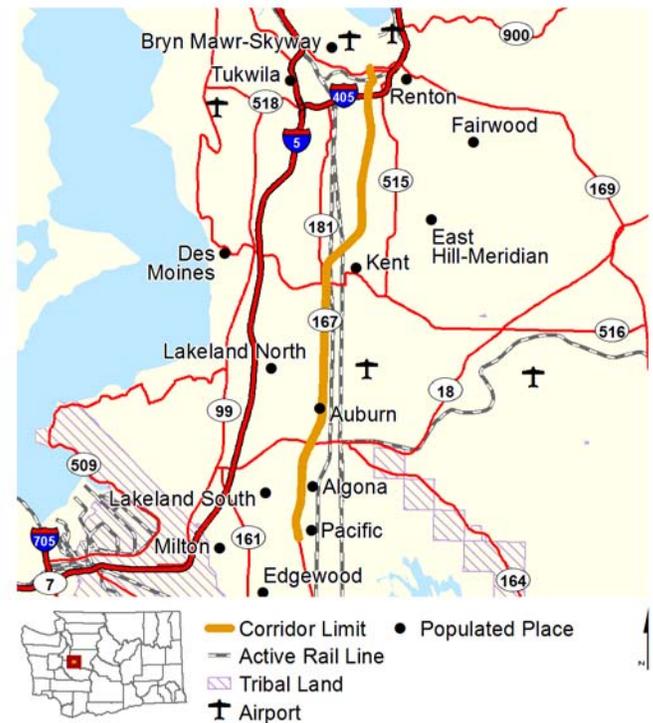


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

### *SR 167: King County (Pacific) to SR 900*

This 16-mile long north-south corridor is located within King County, paralleling Interstate 5. The corridor runs between the city of Pacific and the State Route 900 junction in downtown Renton. The corridor passes through the cities of Pacific, Algona, Auburn, Kent, and Renton. The corridor is predominantly urban in character. Land uses adjacent to the corridor are primarily industrial and commercial with a few smaller residential areas. As the corridor travels north, it becomes more urban in character with increasingly denser commercial land uses. East of the corridor, there are a number of manufacturing and industrial land uses which include a Boeing Fabrication Division Plant and a Safeway Distribution Center. Three airports, Will Rogers Wiley Post Memorial, Renton Municipal, and Auburn Municipal, are all located near the corridor. The route parallels the BNSF Railway and the Union Pacific Railroad. Terrain on the corridor is level throughout and vegetation consists of a mix of coniferous and deciduous trees.



### Current Function

SR 167 is commonly known as the Valley Freeway, and primarily serves as an urban and suburban commuter route. As a heavily utilized commuter route, the corridor supports the daily movement of people and goods, and provides access to many regional destinations such as Algona, Auburn, Kent, and Renton. Other trip generators on the corridor include the Outlet Collection Mall and the Tukwila Family Fun Center. The corridor also provides connections to other state routes, including SR 18, SR 516, SR 181, SR 169, and I-405. Situated adjacent to the corridor are transit centers in Renton, Kent, and Auburn that provide intermodal passenger facilities. There are a number of freight facilities in Auburn running adjacent to the corridor including Span Alaska Transportation, Oak Harbor Freight Lines, and a Safeway Distribution Center. The corridor has two Sounder commuter train stations, located in Auburn and Kent and King County Metro provides fixed bus and dial a ride service.

### 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 section of SR 167 is a six-lane, divided, limited access fully controlled roadway with two general purpose lanes and one High Occupancy Toll lane in each direction. Multiple acceleration and deceleration lanes are present along the corridor. The annual average daily traffic on this corridor is highest near the SW 43rd Street Exit, just south of I-405, and lowest at the SR 167/SR 900 junction.

### What's working well?

- Existing noise walls have been installed on the corridor and are working well.
- Fish passage culverts have been installed on the corridor.
- HOT Lanes revenues continue to exceed expenditures on the corridor.
- Transit system use and park and ride utilization on the corridor have increased from 2014 to 2016.

### What needs to change?

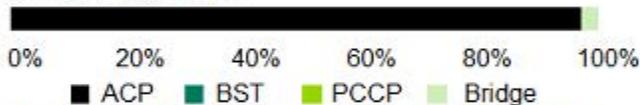
- Roughly 48% of this corridor experiences congestion on a regular basis.
- About 10% of surveyed pavements on the corridor are in poor to very poor condition.
- The corridor has 28 bridge preservation needs, 26 of which are for seismic retrofits.
- Fish passage barriers are present on the corridor.
- The corridor has a moderate climate change vulnerability rating.

