

# SR 167 Master Plan

## A planning and environmental linkage study

### Equity Advisory Committee Meeting #2

April 22, 2022

HENRY YATES, SR 167 MASTER PLAN EQUITY ADVISORY  
COMMITTEE FACILITATOR

JULIE MEREDITH, ASSISTANT SECRETARY URBAN MOBILITY,  
ACCESS AND MEGAPROGRAMS

APRIL DELCHAMPS, AICP PLANNING MANAGER

CHRIS BREILAND, PE SR 167 MASTER PLAN PROJECT MANAGER

LAURA LLOYD, SR 167 MASTER PLAN ENVIRONMENTAL & EQUITY  
ANALYSIS

AMY DANBERG, SR 167 MASTER PLAN PARTNER & COMMUNITY  
ENGAGEMENT LEAD

# Equity Advisory Committee meeting #2: Agenda and Objectives

## Agenda:

- Welcome and Introductions
- Opening Remarks
- Discuss Existing Questions from Equity Advisory Committee
- Recap this Master Plan Process
- Community Engagement
- BREAK
- Evaluation Framework (How planners pick the projects that are most important)
- Equity Analysis (Reviewing geographic areas on a map for analyzing the benefits and impacts of project scenarios)
- Projects
- Next Steps

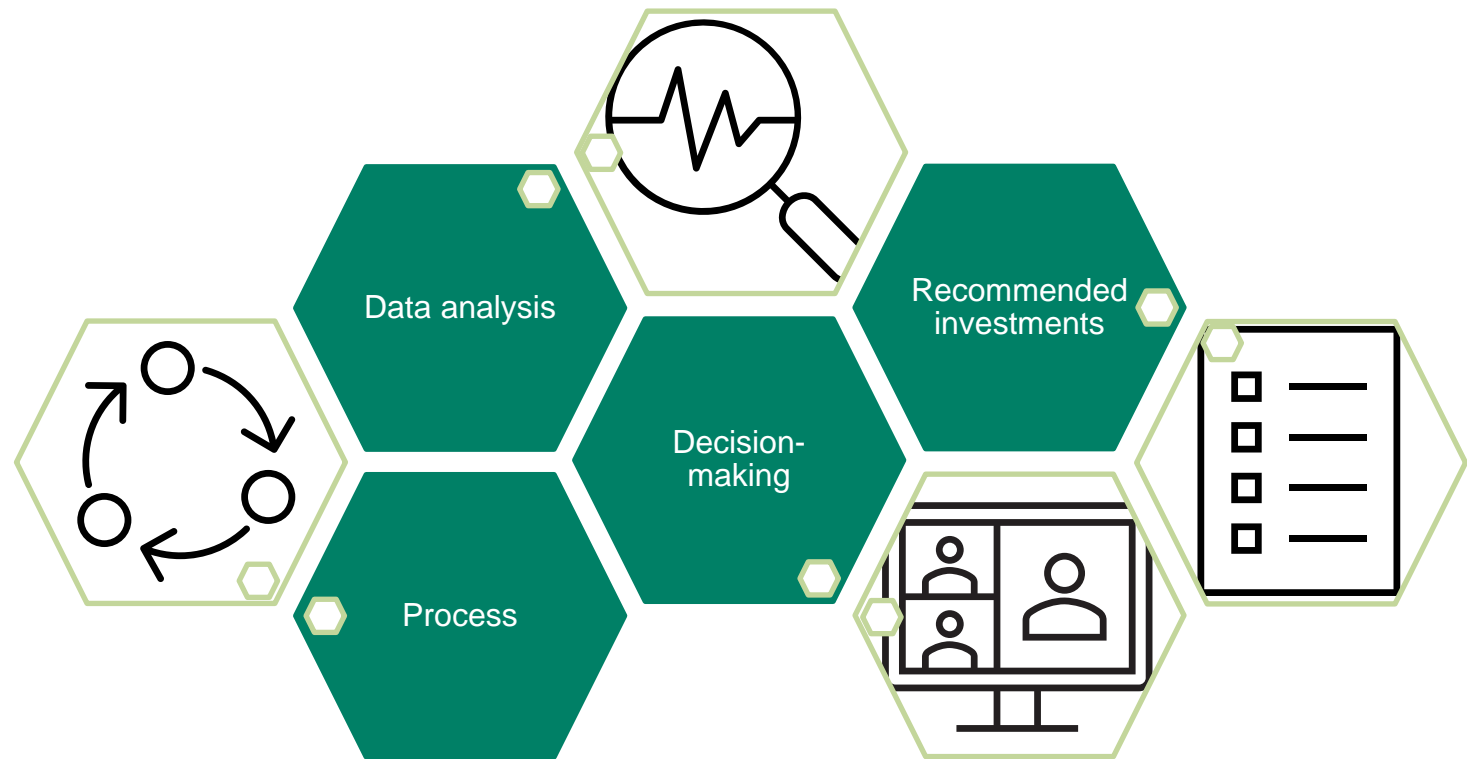
## Objectives:

- Introduce community engagement process and how WSDOT will engage community-based organizations in outreach.
- EAC members actively engage and provide feedback on the equity priority areas (communities) on the SR 167 Master Plan evaluation process.
  - Discuss the kinds of projects/programs/policies that meet the needs of the equity priority areas (communities).

# How we use your feedback

WSDOT's approach to the SR 167 Master Plan work is to be data-driven but partner refined.

- We will use community-based organization feedback to inform data analysis, decision-making, our planning process, and the recommended investments for the SR 167 corridor.



# Discuss Existing Questions from Equity Advisory Committee

# Questions from CBO's: 1-on-1 meetings and EAC meeting #1

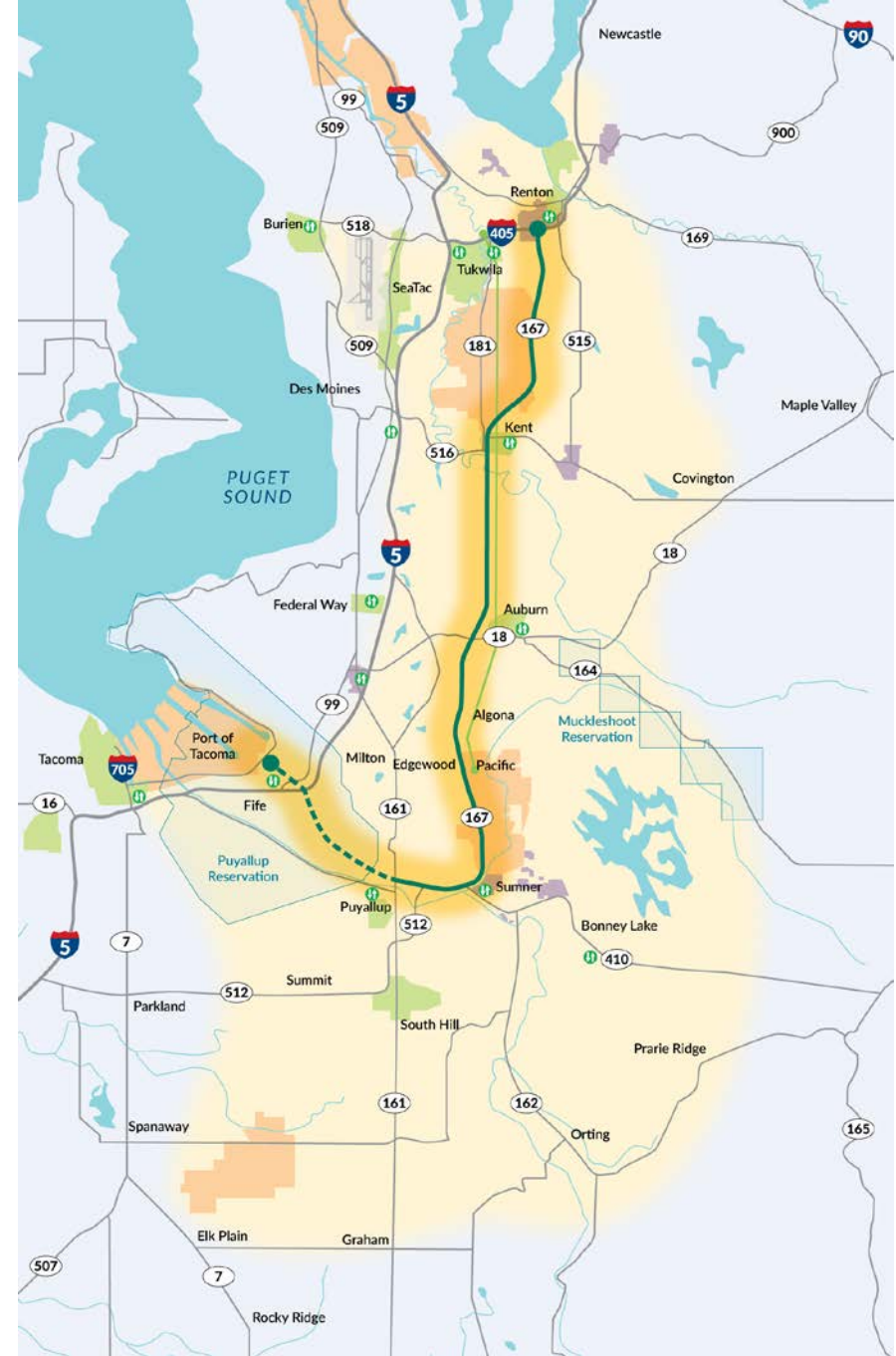
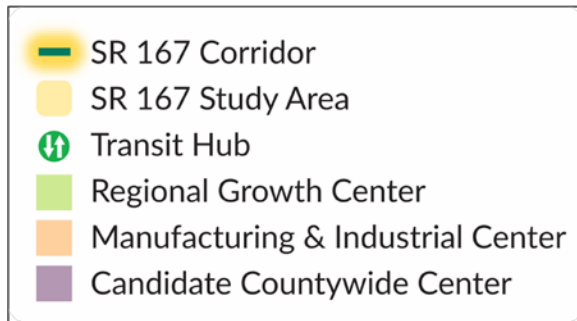
- What are the criteria for being a Regional Growth Center?
- Will there be an expansion of [Via to Transit](#) (Metro van service) and similar shuttle services provide by the transit authorities?
- Is WSDOT looking at Sound Transit's Sounder train service as part of this study? If train service is added, what will happen to the buses?
- If Sound Transit's Sounder train were to be expanded to include the City of Renton, would the bus routes stop in certain areas?
- How will the SR 167 Master Plan goals be evaluated?
- Are people without housing included in the population figures (maps, census data)?
- Does the Limited English Proficiency Population map include literacy levels because some people that we support may not know English and may also not be literate in their native language?

