



SR 167 Master Plan Technical Advisory Committee Meeting #2

Wednesday, Jan. 19, 2022

2:00 – 4:00 p.m.

Zoom

Technical Advisory Group members in attendance:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Brianne Bannwarth, City of Renton | <input checked="" type="checkbox"/> Hans Hunger, City of Puyallup |
| <input checked="" type="checkbox"/> Jennifer Barnes, Puget Sound Regional Council (PSRC) | <input checked="" type="checkbox"/> Owen Kehoe, King County Metro |
| <input checked="" type="checkbox"/> Chad Bieren, City of Kent | <input checked="" type="checkbox"/> Michael Kosa, City of Sumner |
| <input checked="" type="checkbox"/> Kacie Bray, Auburn Area Chamber of Commerce | <input checked="" type="checkbox"/> Chelsea Levy, Sound Transit |
| <input checked="" type="checkbox"/> Rob Brown, City of Kent | <input checked="" type="checkbox"/> Sharon Love, FHWA |
| <input checked="" type="checkbox"/> Lora Butterfield, Fife Milton Edgewood Chamber of Commerce | <input checked="" type="checkbox"/> Jeremy Metzler, City of Edgewood |
| <input checked="" type="checkbox"/> Eric Chipps, Sound Transit | <input checked="" type="checkbox"/> Letticia Neal, Pierce County |
| <input checked="" type="checkbox"/> Diane Dobson, Renton Chamber of Commerce | <input checked="" type="checkbox"/> Geri Poor, Port of Seattle |
| <input checked="" type="checkbox"/> Vanessa Dolbee, City of Renton | <input checked="" type="checkbox"/> Carl See, Washington State Transportation Commission (WSTC) |
| <input checked="" type="checkbox"/> Steven Friddle, City of Fife | <input checked="" type="checkbox"/> Sarah Shannon, HDR |
| <input checked="" type="checkbox"/> Vangie Garcia, City of Renton | <input checked="" type="checkbox"/> Darin Stavish, Pierce Transit |
| <input checked="" type="checkbox"/> Ingrid Gaub, City of Auburn | <input checked="" type="checkbox"/> Jacob Sweeting, City of Auburn |
| <input checked="" type="checkbox"/> Reema Griffith, Washington State Transportation Commission (WSTC) | <input checked="" type="checkbox"/> Greg Vigoren, City of Fife |
| <input checked="" type="checkbox"/> Aaron Halbert, Washington State Transportation Commission (WSTC) | <input checked="" type="checkbox"/> Ryan Windish, City of Sumner |
| | <input checked="" type="checkbox"/> Christine Wolf, Northwest Seaport Alliance and Port of Tacoma |
| | <input checked="" type="checkbox"/> Eric Wright, Washington Trucking Associations |

Presenters and project team members in attendance:

- Chris Breiland, SR 167 Master Plan
- Amy Danberg, SR 167 Master Plan
- April Delchamps, SR 167 Master Plan
- Samantha DeMars-Hanson, SR 167 Master Plan
- Rob Fellows, WSDOT
- Alex Henry, SR 167 Master Plan
- Loreana Marciante, SR 167 Master Plan
- Robin Mayhew, SR 167 Master Plan
- Jeff Storrar, SR 167 Master Plan
- Wendy Taylor, SR 167 Master Plan
- Karl Westby, SR 167 Master Plan

Meeting objectives:

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



Introduction

Robin Mayhew, Management of Mobility Director, thanked committee members for coming. Amy Danberg, SR 167 Master Plan Communications, facilitated introductions and reviewed ground rules for the meeting.

Planning steps and partner meeting schedule

April Delchamps, Planning Manager, reviewed the planning steps and partner meeting schedule. She reiterated that this Technical Advisory Committee (TAC) meeting is the second of seven meetings and there are five additional meetings. The team is currently on step two of the five planning steps, which is existing and future conditions. The next step will be to develop and screen strategies.

Community engagement

Amy provided an update about communications and community engagement. The project team recently completed the draft communications plan, and it is reflective of feedback from traditionally underserved or historically marginalized communities. She reminded the group of their overarching approach to community and partner engagement, and then provided an update on the engagement-to-date, what the project team has heard, and what is coming up.