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

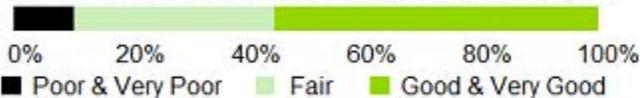
High	Low	
124,002	37,064	Annual Average Daily Traffic (AADT)
9.4%	3.9%	Bus/Truck Percent
108.7		Number of Lane Miles
7		# of Signalized/Stop Controlled Intersections
\$106,727,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)

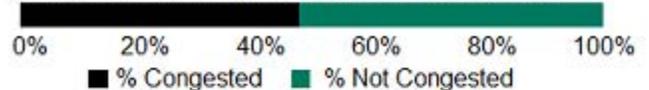


#### Corridor Bridge Preservation Needs



### Mobility

#### Percent of Corridor Congested (Statewide Screen)



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	65.2% Passable	34.8% to Do
Noise Walls	100% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	139 BMPs	Retrofit Prioritization in progress
100.0	% of Corridor with high potential for increased Climate Impacts	
5	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:

- Desire to improve freight connections along the corridor between Port of Tacoma and the manufacturing and industrial areas in Pierce County.
- Interest in improving regional mobility by reducing congestion along the corridor.
- Interest expressed in intelligent transportation technologies to improve safety and manage congestion.
- Desire to improve multimodal connections along the corridor.

## 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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</i>

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#### 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 44% of the corridor.</i>
Structures	<i>WSDOT has identified one Structures action in the next six years at a specific location within this corridor.</i>
Other Facilities	<i>WSDOT has identified two Other Facilities actions in the next six years encompassing 90% of the corridor.</i>

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#### Safety

Investment	<i>WSDOT has identified three Safety Investment actions in the next six years encompassing 21% 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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SR 167 serves as an urban freight and commuter corridor in Pierce County and King County. Trucks constitute 8% of all the traffic on SR 167. Like SR 512, SR 167 is also a heavily utilized commuter route that satisfies a wide variety of other trip purposes as it provides access to many regional destinations.

This corridor experiences heavy congestion up to 15 hours per day on weekdays and weekends.

### Corridor Segment Characteristics

- The Average Daily Traffic volumes along the route in 2015 ranged from a high of 126,000 vehicles, occurring near the SR 516 interchange to a low of 80,000 vehicles, which occurs at the SR 18 interchange.
- This segment of the corridor is classified as a T-1 freight corridor and it handles between 18 and 54 million tons of freight annually on up to 12,000 trucks that use the route on a daily basis.

### Contributing Factors

- Traffic demand exceeds capacity during heavy commuter and freight use particularly near interchanges, resulting in delay.
- Lack of non-motorized facilities at interchanges make crossing the highway difficult for these users.
- Transit service is not a viable option for many commuters because it is commuter-oriented and infrequent.

### 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

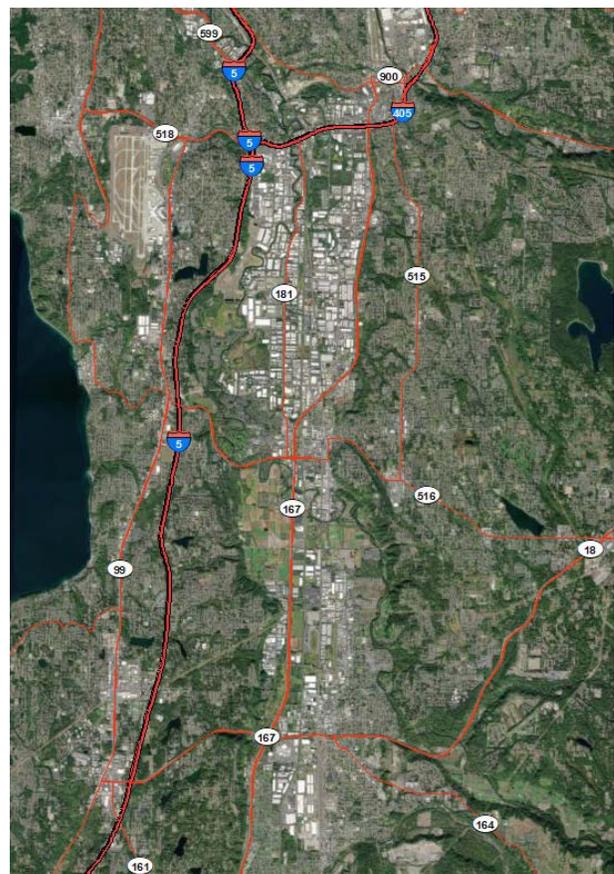
- Implement ramp metering and freight-friendly right turns to improve operational capability of intersections.
- Install intersection improvements to manage congestion during periods of high use.
- Provide traveler information on roadway conditions to reduce delay.

### Demand Management

- Increase transit service paired with highway improvements to provide travel time savings and reliability, and increase ridership.
- Improve modal access, options, and connectivity to reduce single occupant vehicle trips.

### Further Study

- Consider additional transit options to provide alternatives for commuters and encourage mode shifts along the corridor.
- Additional strategies to manage congestion will be determined through the Puget Sound Regional Council's regional planning processes.



## 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.

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#### **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](mailto: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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