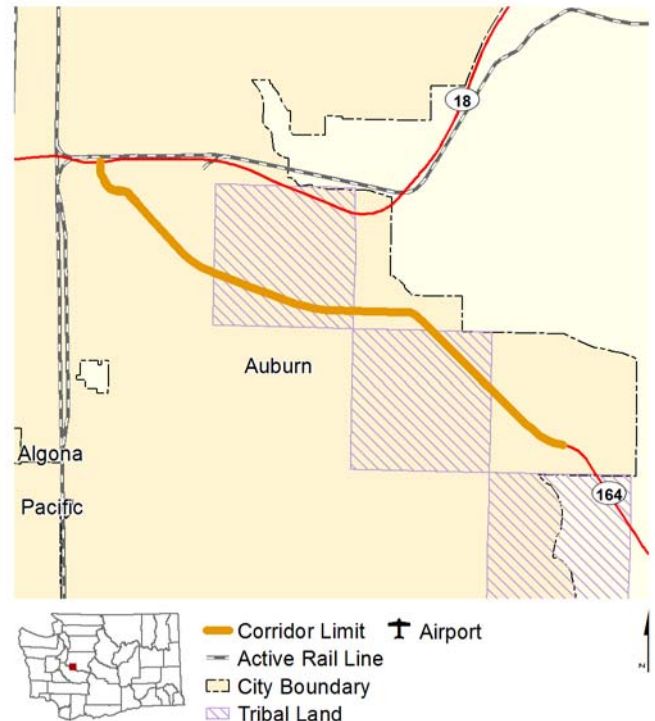


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*SR 164: SR 18 Jct (Auburn) to Academy Dr SE*

This four-mile long, east-west corridor is located in southern King County. This corridor runs along State Route 164 within the city of Auburn between the SR 18 junction and Academy Drive SE near Auburn's city limits. The corridor is situated between the White and Green rivers which are south and north of the corridor, respectively. A portion of the corridor runs through the Muckleshoot Indian Reservation and the Muckleshoot Casino is near the middle of the corridor. The corridor is mainly suburban in character with residential and commercial developments being the most common land use throughout. The homes along the corridor become more concentrated and the density increases closer to SR 18. There are also significant industrial uses near the western end of the corridor. There are several schools on or near the corridor such as the Auburn Adventist Academy at the southeastern end. The corridor is primarily flat and there is a mix of coniferous and deciduous trees throughout the length of the corridor.



**Current Function**

SR 164 provides connection between SR 18 and SR 410 in the cities of Auburn and Enumclaw, respectively, and serves as a major rural access route for southern King County. This segment of SR 164 functions as an urban commuter, recreational, and freight corridor. The corridor also provides access to the Muckleshoot Indian Reservation including the Muckleshoot Indian Tribe's Casino and Whitewater Amphitheatre, located southeast of Auburn. Major traffic generators for the corridor include employment centers, such as the industrial areas in Auburn and Kent and commercial areas which include the Muckleshoot Casino. Recreational traffic uses the corridor to access the Lake Tapps area and the Mount Rainier National Park and Chinook Pass. King County Metro provides transit along the entire corridor and Auburn Station provides access to Sound Transit's Sounder commuter rail service which also helps accommodate demand during major events such as Mariners and Seahawks games. Cyclists and pedestrians are present on the corridor, particularly where there are 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

For the southern half of this corridor, between Auburn’s southeastern city limits and the Muckleshoot Casino, SR 164 is a two-lane, undivided highway with a center turn lane at major intersections. Between the Muckleshoot Casino and SR 18, the corridor becomes a generally four-lane, undivided highway with a center left turn lane. The annual average daily traffic on this corridor is highest at the SR 18 interchange in Auburn and lowest near the Auburn city limits.

### What's working well?

- There is no congestion experienced on this corridor on a regular basis.
- There are no chronic environmental deficiencies or fish passage barrier present on the corridor.
- King County Metro provides transit on the entire corridor with access to Auburn Station which serves as a transit hub and transfer station.

### What needs to change?

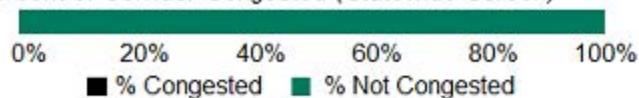
- Roughly 35% of surveyed pavements on the corridor are in poor to very poor condition.
- The corridor has minimal accommodations for non-motorized traffic.
- Non-recurring congestion does occur at the SR 18 intersection and with events at the White River amphitheater.