**Recap:**  
**SR 167 Master Plan process**

# SR 167 Study Area

The SR 167 corridor runs through one of the fastest growing areas in the Puget Sound Region and has diverse communities and diverse employment opportunities. The area is expected to keep growing fast over the next 30 years.

Today the corridor experiences traffic congestion, constraints to goods movement, and lack of appropriate transportation services for vulnerable and overburdened communities, including public transit, bicycle and pedestrian infrastructure.



# What is the SR 167 Master Plan?

- This is a Planning and Environmental Linkages Study, which integrates environmental justice in the planning step and ensures outreach with equity populations early in the planning process
- Identifies near, mid, and long-term projects and strategies to improve mobility
- Multimodal: highway, transit, freight, bike, pedestrian
- Forward-looking: changing land use, technologies, and transportation perspectives
- This includes multi-agency coordinated investments



**Multimodal** considers all modes of transportation, or ways to move people and goods



# Master Plan Vision

## **What is the SR 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

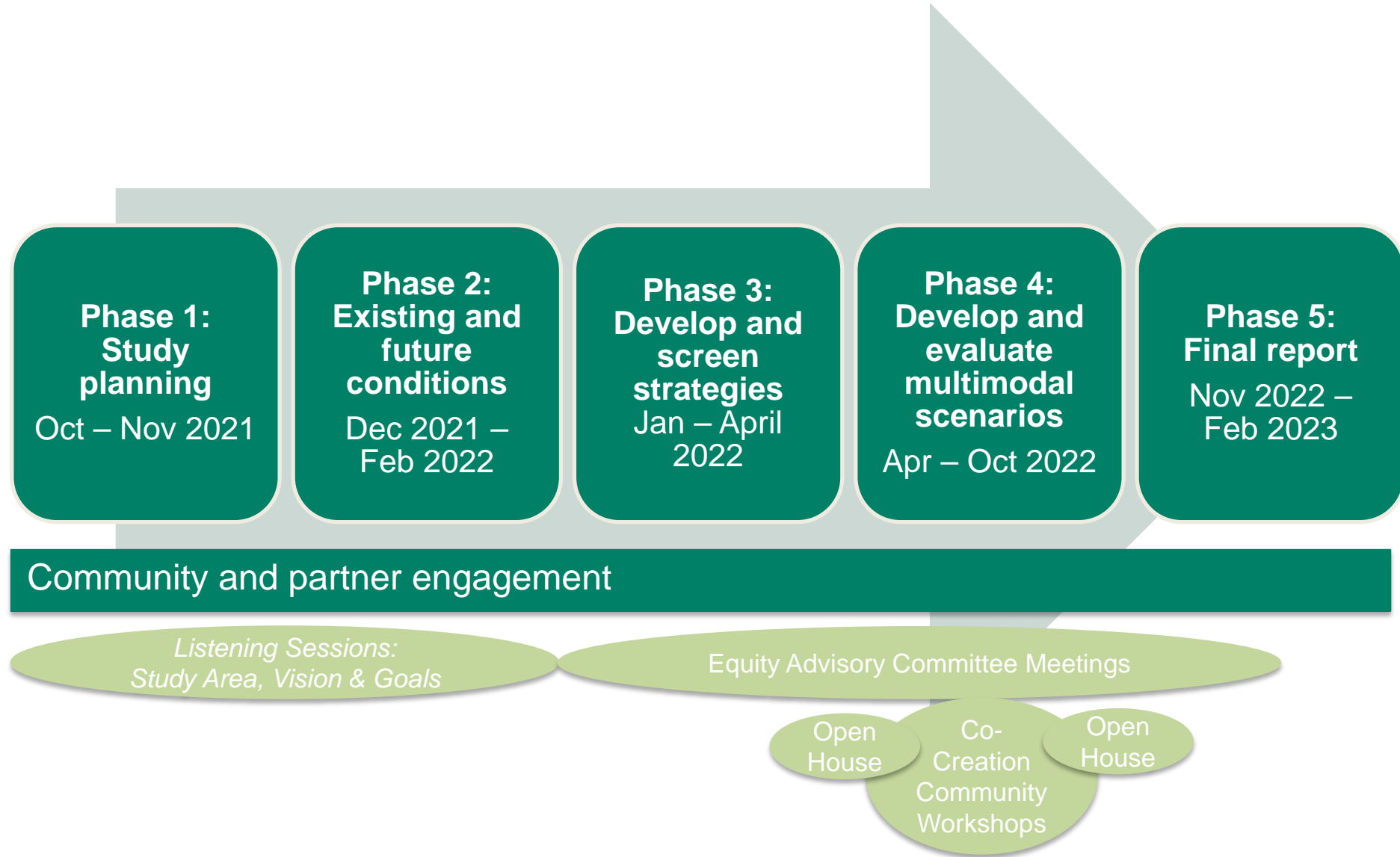
- (a) prioritize the needs of vulnerable and overburdened communities,
- (b) reduce physical barriers of the current system,
- (c) support the Puget Sound Regional Council (PSRC) Regional Growth Strategy,
- (d) facilitate transit and active transportation,
- (e) support projected growth and land-use changes,
- (f) accommodate freight movement, and
- (g) reduce greenhouse gas emissions.

# Master Plan Goals

## What are the SR 167 Master Plan draft goals:

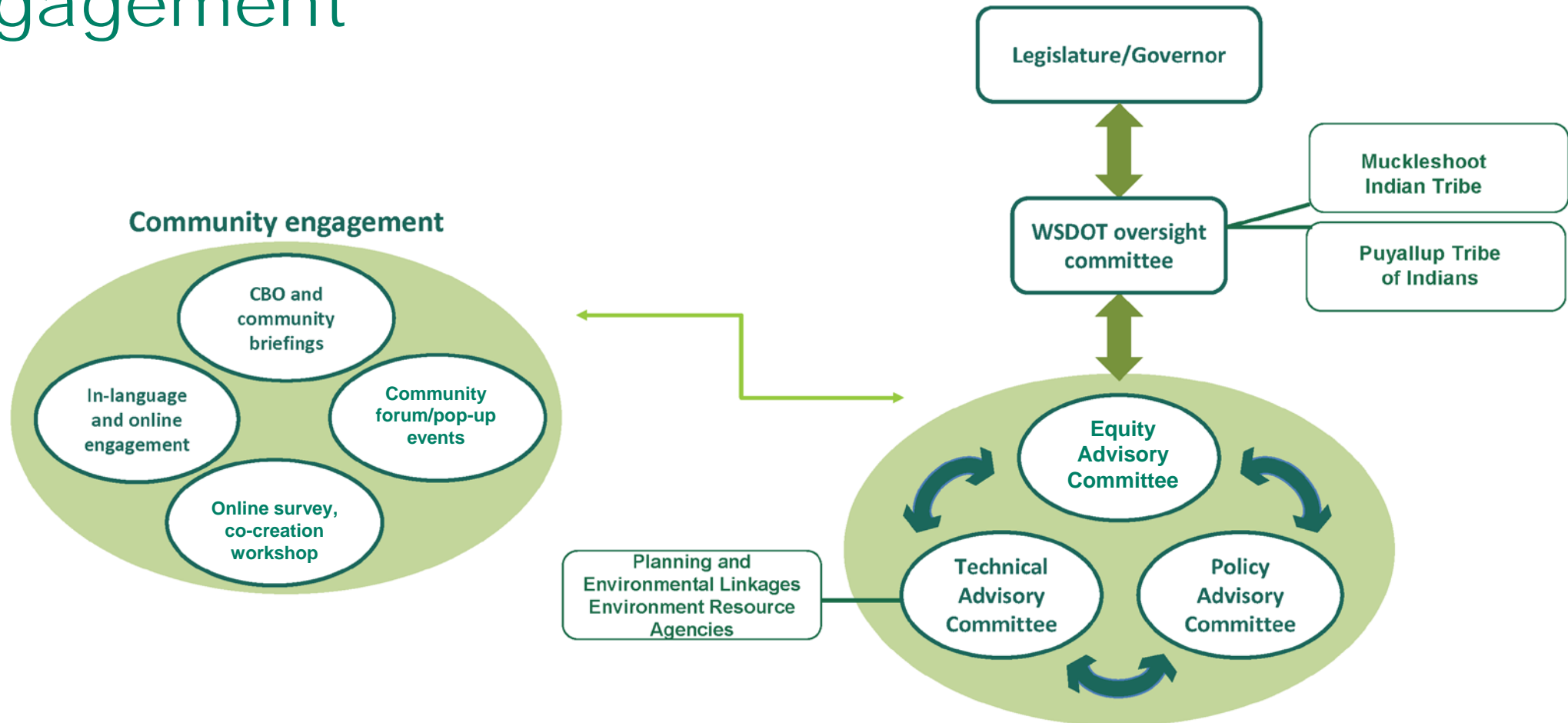
- **Equity:** Provide a range of transportation options that address the needs of vulnerable and overburdened communities.
- **Safety:** Improve existing and future safety conditions.
- **Environment:** Provide for improvements that reduce greenhouse gas emissions and limit environmental impacts.
- **Multimodal:**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

