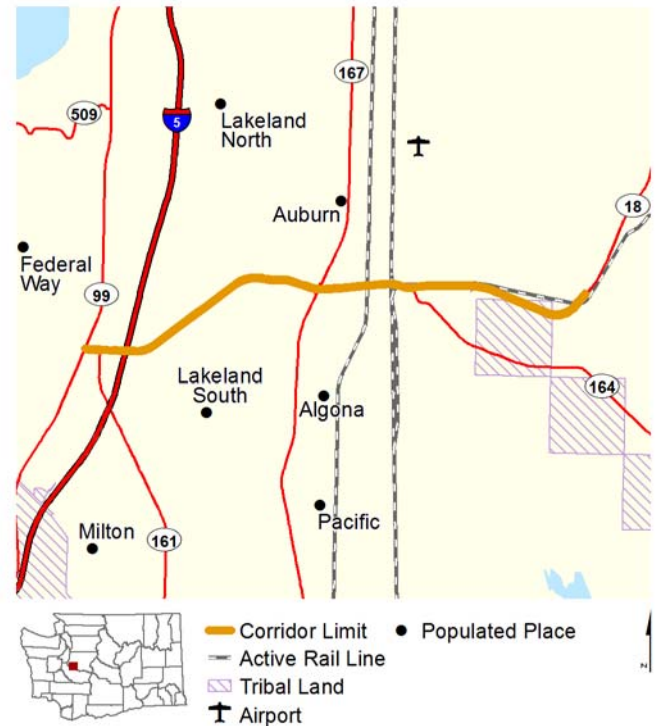


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

SR 18: SR 99 (Federal Way) to SE Auburn-Black Diamond Road (Auburn)

This seven-mile long east-west corridor is located in southern King County. This corridor runs along a portion of State Route 18 between the SR 99 intersection in the city of Federal Way and the interchange with SE Auburn-Black Diamond Road east of the city of Auburn. The corridor's character is primarily suburban with low- to medium-density residential development being the most common land use. Land use within Federal Way and Auburn is more urban in character and includes clusters of dense commercial development and a significant amount of industrial use particularly in Auburn. The corridor crosses a major BNSF railyard near the industrial uses in Auburn. The Auburn Sounder Station is just north of the corridor. There are also several parks located near the corridor such as West Hybelos Wetlands Park in Federal Way and Auburn Environmental Park. Terrain along the corridor is relatively flat to rolling except for the notably steep grade just west of the SR 167 interchange and near the Green River on the outskirts of Auburn.



Current Function

SR 18 provides a more direct connection between Interstate 5 in Federal Way and I-90 in Issaquah through southeastern King County functioning as an alternative connection and bypassing potential congestion on I-5 and I-405. This section of SR 18 is a major commuter and freight route, and provides regional connections to SR 99, I-5, SR 167, SR 164, and I-90. This corridor also provides local access for residents of Federal Way, Kent, Auburn, and unincorporated King County. The corridor provides access to large employers in the area including Weyerhaeuser, Boeing, and several medical facilities. Freight traffic uses the corridor to access the industrial areas in Auburn and Kent and to travel between I-90 and I-5 coming to or from the port of Tacoma. Recreational traffic, particularly coming from the Tacoma area, uses the corridor to more easily access recreational opportunities to the east such as Tiger Mountain State Forest or Snoqualmie Pass. Pedestrian and bicycle use are not permitted on this corridor. King County Metro bus services and Sound Transit's Sounder commuter rail are accessible as are three park and rides located along this corridor.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same. Congestion is expected to increase with growth in south King County.

Highlights and Performance

This section of SR 18 is primarily a four-lane, divided highway. Between I-5 and SR 99, the corridor expands to a multi-lane highway with multiple turn lanes and a High Occupancy Vehicle lane on each side of the corridor to accommodate traffic exiting and entering the major north-south highways. The annual average daily traffic on this corridor is highest between the SR 167 and SR 164 interchanges near Auburn and lowest at the SR 99 junction.

What's working well?

- Roughly 97% of surveyed pavements on the corridor are in fair or better condition.
- WSDOT has installed ramp metering along the corridor to manage traffic flow.
- Multiple park and rides and Auburn Sounder Station are located along the corridor.
- The corridor has no chronic environmental deficiencies and a low climate change vulnerability rating.

What needs to change?

