

SR 167/SR 512 to Ellingson Rd Vicinity – SB Congestion Management Project

PSRC's 2024 Regional FHWA Competition

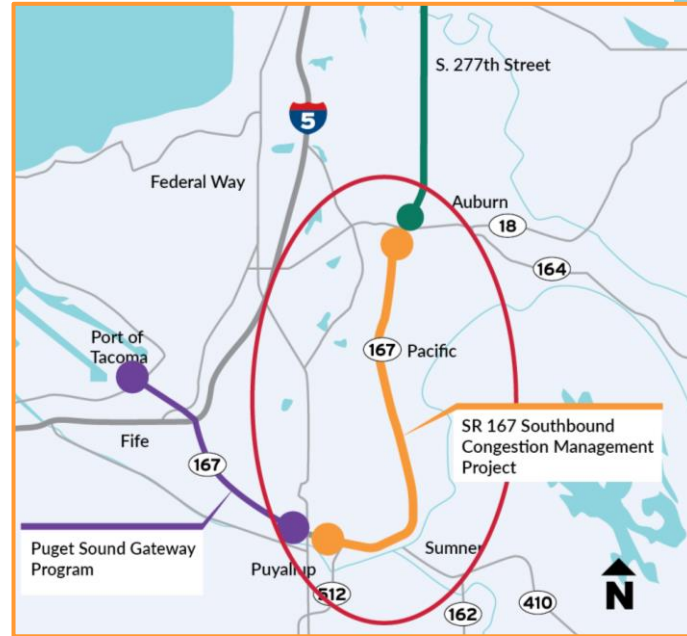
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WSDOT I-405/SR 167 Program Engineering Manager

Project Description

- Extends the SR 167 express toll lanes (ETL) southbound to logical terminus at SR 410
- Completes the I-405/SR 167 50-mile managed system, tying into Gateway investments
- Provides an alternative to I-5, designated as a lifeline corridor



Project Need

- Recurring traffic congestion on southbound SR 167 for multiple hours daily
- Current ETL system and lane ends just south of SR 18
- Increased congestion related collisions
- Negatively impacting HOV, SOV, freight users
- Identified need in multiple local and regional plans



Typical representation of
p.m. southbound congestion

Corridor Equity Focus Areas

Table 5-1. Study Area Demographic Summary

Demographic	Study Area	PSRC Area ^a
Total Population	660,400	4,137,204
* Minority Population ^{b, c}	43%	34%
* Low-Income Population ^{b, c, d}	25%	20%
* In-Poverty Population	10%	9%
* Youth Population ^c	24%	22%
Senior Population (over 64) ^c	12%	13%
* Limited English Proficiency Population ^c	11%	8%
Household without a Vehicle ^c	6%	7%
* Cost-burdened Household ^c	34%	32%
Population with a Disability ^c	11%	11%
* Single-parent Family ^c	27%	22%
* Foreign-born Population ^c	19%	17%
Owner-occupied Household	60%	61%
* Renter-occupied Household	40%	39%
* Unemployed Population	5%	4%

Sources: U.S. Census Bureau 5-year American Community Survey data (2019)

Notes:

^a The PSRC area represents the geography within King, Pierce, Kitsap, and Snohomish counties.

^b Indicator used to identify environmental justice communities.

^c Indicator used to identify equity priority areas for the SR 167 Master Plan PEL Study.

^d Includes populations at or below 200 percent of the Federal Poverty Threshold.

