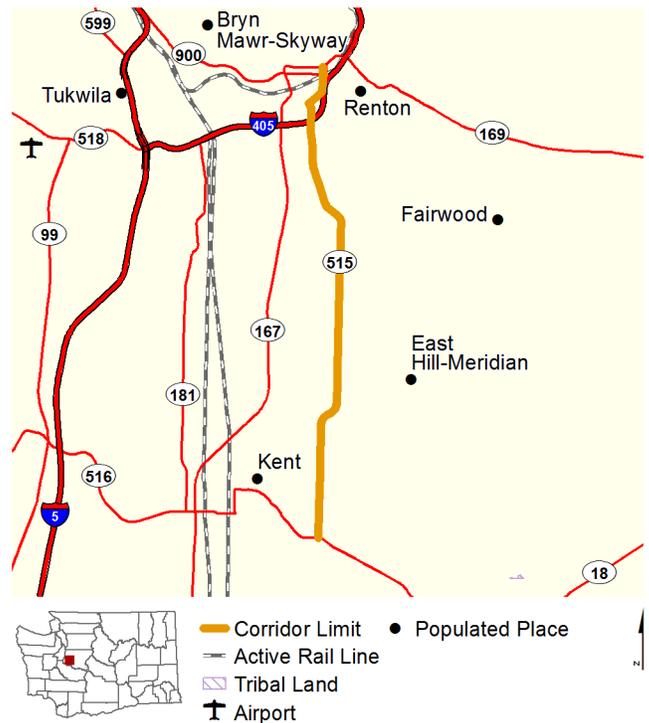


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 515: SR 516 Jct to SR 900 Jct (Renton)

This eight-mile long north-south corridor is located in King County. The corridor runs between the State Route 516 junction in the city of Kent and the SR 900 junction in the city of Renton. This corridor parallels Interstate 5 and SR 167, and sits east of the Seattle-Tacoma International Airport. The corridor's character is dense suburban with residential single- and multi-family housing developments being the primary land use. There are also concentrations of commercial areas located throughout the length of the corridor. Major employment centers are located north of the corridor in Renton, Seattle, and surrounding areas. Renton Municipal Airport and Renton Memorial Stadium are located just north of the corridor. The corridor passes through rolling terrain until reaching downtown Renton where it becomes flat. Vegetation along the corridor is comprised of a combination of street trees and manicured landscaping, especially through residential areas.



Current Function

SR 515 is a major arterial in suburban King County. The corridor encompasses all of SR 515 and is a commuter link between the cities of Kent and Renton, while providing local access. This corridor also serves as an alternative north-south route to SR 167. Along with intersection SR 516 and I-405, the corridor connects to multiple local streets. The corridor is used by freight traffic bypassing existing congestion on I-5. Major trip generators along the corridor include the local high schools, shopping centers, residences. There is fixed route transit with frequent stops and transit centers located in Kent and Renton. Kent Station provides Sounder commuter rail service. Sidewalks are located all along the corridor for pedestrian use. Bicycling is permitted along the corridor's shoulders and on sidewalks.

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 515 is a four-lane, undivided, signalized highway with center left turn lanes. A median is located at some points along the corridor. The annual average daily traffic on this corridor is highest at the S 15th St/Puget Dr S intersection and lowest at the SR 900 junction.

What's working well?

- Roughly 4.4% of the corridor experiences congestion, performing above WSDOT's threshold.
- Approximately 90% of surveyed pavements on the corridor are in fair or better condition.
- There are sidewalks on both sides of the corridor.
- All locations requiring noise walls have them installed.

What needs to change?

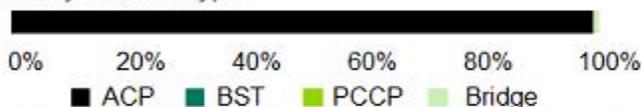
- The parallel Soos Creek Trail does not extend the entire length of the corridor.
- There are no dedicated separated bicycle facilities on the corridor.
- There are fish passage barriers present on the corridor.