Since the last TAC meeting, the project team was able to generate enough interest from Community Based Organizations (CBOs) to commit to participating on the Equity Advisory Committee (EAC) with the first meeting being planned for late February. The committees (TAC, EAC, and PAC) will all act as an advisory group, and the project team will provide space for maximum input. So far, the team has engaged with over 40 organizations about the project. In the next six months, the project team will publish their webpage, launch an online open house in March, and tentatively conduct in-person open houses in April. They will also plan co-creation workshops that will be focused on recruitment from our CBO partners and plan to host them this summer.

Discussion:

- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma, said it would be helpful to have a more direct connection to the tribes when engaging with them than what is shown on the slide.
 - Amy clarified that this slide shows the formal government to government relationship with WSDOT and the tribes. WSDOT has invited the tribes to participate in the committee meetings, but we also need to recognize the formal relationship that exists.
 - Robin added that we have tribal government participation planned for both the government to government and committee levels. We have invited the tribes to be in the conversation directly, but we also want to make sure we have the formal coordination as well.

Study area update

April reviewed changes to the study area, reiterating that the final study area is data driven and partner refined. The study area boundary is used for the socioeconomic analysis. Based on feedback from many partners, the study area was formally extended to include the SR 167 extension connecting to the Port of Tacoma. She noted additional updates to the Kent manufacturing and industrial center or MIC boundary. In response to feedback, the next iteration will include the approved and candidate countywide centers. The project team will be asking affected jurisdictions to submit data for countywide centers in King and Pierce counties.



Lastly, the SR 167 corridor area has been redefined on the map to include both the SR 167 mainline and the multimodal transportation network accessing and adjacent to the mainline. This edit is in response to feedback about interchanges and access.

Discussion on the study area updates:

- Vangie Garcia, City of Renton, asked for clarification on what data the project team will ask for regarding active transportation.
 - April answered that they are looking for the boundary but also facilities like nonmotorized facilities. They want to understand what bicycle and pedestrian facilities are within these countywide centers. The project team is still figuring out what data sets they need but it could be similar to what jurisdictions have already shared for other efforts.
 - Vangie noted that Renton has provided data sets to WSDOT as part of the active transportation regional plan.

Review purpose and need

April reviewed the updated vision and goals. She shared how the vision was updated to incorporate feedback since the last meeting. The changes reflect feedback heard at the first TAC and PAC meetings as well as from the listening sessions with CBOs. Some of the edits to the vision included clarifying what the Master Plan will do, ensuring all trip purposes were included, focusing on the need for transit options and active transportation, and incorporating the needs of and feedback from vulnerable and overburdened communities.

Discussion on the updated vision:

- Eric Chipps, Sound Transit, asked for clarification on the last statement that says, “reduce physical barriers of the current system.” Does it mean the freeway is blocking people from getting across it, those kinds of barriers?
 - April answered that yes, it means those kinds of barriers, and barriers for all modes.
- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma, said the last sentence was confusing and that a word or two may be missing.
 - April responded that they will revisit the sentence structure so it is more understandable.
 - Vangie agreed with Christine’s comments.

Next, April reviewed the updated goals. The SR 167 team incorporated feedback from the same groups as the vision. Key feedback themes mirror the vision feedback with the addition of framing SR 167 in the context of its role and impact on the greater transportation system, addressing existing and future safety concerns, including freight support facilities and truck parking, and mode specific solutions.

Discussion on the updated goals:

- Darin Stavish, Pierce Transit, asked about goal number four and whether they meant intra-state or inter-state.
 - April clarified that they meant across state lines.
 - Darin further added that State of Good Repair is a proper name so it should be capitalized.
- Vangie Garcia, City of Renton, asked the project team to consider moving “improve existing and future safety conditions” closer to the top.
- Eric Chipps, Sound Transit, suggested that the project team change “address the needs of vulnerable and overburdened communities” to “prioritize the needs of vulnerable and overburdened communities” since they said prioritize in the updated vision.



- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma, urged the project team to make sure we're not just maintaining freight mobility but hopefully improving it since it is an important aspect of our transportation system.

Evaluation framework

Chris Breiland, SR 167 Master Plan Project Manager, reviewed changes to the criteria (metrics) and introduced the screening process. One big shift included a term change from "criteria" to "metrics," which was prompted by TAC comments on using consistent nomenclature from WSDOT's Practical Solutions framework. The metrics were reorganized to match the goals as well.

Other updates included adding countywide growth centers, adding metrics related to equity, adding connectivity analysis focused on active modes to identify barriers, and travel time reliability.

