

## Corridor Sketch Summary

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 169: SE Jones Rd to I-405 (Renton)

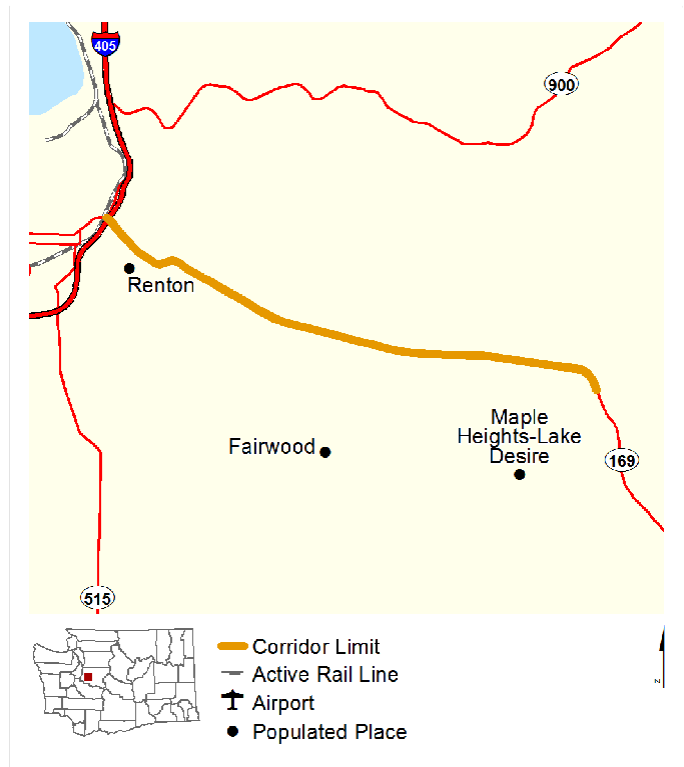
This six-mile segment of State Route 169 is in King County, near the southern end of Lake Washington. It runs between Interstate 405 near downtown Renton and the King County Cedar Grove Natural Area. The corridor is suburban in character. Land uses along the eastern portion of the corridor include residential housing developments, parks, and industrial. Closer to the city of Renton, suburban and urban neighborhoods have higher-density development and a mix of residential, commercial, and industrial uses. Most of the corridor parallels the Cedar River, which it crosses near the community of Maplewood. The corridor is mostly within the Cedar River Valley, where the terrain is flat or rolling, with steep bluffs north and south of SR 169. Corridor vegetation varies between mixed hardwood and conifer forests, and maintained areas with shrubs and grasses.

### Current Function

SR 169 is one of the primary north-south highways in southeast King County, connecting communities to larger regional transportation facilities including SR 18 and I-405. This segment of SR 169 serves commuters and freight traffic traveling between suburban and rural communities like Maple Valley, Black Diamond, or Enumclaw and employment centers in the northern Puget Sound Region. The urban section of the corridor near Renton also accommodates recreational traffic to multiple parks along the corridor and provides access to I-405 and downtown Renton. The Cedar River Trail is a shared use path that parallels, crosses, and has connections across the entire corridor. Pedestrian and bicycle use are present in the developed areas and on the shoulders. King County Metro provides bus and paratransit services, and rideshare opportunities.

### Future Function

Based on the projected population, land use, and economic trends, the future function of much of the corridor is expected to remain the same.



## Highlights and Performance

This corridor is a four-lane undivided highway with a center lane throughout the corridor and right turn only lanes at intersections. The annual average daily traffic on this corridor is highest near the 140th Way SE in Renton and lowest at the SE Jones Rd intersection near the King County Cedar Grove Road Natural Area.

### What's working well?

- Roughly 94% of pavements on this corridor are in fair or better condition.
- There are public transportation options available along the corridor.
- There are no fish passage barriers along the corridor.

### What needs to change?

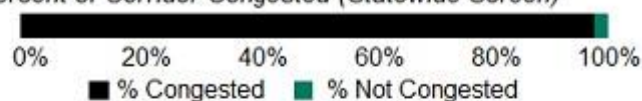
- Approximately 98% of this corridor experiences congestion on a regular basis.
- The Cedar River is prone to flooding.
- There are noise walls which need to be installed on the corridor.
- There are habitat connectivity deficiencies on this corridor.