# SR 167 Master Plan Schedule



# Community Engagement

# SR 167 Master Plan - Partner and Community Engagement



# Policy Advisory Committee (PAC) members

**The PAC receives feedback, concerns, and questions from Equity Advisory Committee meetings and Listening Session meetings.**

- City of Puyallup
- Councilmember Dave Upthegrove, King County Council
- Councilmember Hans Zeiger, Pierce County Council
- Councilmember Pat Hulcey, City of Fife
- Councilmember Valerie O'Halloran, City of Renton
- Federal Highway Administration
- Freight Mobility Strategic Investment Board
- King County Metro
- Mayor Allan Ekberg, City of Tukwila
- Mayor Dana Ralph, City of Kent
- Mayor Daryl Eidinger, City of Edgewood
- Mayor Dave Hill, City of Algona
- Mayor Erin Sitterly, City of SeaTac
- Mayor Kathy Hayden, City of Sumner
- Mayor Leanne Guier, City of Pacific
- Mayor Michael McCullough, City of Bonney Lake
- Mayor Nancy Backus, City of Auburn
- Mayor Shanna Styron Sherrell, City of Milton
- Mayor Victoria Woodards, City of Tacoma
- Muckleshoot Indian Tribe
- Pierce County
- Pierce County Executive Bruce Dammeier
- Pierce Transit
- Port of Seattle
- Port of Tacoma
- Puget Sound Regional Council
- Puyallup Tribe of Indians
- Rep. Andrew Barkis, Washington State House of Representatives
- Rep. Cyndy Jacobsen, Washington State House of Representatives
- Rep. David Hackney, Washington State House of Representatives
- Rep. Debra Entenman, Washington State House of Representatives
- Rep. Drew Stokesbary, Washington State House of Representatives

# Policy Advisory Committee (PAC) members

**The PAC receives feedback, concerns, and questions from Equity Advisory Committee meetings and Listening Session meetings.**

- Rep. Eileen Cody, Washington State House of Representatives
- Rep. Eric Robertson, Washington State House of Representatives
- Rep. Jake Fey, Washington State House of Representatives
- Rep. Jamila Taylor, Washington State House of Representatives
- Rep. Jesse Johnson, Washington State House of Representatives
- Rep. Joe Fitzgibbon, Washington State House of Representatives
- Rep. J.T. Wilcox, Washington State House of Representatives
- Rep. Kelly Chambers, Washington State House of Representatives
- Rep. Kirsten Harris-Talley, Washington State House of Representatives
- Rep. Laurie Jenkins, Washington State House of Representatives
- Rep. Melanie Morgan, Washington State House of Representatives
- Rep. Mia Gregerson, Washington State House of Representatives
- Rep. Pat Sullivan, Washington State House of Representatives
- Rep. Sharon Tomiko Santos, Washington State House of Representatives
- Rep. Steve Bergquist, Washington State House of Representatives
- Rep. Steve Kirby, Washington State House of Representatives
- Rep. Tina Orwall, Washington State House of Representatives
- Senator Bob Hasegawa
- Senator Chris Gildon
- Senator Claire Wilson
- Senator (former) Jeannie Darneille
- Senator Jim McCune
- Senator Joe Nguyen
- Senator Karen Keiser
- Senator Marko Liias
- Senator Mona Das
- Senator Phil Fortunato
- Senator Rebecca Saldaña
- Senator Steve Conway
- Senator (former) Steve Hobbs
- Senator Yasmin Trudeau
- Sound Transit
- Sound Transit, Board of Directors
- Washington State Transportation Commission

# Technical Advisory Committee (TAC) members

**The TAC receives feedback, concerns, and questions from Equity Advisory Committee meetings and Listening Session meetings.**

- Auburn Area Chamber of Commerce
- City of Algona
- City of Auburn
- City of Bonney Lake
- City of Edgewood
- City of Fife
- City of Kent
- City of Milton
- City of Pacific
- City of Puyallup
- City of Renton
- City of SeaTac
- City of Sumner
- City of Tukwila
- Federal Highway Administration
- Fife Milton Edgewood Chamber of Commerce
- Freight Mobility Strategic Investment Board
- Kent Chamber of Commerce
- King County
- King County Executive Dow Constantine's Office



# Technical Advisory Committee (TAC) members

**The TAC receives feedback, concerns, and questions from Equity Advisory Committee meetings and Listening Session meetings.**

- King County Metro
- Muckleshoot Indian Tribe
- Northwest Seaport Alliance
- Pierce County
- Pierce County Washington Building and Construction Trades Council
- Pierce Transit
- Port of Seattle
- Port of Tacoma
- Puget Sound Regional Council (PSRC)
- Puyallup Sumner Chamber of Commerce
- Puyallup Tribe of Indians
- Renton Chamber of Commerce
- Sound Transit
- South Sound Chambers of Commerce Legislative Coalition
- Tacoma-Pierce County Chamber of Commerce
- Washington State Transportation Commission
- Washington Trucking Associations

# What we heard from community-based organizations

*We have people who take the bus to the Somali Community Services of Seattle from Kent— it's a one-to-two-hour commute. It is really challenging to commute.*

**- Somali Community Services of Seattle**

*It is hard for the elderly to get around to do their errands and accomplish their needs. Some members will carpool together.*

**- Filipino Senior & Family Services**

*Due to gentrification, the people that we support are moving further and further south - Renton, Kent, Federal Way, and even much further south to Spanaway.*

**- Atlantic Street Center**

*Serving the most people does not always mean serving the most vulnerable people.*

**- Asian Counseling and Referral Service**

*Access to restrooms on public transit is a public health issue. People are taking 2-3 routes at a time without access to a restroom.*

**- Renton Inclusion Task Force**

# What we heard from community-based organizations

*Access to food and ability to produce food; transportation access to community gardens; and transportation access for healthcare needs are the biggest issue for the people we support.*

**- Tilth Alliance**

*A common reason for driving to work is that the public transportation network is not robust enough to commute from home to the clinic locations – there are too many bus route transfers required in each direction.*

**- Sea Mar Community Health Centers**

*The civic infrastructure in Algona and Pacific are lacking. They do not have nongovernmental organizations with staff in those cities that represent those communities... As we see migration patterns, it adds to that lack of infrastructure there.*

**- Futurewise**

*Trails are a great way to bolster the economy... The biggest issues that community members are facing related to our organization are accessibility, safety, etc. Safety is more and more an issue.*

**- ForeverGreen Trails**

# What we heard from community-based organizations

*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**

*The public transportation piece is the biggest issue for our residents.*  
- **Low Income Housing Institute**

*Local transportation access is a challenge. There is a need to improve accessibility surrounding the transit stations, including improved pathways.*  
- **Center for Independence**

*The biggest transportation need is understanding how tolling gentrifies communities; and understanding the unintended consequences of living in and around the reservation.*  
- **Puyallup Tribe of Indians**

# What we heard so far... What do you think?

## Better transit access and safety

- Current transit options do not serve Black, Indigenous, and People of Color; and low-income community members.
- More direct public transit 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 King County 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 do not have access to the internet.

## Community needs stretch beyond transportation

- People's basic needs are not being met.
- Many people lack internet at home.

## Prioritize Community-Based Organization (CBO) engagement

- CBOs are trusted resources with cultural significance and are central to the community.