Discussion on the evaluation framework:

- Christine Wolf, Northwest Seaport Alliance and Port of Tacoma, said that instead of using numbers under goals, the team could use terms like equity or environment, it may help elected officials understand where they are in the program. She also added that every one of these metrics under number three are focused on people movement and not freight movement. She recommended that under the third metric about supporting growth strategy they should come up with at least one or two freight measures. Her last point, on number four, was that she could see having a lane configuration that would include provisions for freight and that is not mentioned here.
 - Chris thanked Christine for her feedback and said that they have potential to look at scenarios that could include things like truck only lanes and ways to prioritize freight movement. Those are not included but are still available to evaluate through the metrics they have. The project team will discuss adding additional metrics.
- Darin Stavish, Pierce Transit, asked about the metric "bus seats per hour" as he had not heard of that before.
 - Chris answered that as they were looking at transit accessibility pieces, there was frequency of buses per hour but that misses out on transit as a whole, such as a train or longer bus for example that has more seats per hour than a typical bus. It is more about the transit capacity per hour than gross frequency.
 - Darin suggested changing that to say "transit vehicle seats" with "buses and trains" in parentheses.
- Darin asked for clarification on the travel costs for a vehicle and if that's for a personal vehicle or a private vehicle.
 - Chris answered that those would be normal operating costs per month whether it's a private automobile or a transit vehicle.
- Darin said he assumed these goals are longer term goals since 2021 data is an anomaly.
 - Chris said that is correct. A lot of these are to sort out the different scenarios the team will be evaluating.
- Carl See, Washington State Transportation Commission (WSTC), asked if there is a weighting/prioritization of the metrics for each goal or if that is to be determined?
 - Chris answered that they have not yet weighted the goals or metrics within those goals. It is still a bit too early and whether or not to use weighting will be determined later. If it is used at all, weighting is used judiciously in these sorts of evaluations.
- Eric Wright, Washington Trucking Association, pointed out, under the first metric, that number of essential destinations/services is listed, and you may want to consider also looking at warehousing and distribution as a part of the freight conversation. It may help understand the freight that's passing through. He clarified he was thinking both inbound and outbound



distribution. As part of the freight conversation, looking at transit and where it is going, how many places, clusters, etc., might help with the conversation.

- Christine added on to Eric's point, saying that the availability of jobs is also an equity issue. Jobs in maritime, manufacturing, transportation, and logistics typically pay more than service jobs. It will be important to ensure that those jobs can grow, which means supporting freight mobility.
- Eric Chipps, Sound Transit, asked about the second bullet under number one and what they are measuring.
 - Chris clarified that the second bullet is about the number of essential destinations within a certain amount of time by mode. He noted that equity priority areas will be defined based on the area they are evaluating. They cannot speak to how large they expect the areas to be because the evaluation is still in progress. It is a bit of a balancing act because when it is evaluated regionally or more with generic statistics from an equity population perspective, a lot of the area lights up. The evaluation will hopefully not get into too much detail but look at some standard deviations of how much concentration there is relative to the region at large to try to narrow that down. At the same time, there are equity populations fairly widely distributed throughout the area, but they are first looking at where the concentrations are slightly higher.
 - Eric noted that he was also thinking about the fact that there could be large areas and that could dilute the meaningfulness of a statement like number of vehicle seats per hour that travel through an equity priority area.

Initial project list

Chris and April reviewed the status of the initial project list, how we got to the list, and asked for feedback on the list. This project list came from a review of all the published plans from all jurisdictions. The project team is looking for feedback from TAC members on the initial project list by Feb. 11.

Next steps

April reviewed next steps, including next steps for engagement, technical work, and upcoming requests for partner feedback. There are multiple engagement and technical tasks underway in the first quarter of the year. The team is wrapping up the listening sessions and starting to plan for the first open house and the first Equity Advisory Committee meeting. The next Policy Advisory Committee meeting is Wednesday, February 2.

Feedback from partners is important. Currently, the preliminary purpose and need document detailing the vision and goals supported by the needs is out for final review to identify any critical issues as well as an internal WSDOT review. The next request for review by partners will be the screened initial project list. In March, the TAC will receive a request to review and comment on the Existing Conditions Report and Scenario Principles.

Items for TAC member review include:

- Feedback on the purpose and need as well as the evaluation framework by Jan. 28.
- Screened initial project list feedback by Feb. 11.
- Existing conditions report in early March.
- Scenario principles anticipated in early March.

April clarified that they are looking for critical feedback and they do not need a thumbs up from every member. Robin and April thanked everyone for their time and adjourned the meeting at 4 p.m.