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

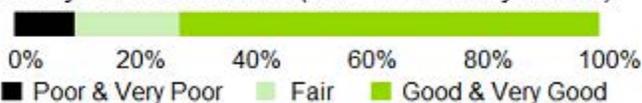
High	Low	
44,412	7,692	Annual Average Daily Traffic (AADT)
3.7%	2.1%	Bus/Truck Percent
31.31		Number of Lane Miles
23		# of Signalized/Stop Controlled Intersections
\$5,049,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

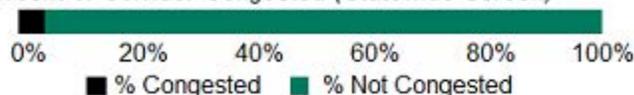


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	33.3% Passable	66.7% to Do
Noise Walls	75% Built	25% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	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:

- Interest expressed in extending the Soos Creek Trail to the existing Cedar Creek Trail in Renton.

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 two Pavement actions in the next six years encompassing 41% of the corridor.</i>

Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 37% 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 the SR 515 corridor is primarily a north-south minor arterial, providing connections to Kent, Renton, SR 900, SR 169, and I-405. This route is utilized by commuters travelling between South King County and employment centers to the north, as well as local access and commercial traffic.

Congestion in the urbanized area near Renton.

Corridor Segment Characteristics

- The annual average daily traffic for the corridor in 2015 was 44,000 vehicles.
- The corridor is a T-3 freight route with 1,800,000 annual tonnage of freight and 850 daily trucks.

Contributing Factors

- Lack of local road networks forces additional trips onto the corridor.
- The corridor is used to bypass existing congestion on I-5 adding to demand on the segment.
- Bottlenecking at ramps near downtown Renton may contribute to additional traffic congestion as population continues to grow in the future.
- There has been significant population growth in this region, resulting in increases in demand, particularly in the urbanized area near the corridor's north end.

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 alleviate congestion during periods of high use.
- Utilize Intelligent Transportation Systems to provide traveler information on roadway conditions to reduce delay.

Demand Management

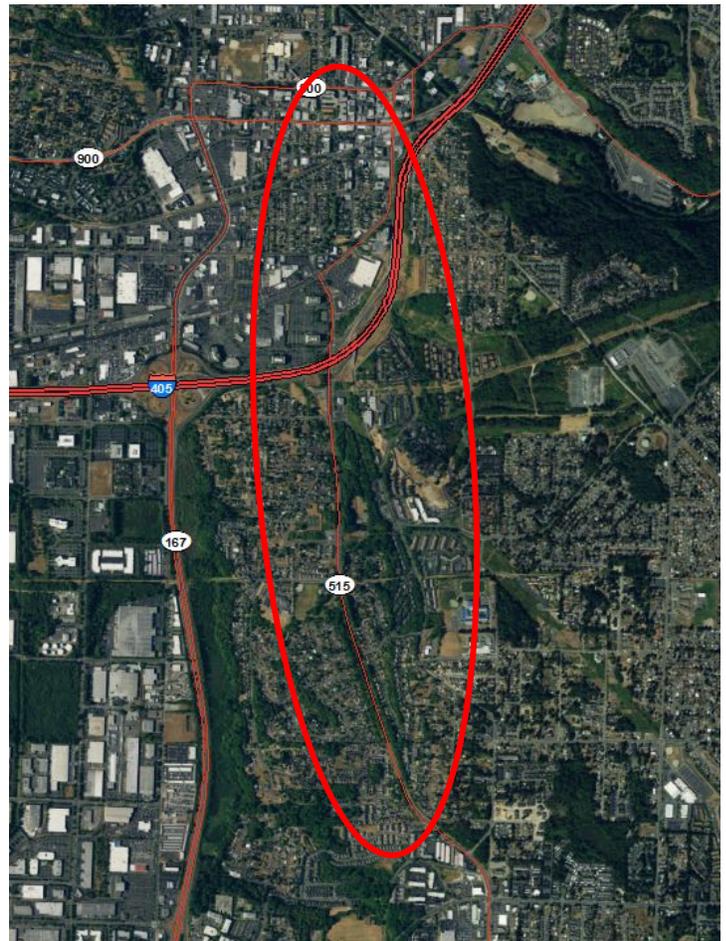
- Encourage employers and residents to utilize Commute Trip Reduction programs to incentivize more HOV and vanpool use and reduce single occupant trips.

Policy Change

- Consider expanding HOV lane policy to reduce single occupant vehicles commuters utilizing the corridor.

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 provide adequate alternative routes.



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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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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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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