## CBO input from:

- African Community Housing & Development
- Asian Counseling & 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

# Engagement over the next six-months

## Community engagement

- Launch online open house and survey (spring 2022)
  - We will share the online open house website with CBO's
- Co-creation workshops (June - August)
- In-person events and requested briefings with CBO constituents (June - August)

## Partner engagement

- Policy Advisory Committee Meeting #3 (May 4)
- **Equity Advisory Committee Meeting #3 (June 10)**
- Technical Advisory Committee Meeting #4 (mid-June)
- Policy Advisory Committee Meeting #4 (late-June)
- **Equity Advisory Committee Meeting #4 (September)**
- Ongoing briefings: meetings with CBO constituents, as requested by CBOs (June - August)

## Engagements, so far, by the numbers

*Over 70 organizations engaged to-date:*

- **1** Equity Advisory Committee meeting
- **3** Technical Advisory Committee meetings
- **2** Policy Advisory Committee meetings
- **20** one-on-one listening sessions and partner briefings
- **1** business community meeting, including 5 chambers of commerce

# Translated resources and in-language outreach at events

## Translated languages, as needed, for effective communications:

- Chinese (simplified)
- Russian
- Somali
- Spanish
- Tagalog
- Vietnamese

- Equity Advisory Committee meeting summaries
  - The translated Equity Advisory Committee meeting #1 summary will be available in late-April for CBOs
- Two Online Open Houses and Surveys
  - **Online Open House & Survey #1: Spring 2022**
  - Online Open House & Survey #2: Fall 2022
- In-person events and CBO constituent meetings will be held between June - August, COVID-19 permitting
  - Do you have a community meeting or event (food bank, farmers market, festival, etc.) that you want WSDOT to attend? Let Ryan know ASAP.
- Print and Digital Resources

## The SR 167 Master Plan details are shared on the WSDOT website.

- ✓ Background
- ✓ Timeline
- ✓ Funding
- ✓ Outcomes
- ✓ Contacts

<https://wsdot.wa.gov/construction-planning/search-studies/sr-167-master-plan>

We welcome you to share this website.

Washington State Department of Transportation

Travel Construction & planning Business with WSDOT Engineering & standards About

Home > Construction & planning > Search projects > SR 167 Master Plan

# SR 167 Master Plan

View Edit Revisions

Project Page [SR 167 Master Plan](#) has been updated.

Moderation state Change to Log message

Draft Submit for Review Apply

- We are conducting briefings and listening sessions - reach out to schedule a briefing for your organization or neighborhood.
- We are planning for an online open house in March - check back for updates.

## Project overview

The Puget Sound region is thriving and attracting large population and employment growth. This growth increases strain on our transportation infrastructure and services, resulting in increased traffic congestion and increased needs for maintenance and preservation. There is a need to move people and goods by maximizing the effectiveness of our multimodal transportation system now and into the future. In response to this need, the Washington Legislature passed Engrossed Substitute Senate Bill 5825, directing \$3 million to develop a multimodal SR 167 Master Plan. As part of the SR 167 Master Plan effort, WSDOT will analyze existing and future conditions, incorporating information from public and stakeholder engagement, to identify near, medium, and long-term multimodal transportation needs and strategies along the SR 167 corridor.

Timeline	The SR 167 Master Plan started in earnest in fall 2021 and we anticipate completing the SR 167 Master Plan Update in 2023.
Project status	Pre-construction
Funding	In 2021, the Legislature reauthorized \$2.88 million for the SR 167 Master Plan update.

## What to expect

The proposed SR 167 Master Plan study area will include the existing SR 167 facility from Port of Tacoma (SR 509) to Renton. WSDOT will also consider the local system, and work with other transportation providers to fully understand needs and solutions in the corridor.

View full image

This map shows the 167 Master Plan Update study area, highlighted in yellow. This study area is approximate and further work and coordination with planning partners will determine the final study area.

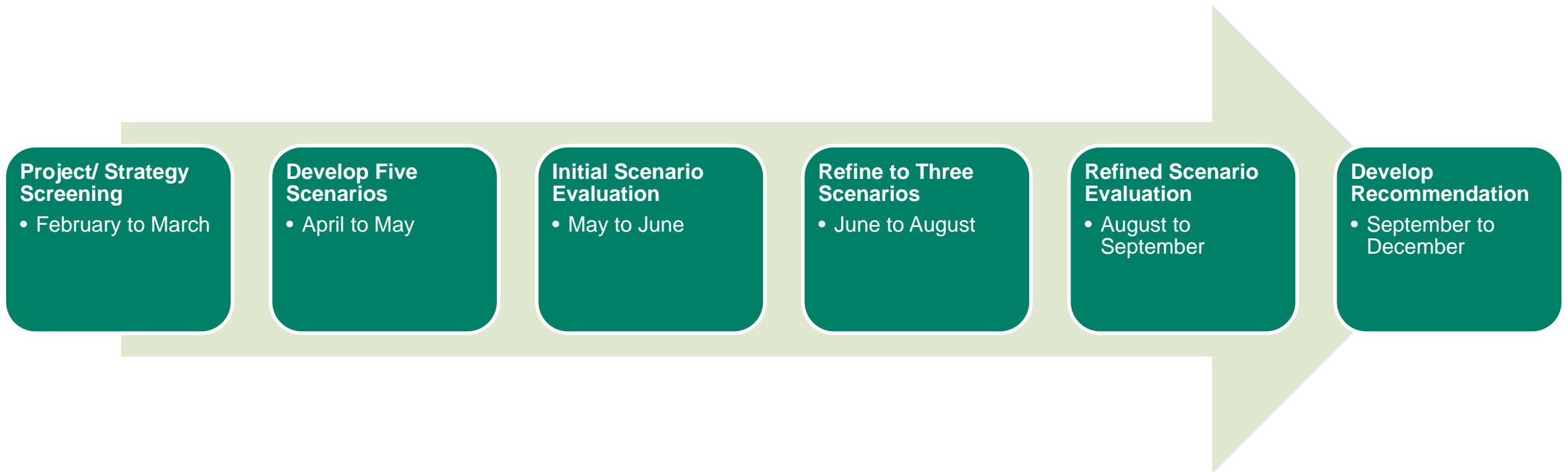


**Break**

# Evaluation Framework

# Evaluation Framework

Partner and Community Feedback



# What is an Equity Priority Area?

- A geographic area that has a higher concentration of populations of equity focus

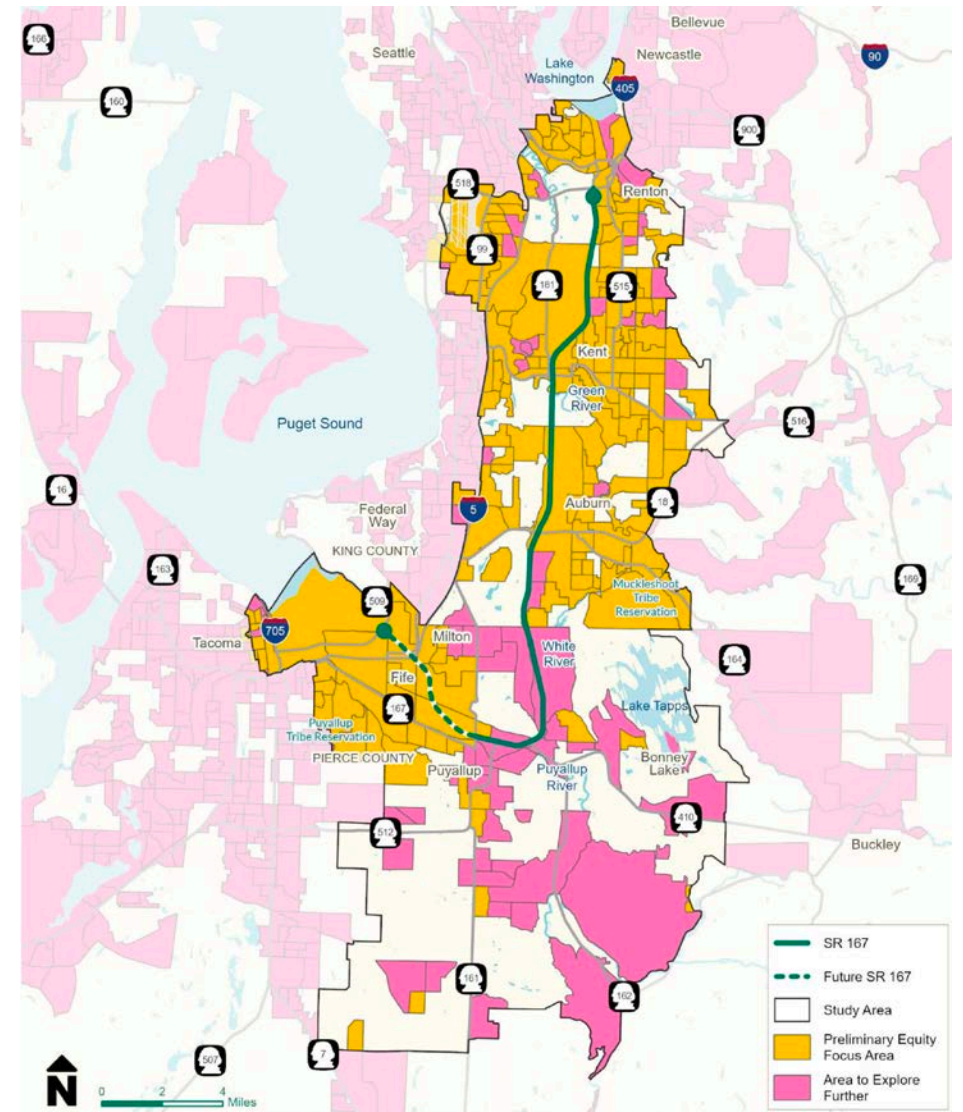
## Why is this important?

