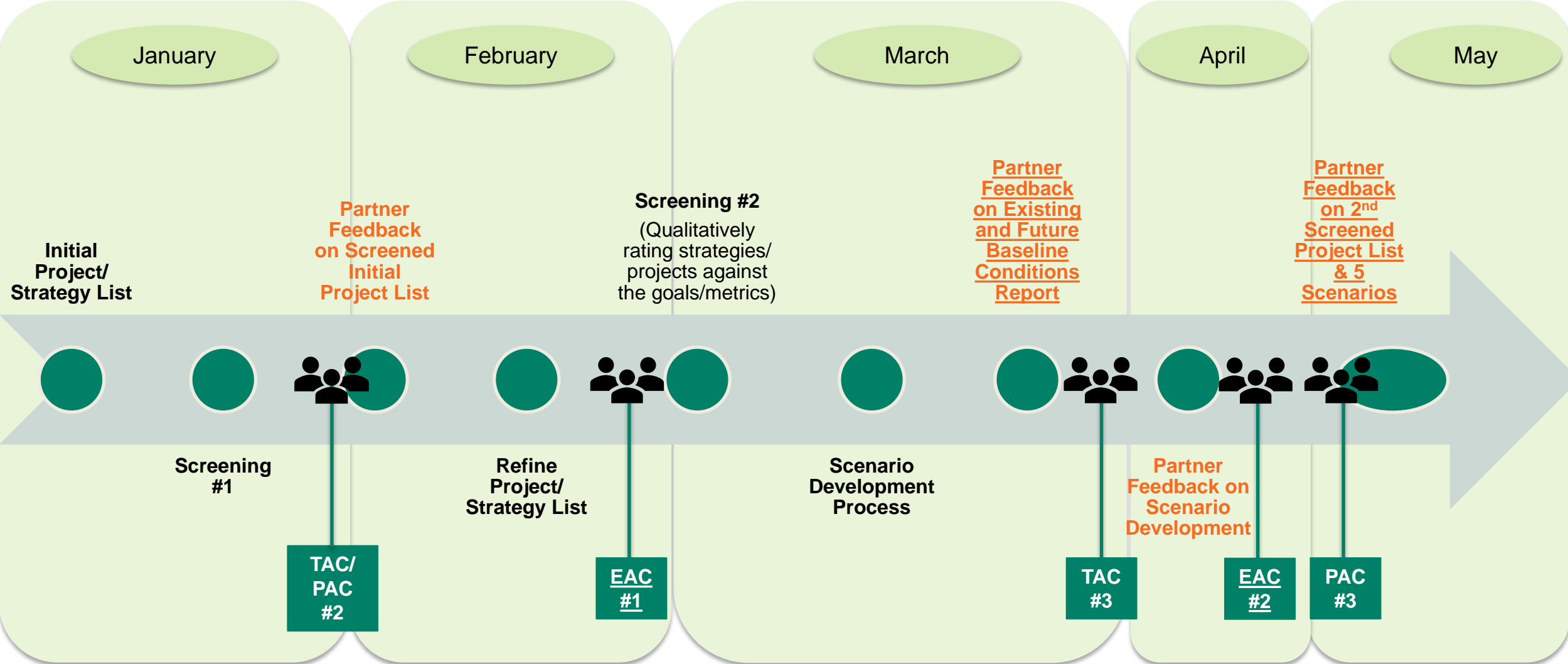
- **Equity:** Provide a range of transportation options that address the needs of vulnerable and overburdened communities.
- **Safety:** Improve existing and future safety conditions.
- **Environment:** Provide for improvements that reduce greenhouse gas emissions and limit environmental impacts.
- **Multimodal:**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

Scenario Development Process



Phase 3: Develop and Screen Strategies



Scenarios

Purpose of the scenarios

- Organize the 200+ projects identified in earlier phases
- Test outcomes and progress toward the goals under deliberately different investment decisions
- Understand the types of projects and combinations that transform transportation in the corridor (as measured by the metrics)
- Provide information to help refine to a smaller set of scenarios that will be subject to more detailed analysis



Scenarios: Themes

Theme	Potential Project Types
1. Baseline: Complete the fully-funded projects within the study area	Reasonably funded projects in existing plans and maintenance/preservation
2. TSMO: Efficiency and traffic management; complementary multimodal projects	Baseline projects; ITS, adaptive signals, ramp meters, interchange refinements, ETL policy changes, multimodal transit access improvements, strategic active mode and transit investments
3. Centers: Demand management and multimodal access improvements to and within designated centers	Baseline projects; interchange improvements, direct access ramps, truck lanes, active mode improvements within centers, strategic transit enhancements to and within centers, demand management
4. Express Toll Lanes + Transit: SR 167 express toll lanes with expanded transit; complementary multimodal projects	Baseline projects; express toll lanes, direct access ramps, interchange improvements, enhanced transit service, multimodal access to transit improvements
5. Strategic Capacity: Refreshed look at the 2008 Corridor Master Plan with complementary multimodal projects	Baseline projects; SR 167 capacity and interchange improvements (per 2008 Corridor Plan), strategic access to transit and active mode improvements

Scenarios: Themes

Theme	Focus									
	New <u>General</u> Purpose Lane Miles	New Managed Capacity	Interchanges and Access Ramp Improvements	Bicycle and Pedestrian Facility Improvements	Freight Access and Reliability Improvements	New Local Transit Service	New Regional Transit Service	Transit Speed and Reliability Improvements	TSMO Improvements	New or Enhanced TDM
Baseline	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
TSMO	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Centers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ETL+Transit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strategic Capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 September/October

- Present refined scenarios
- Community engagement update

Meeting 6 November

- Provide recommended solution
- Community engagement update

Meeting 7 January

- Review plan highlights
- Executive Summary
- Next steps

Next Steps

- **Engagement**
 - Getting ready to launch online open house
 - Equity Advisory Committee meeting – April 22
 - Policy Advisory Committee meeting 9:30 – 11 a.m., Wednesday, May 4
- **Technical Work**
 - 2030 and 2050 travel model development and application
 - Update initial screened project/strategy list and Screening #2
- **Request for Partner Feedback:**
 - **Draft Existing and Future Baseline Conditions Report:** March 18 to April 1
 - **Scenario Themes:** Request for feedback in early April 1 to April 15
 - **Rated Project List & 5 Scenarios:** Request for feedback anticipated early May
- **TAC Meeting #4:** Mid/late June

More information:

Robin Mayhew, AICP
Management of Mobility Director
(206) 464-1264
MayhewR@wsdot.wa.gov

April Delchamps, AICP
Planning Manager
(206) 305-9479
DelchaA@wsdot.wa.gov

Chris Breiland, PE
SR 167 Project Manager
(206) 576-4217
BreilaC@consultant.wsdot.wa.gov

Loreana Marciante
SR 167 Equity Analysis Lead
(206) 450-6801
MarciaL@consultant.wsdot.wa.gov

Amy Danberg
SR 167 Master Plan Partner and Community Engagement
(206) 962-9635
DanberA@consultant.wsdot.wa.gov

Henry Yates
Equity Advisory Committee Facilitator
Henry@yatescg.com