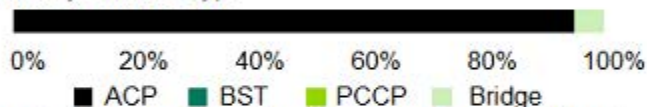
- About 37% of this corridor experiences congestion on a regular basis.
- 13 bridge preservation needs have been identified on the corridor, including 10 seismic retrofits.
- WSDOT has identified fish passage barriers on the corridor.

WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

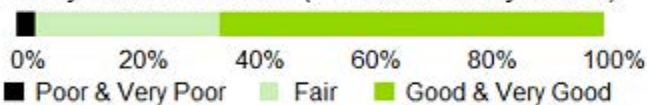
High	Low	
97,813	41,868	Annual Average Daily Traffic (AADT)
8.7%	6.2%	Bus/Truck Percent
33.12		Number of Lane Miles
3		# of Signalized/Stop Controlled Intersections
\$30,878,000		Corridor Investments (2005-2016)

Preservation

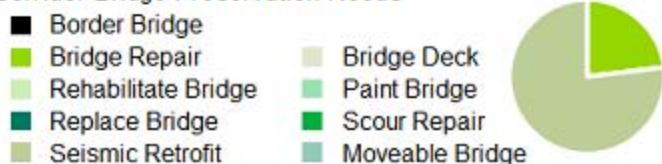
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

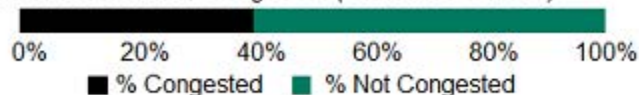


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	33.3% Passable	66.7% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	21 BMPs	Retrofit Prioritization in progress
10.5	% of Corridor with high potential for increased Climate Impacts	
3	Wetland Mitigation Locations	
None	Historical Bridges	

1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

What we heard from our partners

WSDOT is interested in collecting feedback from our partners. To provide feedback on this corridor, please contact the office indicated on the last page of this document.

Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

Policy Goals / Strategies Description and Near-Term Actions

Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>

Mobility

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</i>
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Preservation

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, pavement repair, and sweeping and cleaning.</i>
Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 46% of the corridor.</i>
Structures	<i>WSDOT has identified one Structures action in the next six years encompassing 9% of the corridor.</i>

Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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This portion of SR 18 is a predominantly east-west principle arterial, serving the cities of Auburn, Algona, and Federal Way. The surrounding land uses are primarily suburban residential and commercial. This route supports a large amount of commuter traffic in the morning and evening, provides connections to SR 99, I-5, and numerous employment centers. SR 18 is also heavily used by commercial and freight traffic.

There is congestion on the corridor, particularly between SR 99 and SR 167 during peak periods, and at the SR 18/I-5 interchange. There is limited transit service provided on the portion of the corridor between I-5 and SR 167.

Corridor Segment Characteristics

- The Average Daily Traffic on the segment was greater than 85,000 vehicles in 2015.
- The corridor is classified as a T-1 freight route with an annual tonnage over 40,000,000 in 2015.

Contributing Factors

- Traffic exceeds capacity during peak commute periods, particularly near interchanges, resulting in delay.
- The lack of parallel routes provides few alternatives for regional trips.
- Lack of non-motorized facilities makes crossing the highway difficult.
- Transit Service is commuter oriented. All day service is limited resulting in low transit mode share.
- Bottlenecking occurs at the SR 18/I-5 Interchange causing backups and congestion. Final phases of the I-5/SR 18 Triangle improvements remain to be built.

Mobility Strategies:

WSDOT compiled these strategies based on available information and existing plans. The agency will work with local partners to further develop strategies.

Operational Improvements

- Provide traveler information on roadway conditions to reduce delay.

Demand Management

- Increase transit service paired with improvements to provide travel time savings and increase ridership.
- Work with partners to identify additional truck parking facilities to reduce truck trips.

Further Study

- Additional strategies to improve mobility may be identified through the Puget Sound Regional Council's regional planning processes.
- Work with local jurisdictions to explore enhancing the local road network to provide alternative routes and manage congestion on the corridor.



WSDOT Triangle Interchange Project

For more information

To find out more information about this corridor or how to get involved, please contact:

Nazmul Alam

Corridor Planning Manager
WSDOT Management of Mobility Division
206-464-1267
alamn@wsdot.wa.gov

Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Americans with Disabilities Act (ADA) Information

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number), by (insert date-usually two weeks advance notice). Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

Title VI Statement to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

Información del Acta (ADA) de Estadounidense con Discapacidad

Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en wsdotada@wsdot.wa.gov o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

Notificación de Título VI al Público

Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Título VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Título VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con el Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.