- Focuses our analysis
- Identify benefits and impacts
- Narrow the list of potential investments

# Evaluation Framework: How We Use Equity Priority Areas

## Initial Screening

- Assess potential benefits and impacts of planned projects and strategies
  - **Benefit example:** more bus service
  - **Impact example:** more truck pollution



# Evaluation Framework: How We Use Equity Priority Areas

## Scenario Development

- Select projects that fit into various scenarios

Scenario	Potential Project Types
1. <b>Baseline:</b> Complete the fully-funded projects within the study area	Projects that are funded or very likely to be funded; southbound express toll lane (ETL) extension, Puyallup to Tacoma Trail
2. <b>Transportation System Management and Operations (TSMO):</b> less SR 167 widening, more transit and active mode investment	Traffic signal improvements, changes to how congestion pricing works, widespread bike/ped and transit investments
3. <b>Centers:</b> Improvements focused on designated centers (RGC & MIC)	Transit, active mode, freight, and vehicle access improvements to and within centers
4. <b>Express Toll Lanes + Transit:</b> SR 167 express toll lanes with expanded transit	Additional express toll lanes on SR 167, BRT and express bus on SR 167, enhanced access to transit by all modes
5. <b>Strategic Capacity:</b> more SR 167 widening, less transit and active mode investment	Additional general purpose lane capacity on SR 167, interchange improvements, active mode enhancements across SR 167 and other focused areas, focused transit service expansion

- Projects to improve access to/from equity priority areas included in each scenario



# Evaluation Framework: How We Use Equity Priority Areas

## Detailed Evaluation

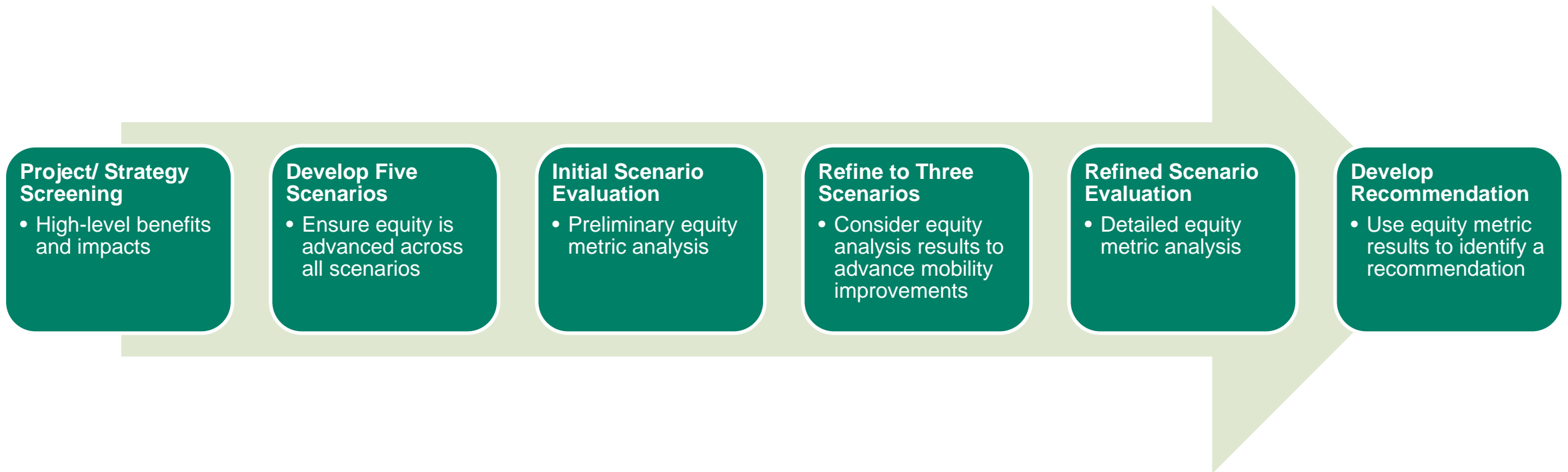
- Equity priority areas
- Several metrics are rooted in equity priority areas; examples include:
  - Number of jobs accessible from equity priority areas by vehicle and transit
  - Number of essential destinations/services accessible from equity priority areas by vehicle and transit
  - Population within equity priority areas with access to frequent or on-demand transit

Goal	Metrics	Relevance to Master Plan
1	<ul style="list-style-type: none"> <li>Number of jobs within 30, 45, 60 minutes of RGCs, Countywide Centers, and <b>equity priority areas</b> by vehicle or transit during the midday, PM, and evening peak hours</li> <li>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 <b>equity priority areas</b></li> <li>Number of households (overall and <b>equity priority households</b>) within 30, 45, 60 minutes of RGCs, MICs, and Countywide Centers by vehicle or transit</li> <li>Population (overall and <b>equity priority populations</b>) within ½ mile of frequent transit or demand responsive service</li> <li>Number of vehicles in household in <b>equity priority areas</b></li> <li>Number of transit seats per hour (midday, PM, evening) and stations in the <b>equity priority areas</b></li> <li>Travel cost for vehicle and transit access in <b>equity priority areas</b></li> </ul>	Evaluate access by different modes relative to where overburdened populations live and work
2	<ul style="list-style-type: none"> <li>Greenhouse gas and other air pollutant emissions</li> <li>Sensitive areas impacted (wetlands, cultural areas, flood hazards, wildlife habitat, etc.)</li> </ul>	Evaluate the environmental impacts and benefits of potential strategies
3	<ul style="list-style-type: none"> <li>Daily transit boardings</li> <li>Transit travel times between transit hubs ; transit/auto travel time ratios (including E-W connections)</li> <li>Active mode system completeness within RGCs, Countywide Centers, and station areas</li> <li>Active mode connectivity index within one-mile of SR 167 (measuring barriers caused by the highway)</li> <li>Travel times to and from the MICs and for through trips on SR 167</li> </ul>	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"> <li>Per capita VMT (excluding freight)</li> <li>Person throughput (across screenline, including GP lanes, and HOT lanes)</li> <li>Freight throughput (on SR 167 facility)</li> <li>Study area travel mode share</li> <li>Maintains or improves existing facility (state of good repair)</li> <li>SR 167 facility speed and level-of-service (GP and HOT lanes); hours of congestion</li> <li>SR 167 facility travel time reliability (GP and HOT lanes)</li> <li>Arterial v/c ratios</li> </ul>	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"> <li>Location of projects and improvements relative to high-crash locations, with emphasis on fatal, severe injury, and active mode crashes</li> <li>Location of capital investment strategies</li> </ul>	Identify how different potential strategies align with historic traffic safety issues
6	<ul style="list-style-type: none"> <li>Capital, program, and State of Good Repair costs</li> </ul>	Evaluate the cost effectiveness of achieving the other Master Plan goals including considerations for implementing a system that is affordable to maintain over

