

**APPENDIX F:  
OTHER PROJECTS REVIEWED BUT NOT RECOMMENDED**

### **F1. S 180th Street & West Valley Highway Intersection**

The S 180th Street/West Valley Highway intersection operates at LOS F during existing PM peak hour conditions and would continue to operate at LOS F in 2030 if no action was taken. With the anticipated growth in Tukwila South, an even greater demand is expected to be placed on this intersection. As this intersection already has turn lanes on all approaches (with dual left turn lanes on the north and south approaches), it would be difficult to further add capacity at this location. Therefore, it is necessary to reduce the demand on this intersection by providing other facilities that would remove some of the demand from this intersection or shift traffic volumes to more efficient movements.

- 2010 level of service: LOS C (33 seconds of delay) in AM peak hour and LOS F (122 seconds of delay) in PM peak hour.
- 2030 level of service: LOS D (49 seconds of delay) in AM peak hour and LOS F (more than 150 seconds of delay) in PM peak hour.

The construction of the proposed Minkler Boulevard bridge serves to provide an alternative east-west connection over the Green River. The expected diversion would decrease volumes and delay at S 180th Street/West Valley Highway by approximately 50 seconds. However, the intersection would still operate at LOS F with more than 150 seconds of delay in the 2030 PM peak hour.

Perhaps the most substantial benefit to the additional east-west connections is more travel choice, not only for vehicle paths, but also pedestrian and bicycle circulation. Due to the high volumes on S 180th Street, alternate routes for bicycles and pedestrians are recommended and could be accommodated by the Minkler Boulevard extension.



Aerial photo of the S 180th Street/West Valley Highway intersection.

## F2. Interurban Avenue S Bicycle Lanes

No on-street bicycle facilities are provided in this corridor. High vehicle speeds and volumes alongside the shoulders create an unfriendly bicycle environment. Between I-5 and 58th Avenue S the Green River Trail runs immediately adjacent to Interurban Avenue and therefore provides a viable alternative to on-street travel.

While the Green River Trail also parallels Interurban Avenue between 58th Avenue S and Southcenter Boulevard, it is more conducive to recreational riders than commuters because of its meandering alignment.

While bicycle lanes would improve conditions between 58th Avenue S and Southcenter Boulevard, no improvements are recommended since 90 percent design improvement plans for Interurban Avenue between 143rd Street and Fort Dent Way are already complete. These improvement plans show seven foot sidewalks on each side of Interurban Avenue. With these sidewalk improvements, there is not adequate space for bicycle lanes.