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

High	Low	
41,846	22,664	Annual Average Daily Traffic (AADT)
5.8%	4.2%	Bus/Truck Percent
23.9		Number of Lane Miles
10		# of Signalized/Stop Controlled Intersections
\$5,481,000		Corridor Investments (2005-2016)

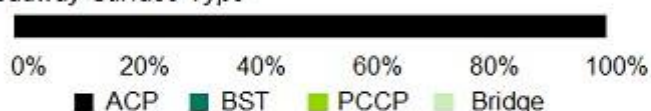
### Mobility

Percent of Corridor Congested (Statewide Screen)

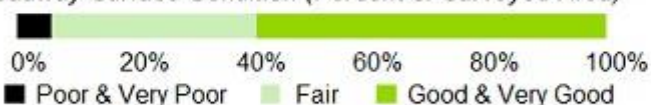


### Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	100% Passable	0% to Do
Noise Walls	83.3% Built	16.7% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
100.0	% of Corridor with high potential for increased Climate Impacts	
1	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:

- Interest in widening to a six-lane divided facility to accommodate expected growth in travel demand.
- Desire for interim improvements such as striping, signing, and operational changes, from SE 5th St to east city limits on SR 169.
- Strong interest in updating the SR 169 Route Development 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 and strategies

#### **Goal: Economic Vitality**

##### **Strategy: Under development**

- WSDOT will continue to work with partners in developing strategies to address economic vitality.

#### **Goal: Environment**

##### **Strategy: Protect and Maintain**

- Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).

##### **Strategy: Enhance or Restore**

- Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.

##### **Strategy: Fish Barrier Retrofit**

- 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>.

#### **Goal: Mobility**

##### **Strategy: Assessment**

- Further information about the proposed strategies can be found attached at the end of this document.

#### **Goal: Preservation**

##### **Strategy: Maintenance**

- 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.

##### **Strategy: Pavement**

- WSDOT has identified one Pavement action in the next six years encompassing 33% of the corridor.

#### **Goal: Safety**

##### **Strategy: Investment**

- WSDOT has identified one Safety Investment action in the next six years encompassing 17% of the corridor.

#### **Goal: Stewardship**

##### **Strategy: Planning**

- 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.

## Mobility assessment for segment of Corridor 389

### SR 169: SE Jones Road to I-405 (Milepost 19.2 – 25.3)

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This segment of SR 169 is a predominantly east-west principle arterial, serving the city of Renton and a portion of unincorporated King County. SR 169 continues beyond this corridor, providing a commuting route for additional communities in south King County.

There is recurring peak period congestion near the I-405 interchange. Transit service on the corridor is limited to peak commuter service.

#### Corridor Segment Characteristics:

- The annual average daily traffic ranged from a high of 43,000 at 140th Way SE in Renton to a low of 24,000 at the SE Jones Road near King County Cedar Grove Natural Area in 2017.
- SR 169 is designated a T-3 freight route between SE Jones Road-196th Ave SE and 140th Way SE and T-1 between 140th and Renton. The T-3 segment carried 3,790,000 in annual tonnage and 1,100 daily trucks (4.2%) in 2017. The T-1 segment carried 11,210,000 in annual tonnage and 2,500 daily trucks (5.8%) in 2017.

#### Contributing Factors

- Traffic demand exceeds capacity during heavy commuter and tourist use particularly near the I-405 interchange, resulting in delay.
- Lack of local network connections forces additional traffic demand onto the segment creating congestion.
- Lack of non-motorized facilities at interchanges make crossing the highway difficult for these users.
- Transit Service is commuter oriented during peak commuting hours and is infrequent throughout the rest of the day resulting in minimal transit mode share.

#### 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.

#### Operations Improvements

- Implement intersection improvements, ramp metering, and freight friendly right turns to improve operational capability of intersections.
- Utilize Information Transportation Systems strategies to provide traveler information on roadway conditions to reduce delay.

#### Demand Management

- Increase local transit service frequency paired with improvements to provide travel time savings and improve reliability for transit riders.
- Encourage biking, walking, ridesharing, vanpooling and transit service to reduce single occupant vehicle trips.
- Encourage Commute Trip Reduction programs to improve modal access, options, and connectivity to reduce single occupant vehicle trips.

#### Further Study

- Additional strategies to improve mobility may be identified through the Puget Sound Regional Council's regional planning processes.



SR 169/I-405 interchange in Renton

## For more information

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

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*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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