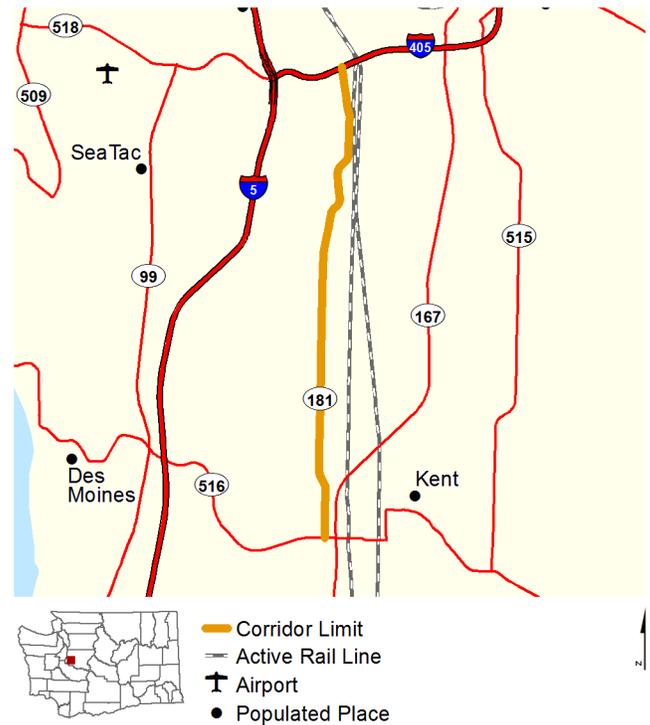


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 181: SR 516 Jct (Kent) to I-405 (Tukwila)

This six-mile long north-south corridor is located in King County and encompasses all of State Route 181. The corridor runs between the SR 516 junction in the city of Kent and the Interstate 405 junction in the city of Tukwila. The corridor's character is suburban with the majority of the area surrounding the corridor having relatively dense, industrial park-style development. At the northern end of the corridor, SR 181 runs along the east side of Westfield Southcenter, the largest shopping center in Washington. Other land uses along the corridor include commercial, industrial/manufacturing, and multi-family residential. There are several small parks located near the corridor such as Bicentennial and Riverfront. Major employers along the corridor include the Boeing Company, Starbucks Coffee Roasters Plant, and Macy's Logistics and Operations. The corridor passes through level terrain and vegetation is primarily street trees, landscaping, unmaintained open space, and some wetland/riparian areas. The northern end of the corridor follows the eastern bank of the Green River.



Current Function

SR 181 serves the Green River Valley industrial area in southern King County. This corridor provides a north-south connection between SR 516 and I-405 and functions as a major arterial local access to adjacent industrial areas and neighborhoods. The highway also serves as an alternate route to I-5 and SR 167, to the west and east, respectively. This corridor is primarily a commuter and freight route, used to access the industrial area with a number of distribution centers and warehouses present. Kent and Tukwila transit stations are intermodal passenger facilities located near the corridor, which provide access to Sounder commuter rail and Amtrak rail service. There is also bus transit service available at the stations and along the corridor. There are sidewalks present intermittently throughout the corridor for pedestrian use. The Interurban and Green River trails are located nearby for bicyclist use.

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

SR 181 is a largely four-lane, undivided, signalized highway with a center turn lane. The corridor briefly expands to six lanes between W James St and S 196th St in Kent. It includes two HOV lanes near the SR 516 junction and two auxiliary lanes at the at-grade railroad crossing in Kent. The annual average daily traffic on this corridor is highest at the I-405 junction in Tukwila and lowest at the Meeker Street intersection in Kent.

What's working well?

- There are many multimodal opportunities for passenger and commuter traffic on the corridor.
- There are no bridge preservation needs on the corridor.
- There are no fish passage barriers or habitat connectivity sites on the corridor.

What needs to change?

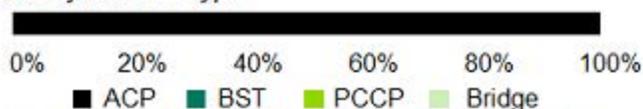
- Approximately 71% of the corridor experiences congestion on a regular basis.
- Roughly 14% of surveyed pavements on the corridor are in poor to very poor condition.
- The incomplete sidewalk system impedes pedestrian mobility.
- The climate change vulnerability rating is high due to the Green River breaching levees.