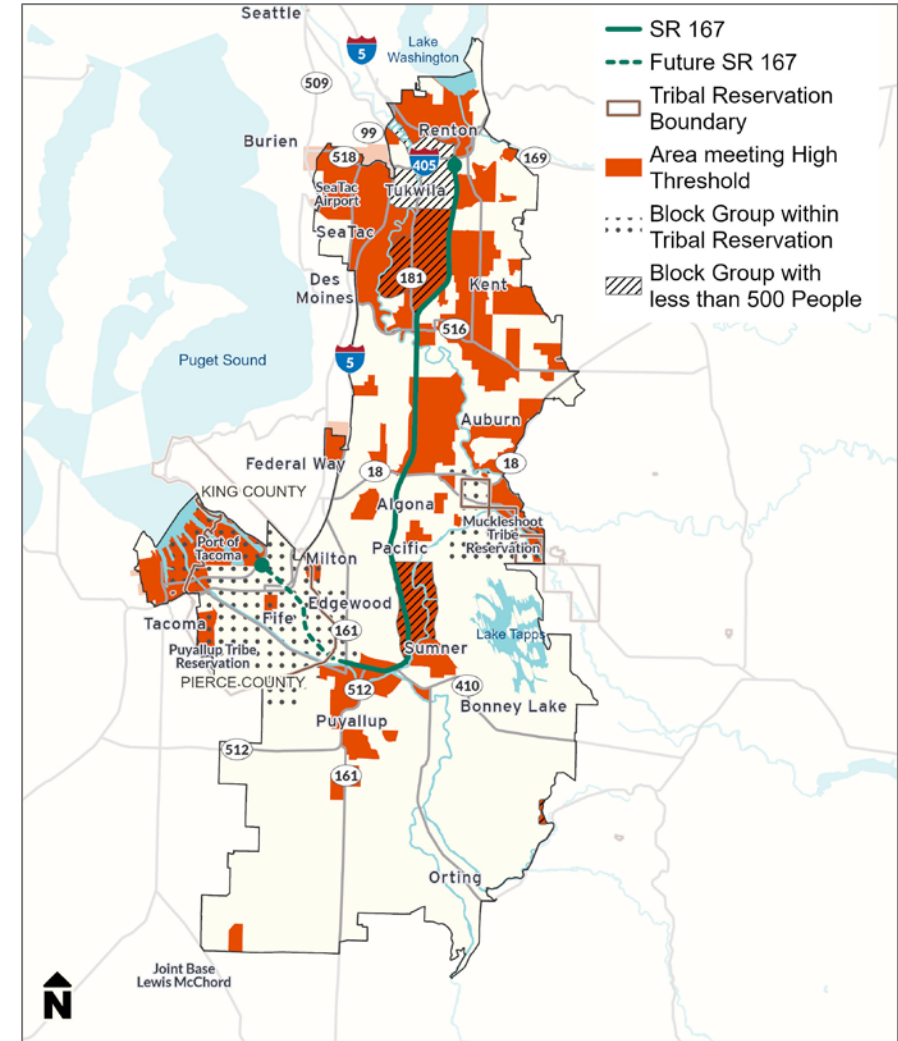
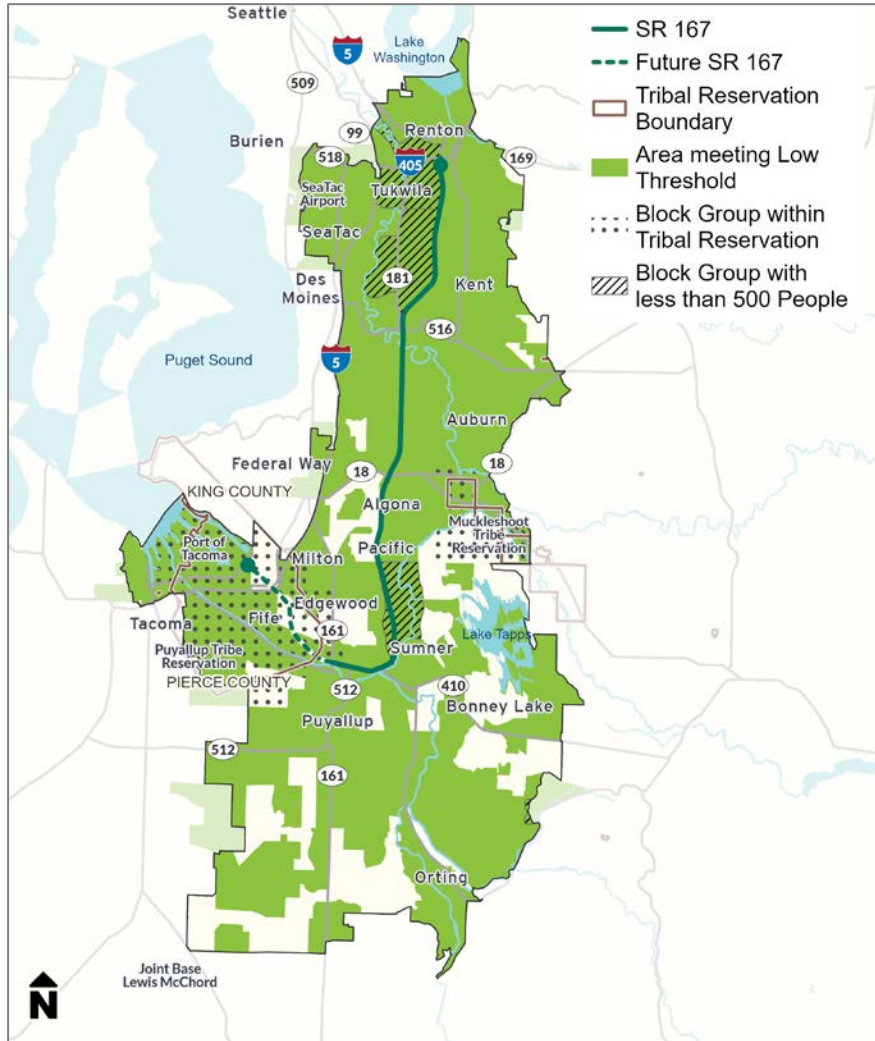


# Equity In Evaluation Framework

## Partner and Community Feedback



# Equity Priority Areas: Balancing Coverage and Areas of Focus



# Equity Analysis

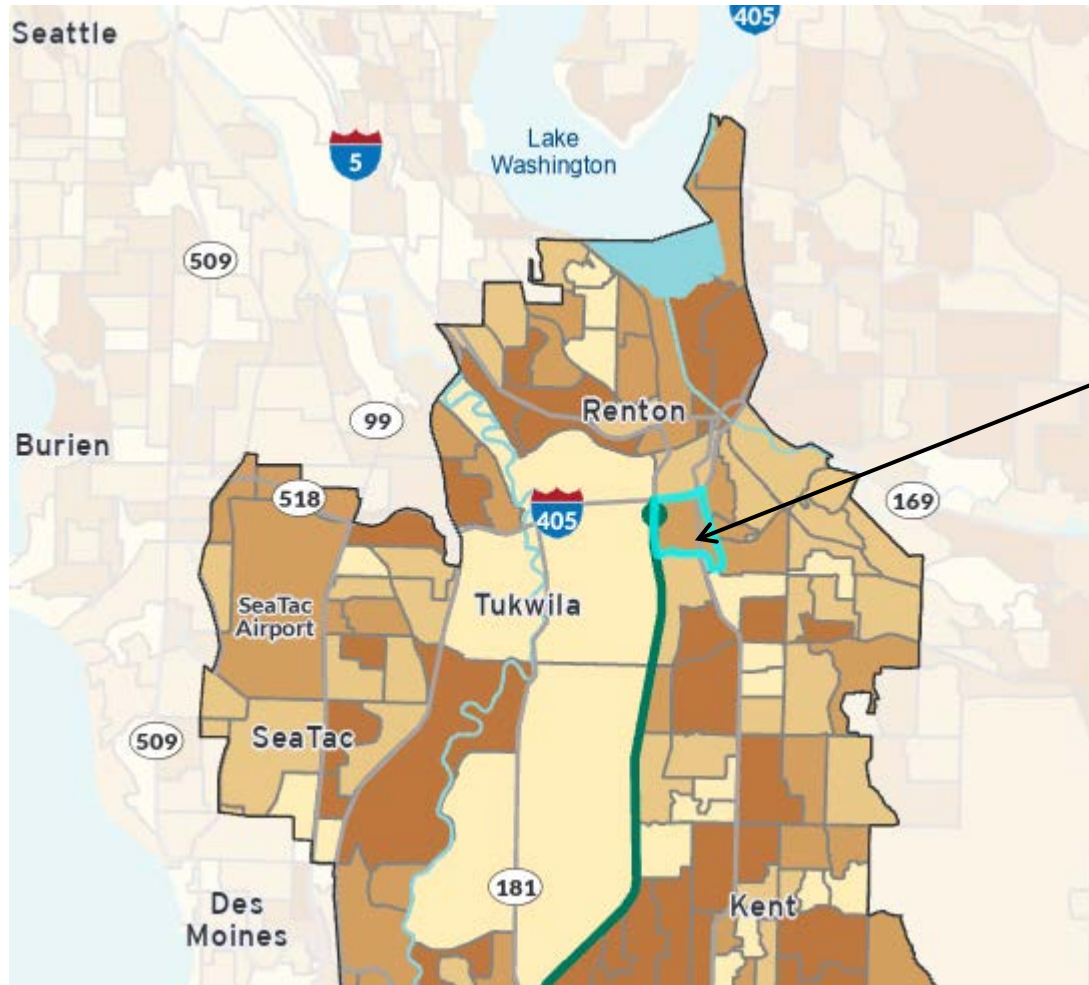
# Summary of Demographics

Demographic	Study Area	Puget Sound Region
Total Population	660,400	4,137,205
Low-Income Population *	25%	20%
Limited English Proficiency Population *	11%	8%
Minority Population *	43%	36%
Youth or Seniors *	36%	35%
Foreign Born Population *	19%	18%
Cost Burdened Households *	34%	33%
Households without a Vehicle *	6%	8%
Owner-Occupied Households	60%	61%
Renter-Occupied Households	40%	39%
Population with a Disability *	11%	11%
Unemployed Population	5%	4%
Population with a College Degree	38%	52%
Single-Parent Families *	27%	22%

\* = Demographic used to identify Equity Priority Areas



# Summary of Demographics – Geography



## Block Group 3

Total Population: 1,769

Low-Income Population: 29%

Minority Population: 64%

Limited English Proficiency

Population: 14%

Youth or Seniors: 39%

Single-Parent Families: 38%

Cost Burdened Households: 37%

Households without a Vehicle: 1%

# Equity Priority Areas - Goal

**Goal: Identify geographic areas that have a concentration of equity populations to help analyze potential benefits and impacts of project scenarios.**

# Equity Priority Areas - Analysis

**Goal:** Identify geographic areas that have a concentration of equity populations to help analyze potential benefits and impacts of project scenarios.

A “**Threshold**” is a % that must be met in order to get included in the results.

