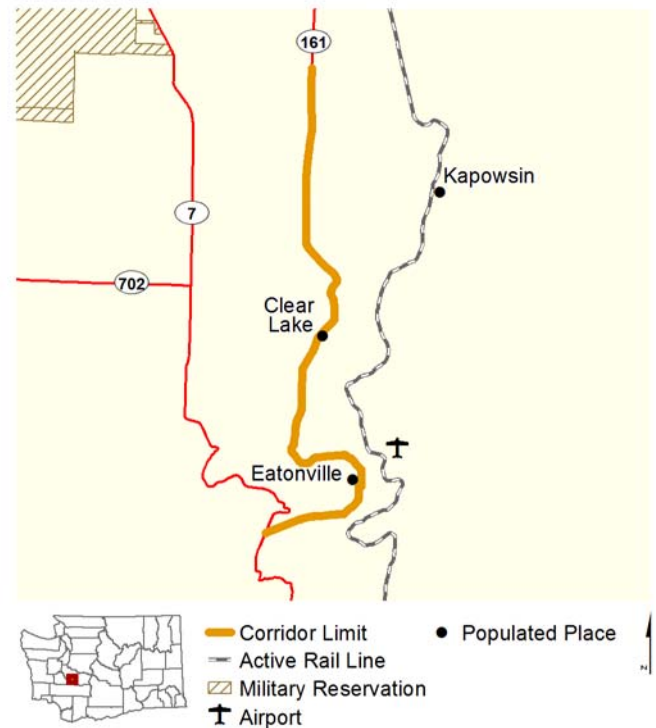


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 161: SR 7 Jct (Eatonville vic.) to Graham City Limits (vic. 264th St)

This 16-mile long north-south corridor is located in western Washington near Mount Rainier National Park between the State Route 161 intersection with SR 7 and 264th Street, near the community of Graham. The corridor is generally rural in character with low-density development along most of its length. Land uses along the corridor include large tracts of active agricultural lands, open undeveloped land, clusters of residential development, and a large county landfill. In the community of Graham and town of Eatonville, the corridor's character is suburban with higher-density development. Land use in these areas consists of residential, commercial, and light industrial. Concentrations of undeveloped land include the University of Washington Center for Sustainable Forestry and the Northwest Trek Wildlife Park. The terrain is primarily rolling as the corridor travels the foothills of Mt Rainier. The corridor passes by Tanwax, Clear, and Ohop lakes. There is one at grade railroad crossing in Graham and Swanson Airport is located near the corridor in Eatonville.



Current Function

SR 161 is a major north-south arterial connecting communities in southern Pierce County indirectly with Interstate 5, SR 512, and SR 167. This segment of SR 161 connects the town of Eatonville, the communities of Graham and Kapowsin, and their outlying areas with Tacoma, Puyallup and central Puget Sound. The corridor is a regional recreational and commuter corridor that provides connections to the south, including Mt Rainier National Park, White Pass, and the Cascade Mountains. Destinations on the corridor include Northwest Trek and several lakes in the vicinity, of which Alder Lake is the largest. The corridor provides access to several industrial sites along the route, in particular the gravel operation near the town of Eatonville and the landfill near Kapowsin. L.E.W.I.S. Mountain Highway Transit provides Beyond the Borders service on SR 161 with Monday through Friday service. Sidewalks are intermittent along the route and shoulder use is permitted for pedestrians and bicyclists.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

Highlights and Performance

This portion of SR 161 is a two-lane, undivided, largely unsignalized highway which includes a center turn lane at several intersections. There is one signalized stop located at the Kapowsin Highway E and 304th Street E. The annual average daily traffic on this corridor is highest near the 257th Street E intersection in Graham and lowest at the southern Eatonville city limits.

What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- Approximately 98% of surveyed pavements on the corridor are in fair or better condition.
- Transit service is available on the corridor on weekdays.
- There are no chronic environmental deficiencies or habitat connectivity sites on the corridor.

What needs to change?

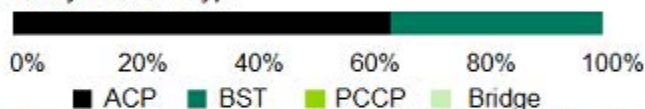
- The corridor has a medium climate change vulnerability rating from the SR 7 junction to Muck Creek.
- The corridor has multiple fish passage barriers, particularly between Jims Corner and 264th Street.
- There are no dedicated pedestrian or bicyclist facilities on the corridor.
- There are missing links between the corridor's three shared-use trails.

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

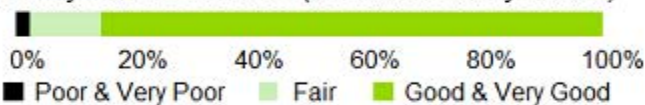
High	Low	
11,614	388	Annual Average Daily Traffic (AADT)
11.2%	7.2%	Bus/Truck Percent
32.22		Number of Lane Miles
4		# of Signalized/Stop Controlled Intersections
\$10,420,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

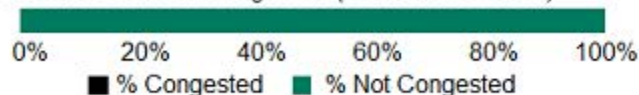


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	72.7% Passable	27.3% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	13 High Priority Miles
Stormwater Treatment	4 BMPs	Retrofit Prioritization in progress
89.3	% of Corridor with high potential for increased Climate Impacts	
1	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 collected feedback from agency partners. Key themes included:

- Partners expressed the belief that throughput at the SR 161/Center Street intersection in Eatonville meets the requirements for signalization or roundabout installation.
- A desire for increased support of the Tacoma to Tahoma Trail Initiative, which would fill in the missing links between the corridor's shared-use facilities.
- Concerns about environmental hazards created by the corridor's heavy logging freight traffic.
- One partner would like to explore ways in which to increase motorized mobility by addressing the corridor's many sharply angled curves.

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>
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Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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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>
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Mobility

Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</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 rest areas.</i>
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Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 58% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 58% of the corridor.</i>
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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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For more information

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

Dennis Engel

Olympic Region Planning Office

Planning Manager

360-357-2651

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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.

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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.

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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.

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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.

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