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

High	Low	
33,848	21,851	Annual Average Daily Traffic (AADT)
4.1%	4.1%	Bus/Truck Percent
12.92		Number of Lane Miles
8		# of Signalized/Stop Controlled Intersections
\$3,852,000		Corridor Investments (2005-2016)

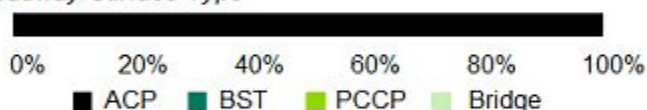
### Mobility

Percent of Corridor Congested (Statewide Screen)

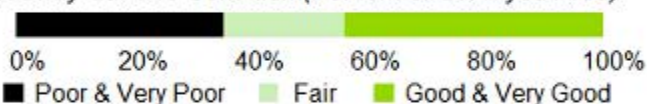


### Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	None	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	0 BMPs	Retrofit Prioritization in progress
100.0	% 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 included:

- Desire to widen SR 164 from Hemlock Street SE to Academy Drive SE to five lanes with a center turn lane.
- Auburn would like a new off-ramp from eastbound SR 18 in the vicinity of the Muckleshoot Casino as part of an Auburn Bypass connecting SR 18 to SR 164 as identified in their comprehensive plan.
- Desire for a new east-west grade-separated crossing of the BNSF rail yard between C Street SW and A Street NE as identified in their comprehensive plan.

## 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 <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>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 sweeping and cleaning.</i>
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Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 23% of the corridor.</i>
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#### Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 22% of the corridor.</i>
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#### Stewardship

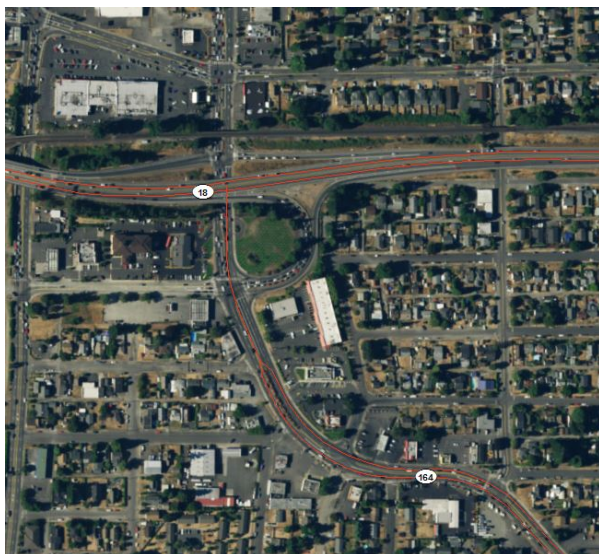
Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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This segment of SR 164 is a predominantly east-west principle arterial, serving the city of Auburn and Muckleshoot reservation. This route supports a large amount of commuter traffic in the morning and evening, commercial users, and freight traffic. This corridor also provides access to the White River Amphitheatre, which can cause event related traffic congestion.

There is recurring peak period congestion near the SR 18 interchange.

### Contributing Factors:

- Travel demand exceeds capacity during heavy commuter and tourist use, particularly near the SR 18 interchange, resulting in delay.
- Lack of local network connections causes additional traffic demand to use the segment.
- Lack of non-motorized facilities at interchanges make crossing the highway difficult.
- Transit service is infrequent and unreliable resulting in minimal mode share.



SR 164/SR 18 Interchange in Auburn

### Corridor Segment Characteristics

- The 2015 average daily traffic ranged from a high of 34,000 vehicles near SR 18 to a low of 16,000 vehicles near Academy Drive.
- This segment is classified as a T-3 Freight Route with annual tonnage of 3,280,000 and 1,100 daily trucks in 2015.

### Mobility Strategies:

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

#### Operations Improvements

- Improve access management and freight friendly right turns to improve operational capability of intersections.
- Intersection improvements to alleviate congestion during periods of high use.
- Improve signage and lighting to aid navigation and sight along corridor.
- Improve sidewalks and pedestrian crossings to facilitate safe non-motorized travel.

#### Demand Management

- Increase transit service paired with improvements to provide travel time savings and increase ridership.
- Encourage biking, walking, ridesharing, vanpooling and transit service to reduce single occupant vehicle trips.
- Provide traveler information on roadway conditions, like incidents and emergency alerts, to reduce delay.

#### Further Study

- Study traffic bottlenecks along the segment under a practical solutions approach.
- Continue working with local jurisdictions on Phase II of SR 164 Route Development Plan as a follow up to the 2001 Route Development Plan.



## For more information

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

### Charles Prestrud

WSDOT NW Region

Sno-King Planning Manager

206-440-4752

[prestrc@wsdot.wa.gov](mailto:prestrc@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](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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