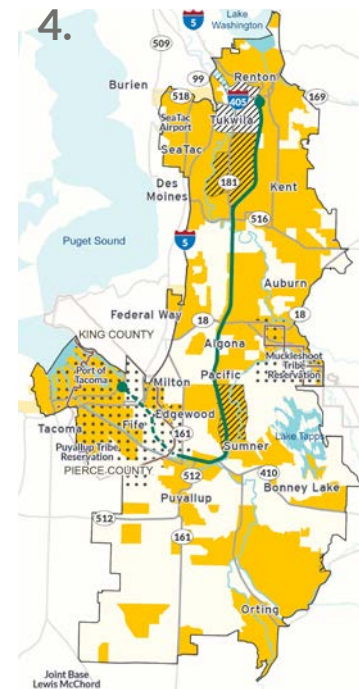
**1** Identify demographic indicators for equity analysis and calculate average % for Puget Sound Region

**2** Use statistical analysis to create a threshold for identifying concentrations of potential equity populations (“medium threshold”)

**3** Identify two other options for thresholds (“low” and “high”)

1. Demographic Indicator and Puget Sound Region Average		2. Equity Priority Area Threshold
Low-Income Population	20%	35%
Limited English Proficiency Population	8%	54%
Minority Population	36%	17%
Youth or Seniors	35%	44%
Foreign Born Population	18%	38%
Cost-Burdened Households	33%	45%
Households without a Vehicle	8%	16%
Population with a Disability	11%	29%
Single-Parent Families	22%	16%

Lower % Option	Equity Priority Areas	Higher % Option
Low Threshold	Medium Threshold	High Threshold



**4** Identify areas on a map that are above the threshold for at least 1 Demographic Indicator

**5** Get feedback from EAC on areas to add/remove and make updates to map

**6** Final Equity Priority Area layer that will be used in analyzing potential project scenario benefits and impacts

# Map Feedback

Are there areas shown that you feel should not be included as equity priority areas?

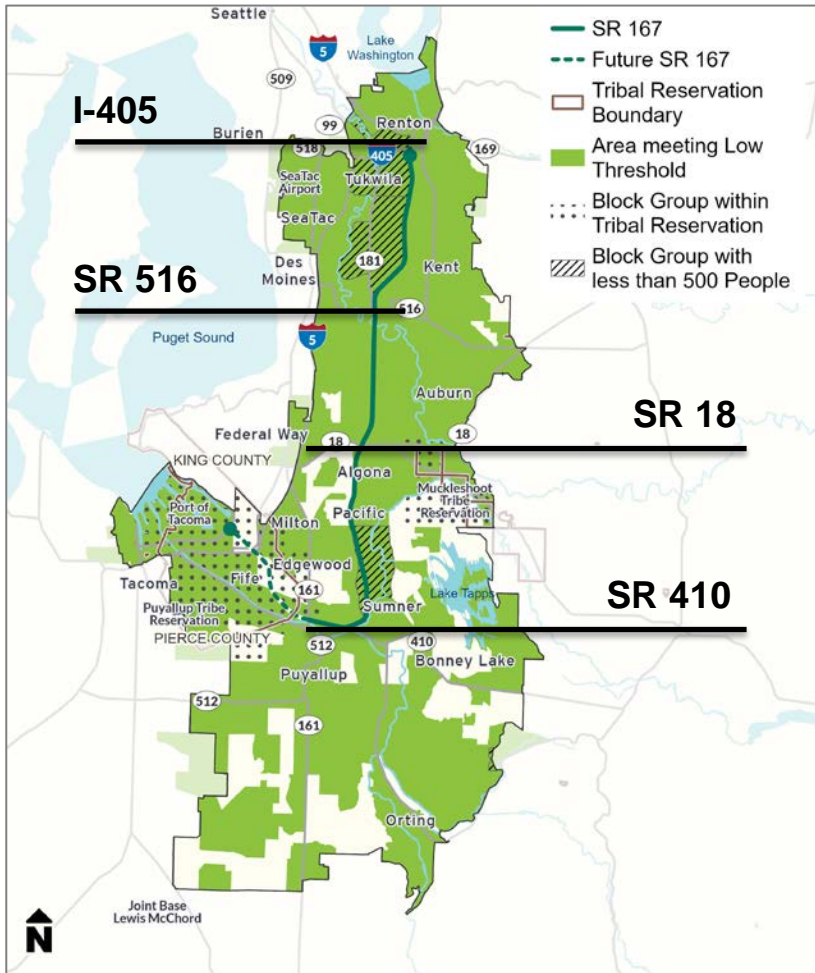
Are there areas that need to be added?

Are there specific groups or populations that we should consider further?