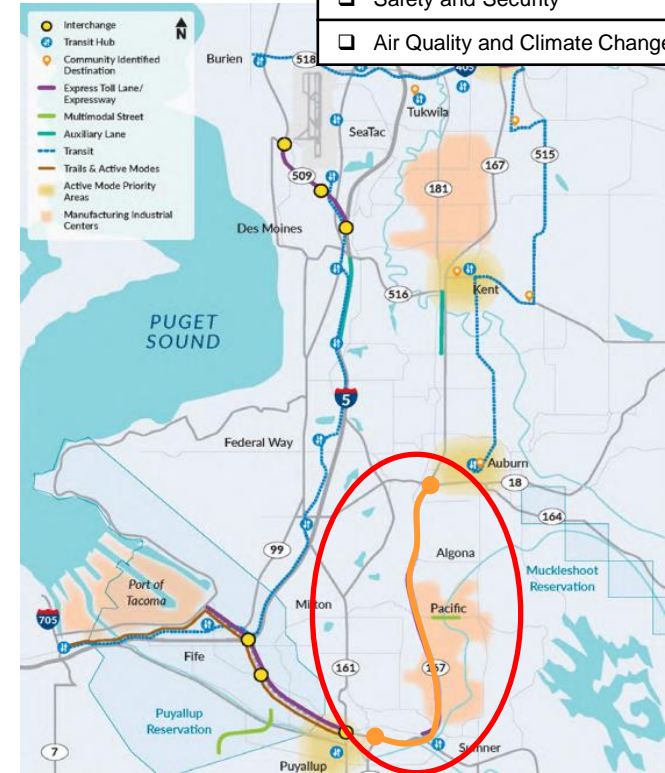
* = higher than PSRC average

Development of Manufacturing / Industrial Center

- Trips cover a large area and multiple centers
 - Truck trips average 50-70 miles
 - Vehicle trips average 30-35 miles

City	Manufacturing and Industrial	Regional Growth
Kent	✓	✓
Auburn		✓
Pacific	✓	
Sumner	✓	
Puyallup		✓
Port of Tacoma	✓	

Criteria
✓ Development of Manufacturing/Industrial Center
<input type="checkbox"/> Mobility and Accessibility
<input type="checkbox"/> Outreach and Displacement
<input type="checkbox"/> Safety and Security
<input type="checkbox"/> Air Quality and Climate Change



Mobility and Accessibility

- Provides missing capacity in the regional transportation network
- Increases mobility and efficiency for all highway users:
 - Average speeds to increase 15-25 mph
 - Reliable and sustainable capacity for express toll lane users, including HOV and Transit
 - Additional capacity benefits freight and general purpose users
 - High percentage of users are Equity Focus Populations
- SR 167 has the highest freight percentage of all major highways in the region

Criteria

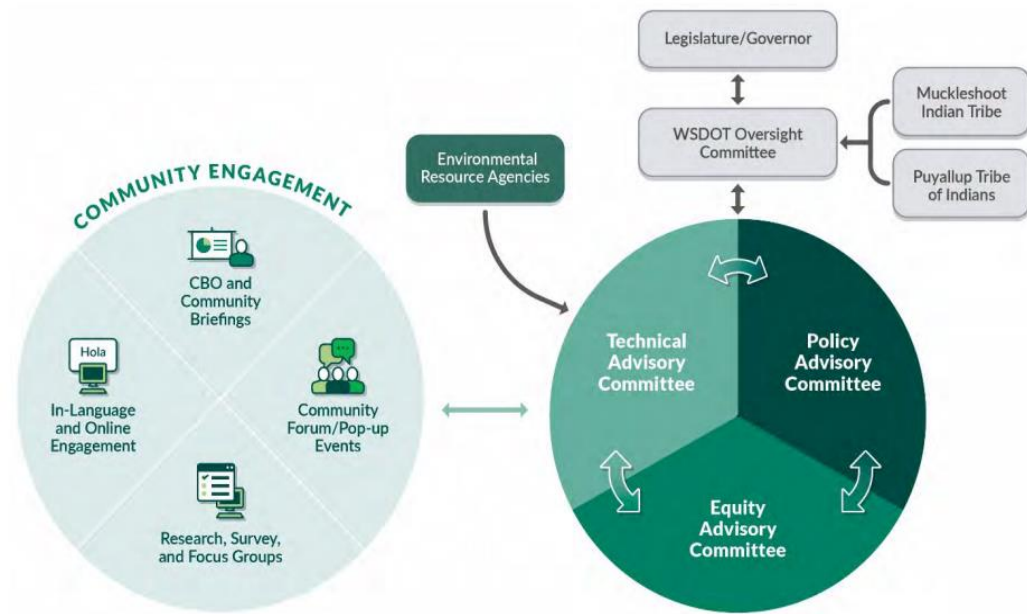
- | |
|---|
| ✓ Development of Manufacturing/Industrial Center |
| ✓ Mobility and Accessibility |
| <input type="checkbox"/> Outreach and Displacement |
| <input type="checkbox"/> Safety and Security |
| <input type="checkbox"/> Air Quality and Climate Change |