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

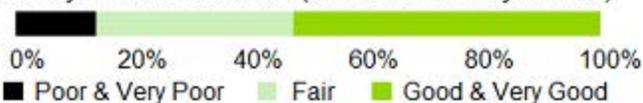
High	Low	
33,454	28,213	Annual Average Daily Traffic (AADT)
9.6%	8.1%	Bus/Truck Percent
29.56		Number of Lane Miles
15		# of Signalized/Stop Controlled Intersections
\$6,448,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

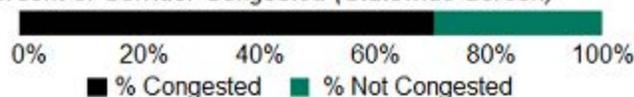


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	100% Passable	0% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	4 BMPs	Retrofit Prioritization in progress
100.0	% 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 collected feedback from agency partners. Key themes include:

- Concern expressed in filling gaps in the sidewalk network along the corridor and provide bike infrastructure for first and last mile connections to transit.
- A desire for an adjacent freight rail corridor to potentially reduce truck freight traveling along the corridor.
- Interest in intersection improvements or ramp metering near the SR 516 interchange.

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 8% of the corridor.</i>

Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 4% 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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This segment of SR 181 is primarily a north-south principal arterial travelling between Kent and Tukwila with connections to SR 516 and I-405. The corridor runs parallel to other prominent north-south routes, including I-5 and SR 167. The surrounding land uses are primarily suburban industrial, residential, and commercial. This route is utilized by commuter traffic in the morning and evening, as well as freight and commercial traffic throughout the day.

This segment experiences significant traffic congestion on the corridor particularly during morning and evening peaks.

Corridor Segment Characteristics

- The corridor is designated as a T-2 freight corridor, and carried 9,650,000 tons of cargo in 2015.
- Sidewalks are present on this portion of the corridor.
- The corridor is served by high frequency, all-day transit.
- There has been significant population and employment growth in the area around the corridor.

Contributing Factors

- Lack of local road networks forces additional trips onto the corridor.
- Bottlenecking occurs at the SR 516 interchange with additional spillover traffic from SR 167 contributing congestion.
- Heavy freight use on the corridor contributing to the number of vehicles on the segment.
- Population and job growth in this area has been resulting in higher demand on the segment.
- SR 181 and SR 167 both intersect SR 516 in close proximity, resulting in high volumes on the road.

Mobility Strategies:

WSDOT compiled these strategies based on available information and existing plans. The agency will conduct engagement with its partners to further develop strategies for the corridor.

Operational Improvements

- Implement additional intersection improvements or ramp metering to improve operational capability of intersections and manage congestion during periods of high use near the SR 516 interchange.

Demand Management

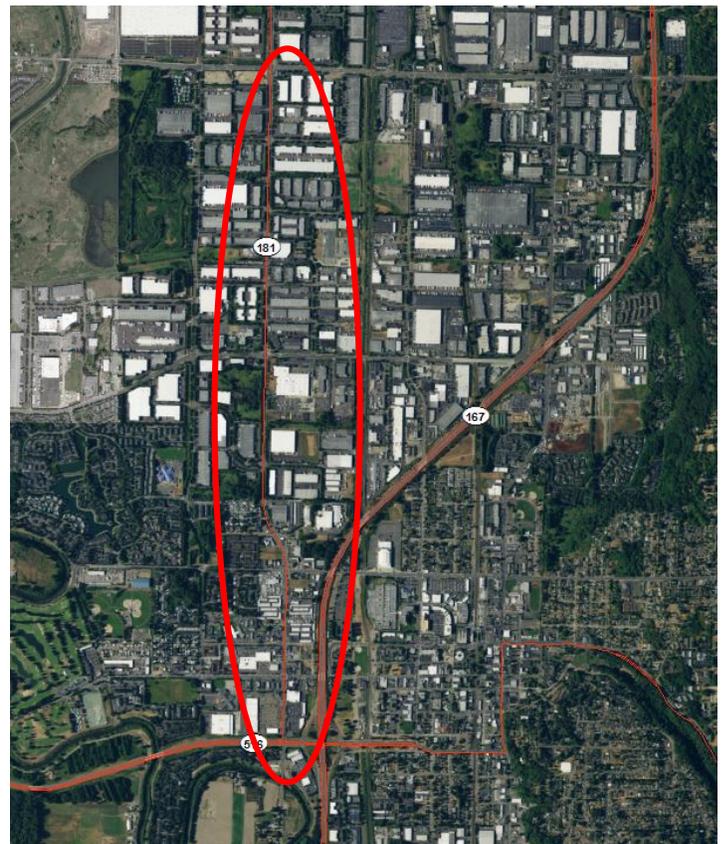
- Invest in bicyclist infrastructure to complement sidewalks and provide first mile-last mile connections to transit alternatives.

Policy Change

- Identify policies to prioritize freight movement or reduce conflict between freight and commuter travel.

Further Study

- Additional strategies to improve mobility may be determined through the Puget Sound Regional Council's regional planning processes.
- Determine if the corridor should be a candidate for additional study.



For more information

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

Nazmul Alam

WSDOT Management of Mobility Division

Corridor Planning Manager

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.

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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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