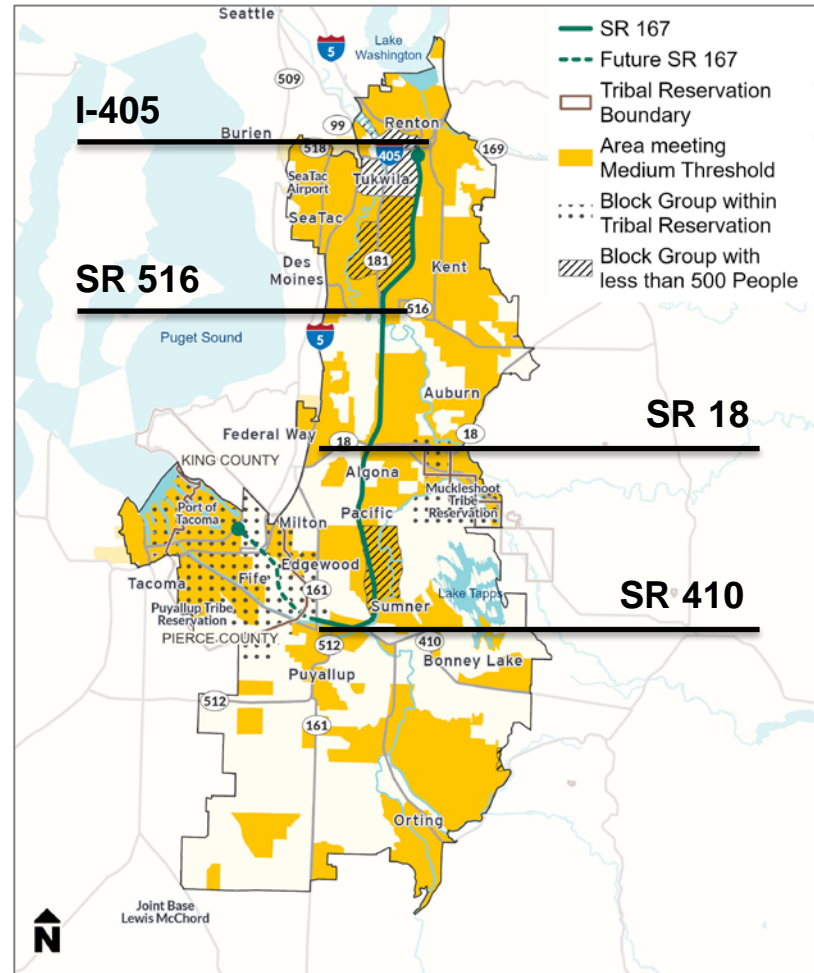


# Equity Area Maps

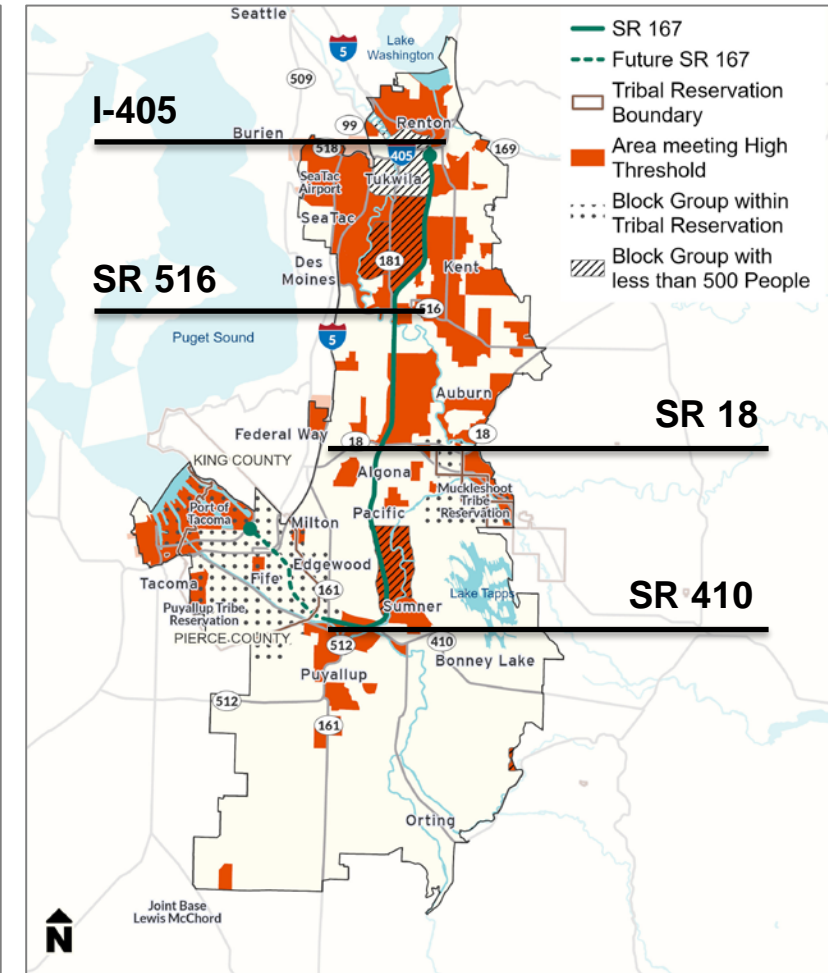
## Low Threshold Option



## Equity Priority Areas Layer (Medium Threshold Option)

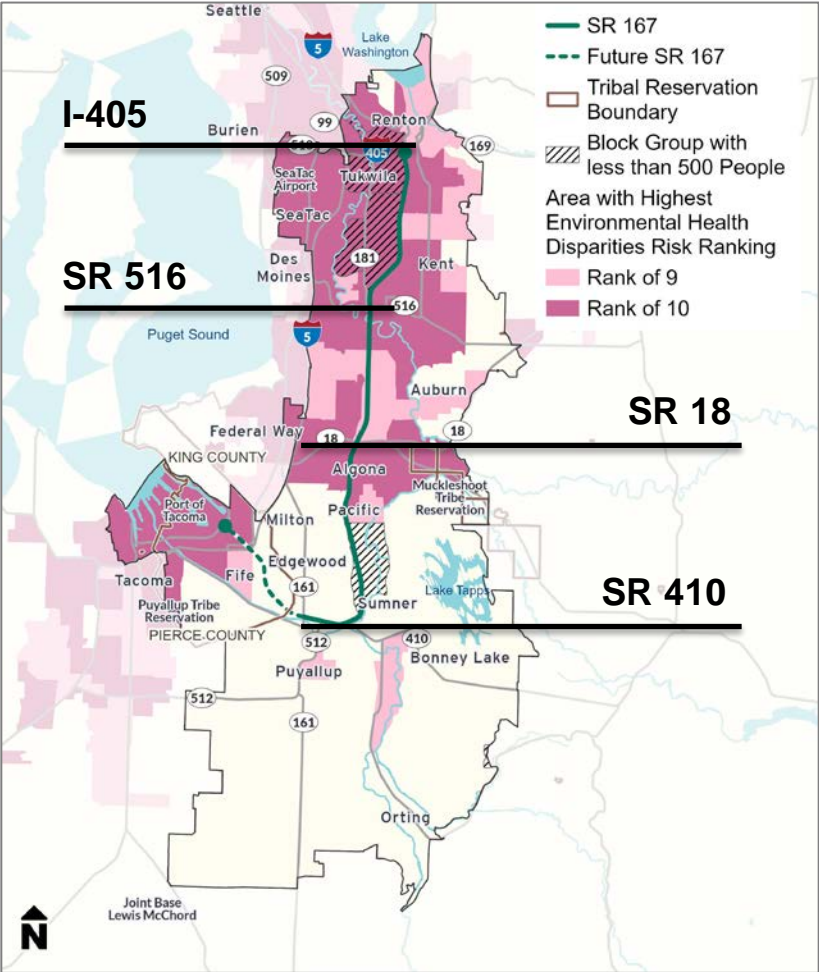


## High Threshold Option



# Equity Area Maps – WA DOH

Washington DOH Environmental Health Disparities



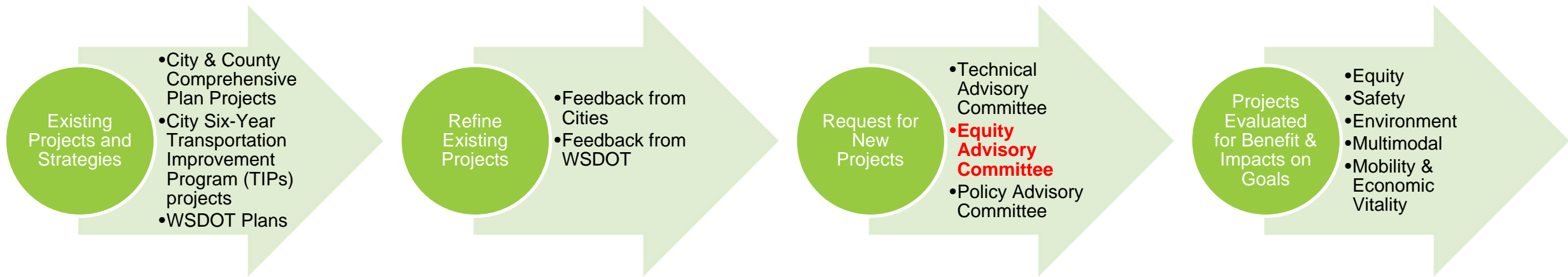
# Interactive Map for Feedback

Map Link

<https://experience.arcgis.com/experience/abd7fce0db8c4c6abe36fda5a68bda73/>

# Projects

# Project List Development Process



# What we heard vs. Potential projects

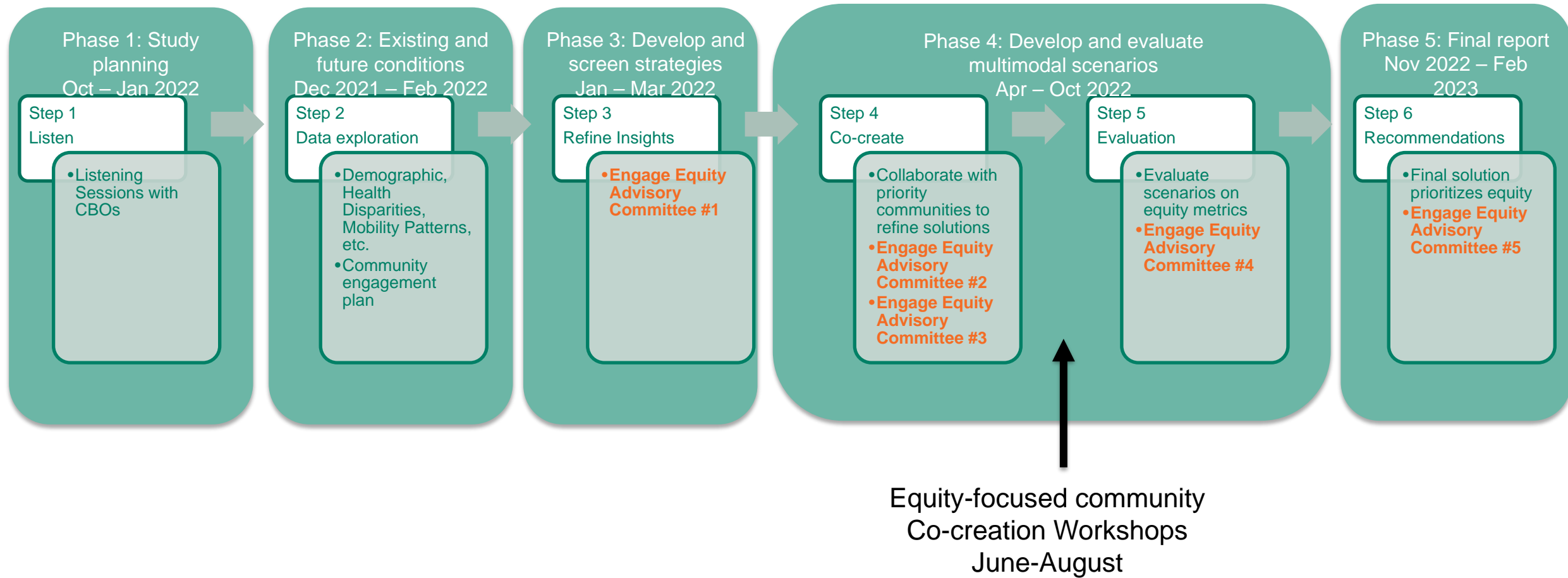
What we heard	Potential projects
More direct public transit routes with less commuting time	<ul style="list-style-type: none"><li>• New direct transit service between Seattle and SR 167 communities</li><li>• Midday Sounder Service</li><li>• 15 new or revised bus routes with more direct connections to transit hubs, neighborhood/regional retail centers, and employment</li></ul>
More east-west bus access and connections	<ul style="list-style-type: none"><li>• Three new frequent/RapidRide bus routes between East Hill neighborhoods and Sounder/Link stations</li><li>• New on-demand transit connections (e.g. Via to transit) between transit hubs and other locations</li></ul>
Tolling may spur gentrification as it allows people to live farther from jobs	<ul style="list-style-type: none"><li>• Low-income toll program</li></ul>
Sidewalks and bicycle routes are not complete around important destinations	<ul style="list-style-type: none"><li>• New sidewalks, crossings, and bicycle facilities near centers and transit hubs</li><li>• Extensions of regional trails</li></ul>

# Request for projects that are important to communities/populations you serve

- Do you have any roadway, transit, bicycle, pedestrian or other projects that are important to communities/populations you serve?
- Is there a specific location or destination with a transportation challenge that needs a solution?

Available at your convenience to discuss and/or answer questions to help identify projects of importance!

# Elevating equity – our approach





# Next Steps

## **Online Open House and Survey**

- Spring 2022
  - Available in Chinese (simplified), Russian, Tagalog, Somali, Spanish, and Vietnamese
- Please help promote the online open house to community members if you have free time.
  - A \$50 Visa gift card will be provided if you share social media posts – English language or translated posts.

## **Equity Advisory Committee Meeting #3**

- Friday, June 10 (11:00 a.m. - 1:00 p.m.)
  - This is a proposed date and time. Reach out to Ryan ASAP if you have a scheduling conflict.

**April Delchamps, AICP**  
**Planning Manager**  
**(206) 305-9479**  
[DelchaA@wsdot.wa.gov](mailto:DelchaA@wsdot.wa.gov)

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

**Amy Danberg**  
**SR 167 Master Plan Partner & Community Engagement Lead**  
**(206) 962-9635**  
[DanberA@consultant.wsdot.wa.gov](mailto:DanberA@consultant.wsdot.wa.gov)

**Henry Yates**  
**Equity Advisory Committee Facilitator**  
[Henry@yatescg.com](mailto:Henry@yatescg.com)

Questions?