Outreach and Displacement

Criteria	
✓	Development of Manufacturing/Industrial Center
✓	Mobility and Accessibility
✓	Outreach and Displacement
❑	Safety and Security
❑	Air Quality and Climate Change

- Public outreach informed corridor vision, including the SR 167 Congestion Project
- Recent Equity Advisory Committee outreach confirms project aligns with community needs and vision
- Project will follow HEAL act moving forward
- No Right of Way needed, no displacement expected



Safety and Security

- Decreases congestion-related collisions
- Reduces diversion onto local streets
- Follows Target Zero, FHWA Safety Countermeasures and Highway Safety Plan

The project will follow FHWA Proven Safety Countermeasures including:

- Enhancing delineation for horizontal curves
- Roadside design improvements at curves
- Median barriers

Criteria

- | |
|---|
| ✓ Development of Manufacturing/Industrial Center |
| ✓ Mobility and Accessibility |
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| <input type="checkbox"/> Air Quality and Climate Change |

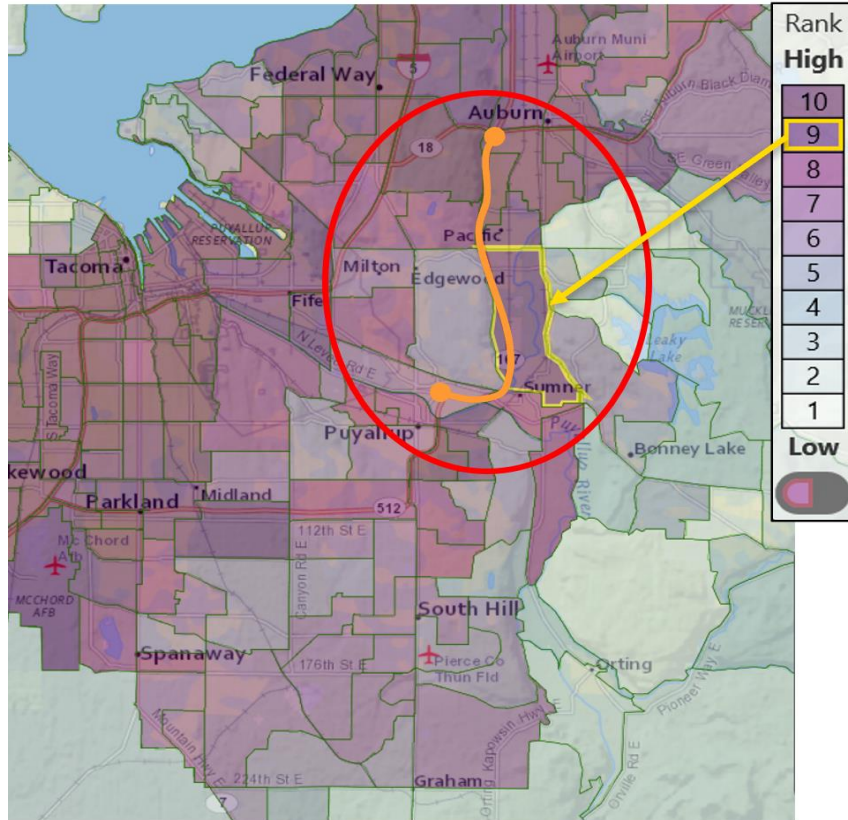


Safety Procedures and Guidelines Manual

M 75-01.60
February 2024

Human Resources Division
Safety and Health Services Office

Air Quality / Climate Change



Criteria

✓	Development of Manufacturing/Industrial Center
✓	Mobility and Accessibility
✓	Outreach and Displacement
✓	Safety and Security
✓	Air Quality and Climate Change

- High freight traffic with higher speeds will reduce particulate emissions
- Management of the system provides sustainable operations for long term greenhouse gas emission reduction
- Area has a WAEHD 9 ranking
- Project to be completed prior to 2035

Summary

- Highest freight percentage in the region
- Improves speeds and reliability for all users
- Plan consistent with PSRC's Vision 2050 and incorporates Equitable Engagement Guidance
- Will improve safety of the corridor using FHWA Safety Countermeasures
- Improves air quality in an area with high environmental health disparities

Criteria
✓ Development of Manufacturing/Industrial Center
✓ Mobility and Accessibility
✓ Outreach and Displacement
✓ Safety and Security
✓ Air Quality and Climate Change