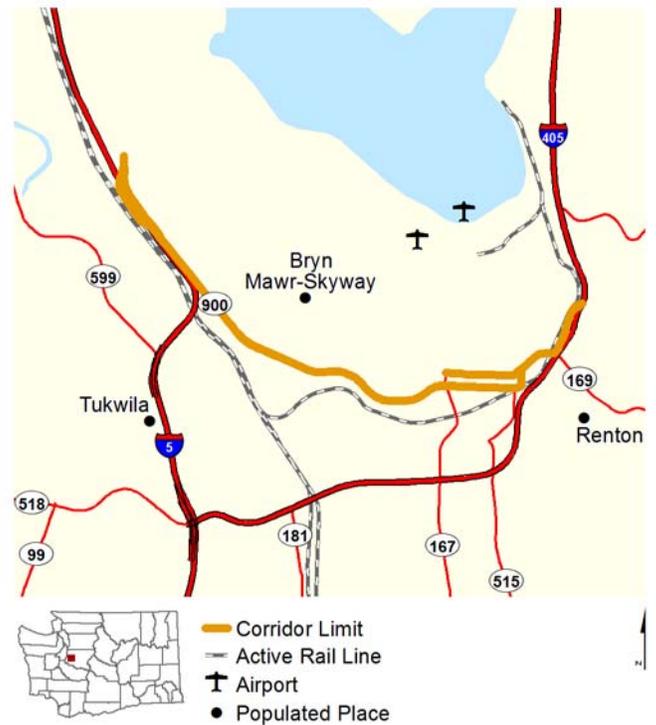


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 900: I-5 Jct to I-405 Jct (Renton)

This six-mile long east-west segment of State Route 900 runs between Interstate 5 in Tukwila and I-405 in Renton. The corridor passes through the Seattle neighborhood of Rainier View, the community of Bryn Mawr-Skyway, and the city of Renton, and generally follows a 'U' shape. Lake Washington is north of the corridor. SR 900 splits into a couplet configuration within downtown Renton. This section of the corridor crosses over the Cedar River near the I-405 interchange. The character of the corridor is urban and moderately dense residential developments are the most common land use. There are also some commercial and industrial uses on the western, more suburban end of the corridor. Development in downtown Renton includes a mix of dense commercial and residential uses as well as some parks. Significant industrial areas are located near both ends of the corridor including Boeing Field and Renton Municipal Airport. Vegetation along the corridor ranges from maintained urban landscaping and parks to forested areas such as near the Black River Riparian Forest and Wetland.



Current Function

SR 900 is a major arterial connecting I-5 and Tukwila to the city of Issaquah and I-90. This section of SR 900 provides local access for commuters as well as freight traffic. The corridor also functions as a link to other highways along the route. In addition to intersecting I-5, the corridor intersects SR 167, SR 515, SR 169, and serves as a major street through downtown Renton. Traffic generators for the corridor include major employers such as Boeing and PACCAR, as well as employment and services in downtown Renton. The corridor functions as a recreational corridor connecting the metropolitan area to recreational facilities. King County Metro provides transit service along this route and four park and rides are located off the corridor. Bicyclists and pedestrians are present on the corridor, particularly where sidewalks are provided such as downtown Renton. Non-motorized use of the roadway shoulders is also permitted.

Future Function

Based on the projected population, land use, and economic trends, WSDOT expects this corridor's future function to remain the same. Traffic volumes are expected to increase due to future growth in the Renton city center, which is designated by the Puget Sound Regional Council as a Regional Growth Center.

Highlights and Performance

SR 900 is primarily a four-lane, signalized, undivided highway with a center turn lane at specific intersections throughout the corridor. In downtown Renton, SR 900 splits into the mainline and a couplet. The eastbound one-way couplet is two lanes while the westbound main highway varies between two and four lanes. The annual average daily traffic is highest at the I-5 interchange and lowest on the eastbound couplet just east of downtown Renton .

What's working well?

- Freight movement connections can be made by multiple modes.
- There are no known habitat connectivity or chronic environmental deficiency sites on the corridor.
- The corridor is served by all-day Metro and Sound Transit bus routes.
- There are no known fish passage barriers present on the corridor.

What needs to change?

- 49% of surveyed pavements on the corridor are in poor to very poor condition.
- Roughly 25% of the corridor experiences congestion on a regular basis.
- There are no dedicated cyclist facilities on the corridor.
- There are intermittent sidewalks along the corridor, but the network is incomplete.

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

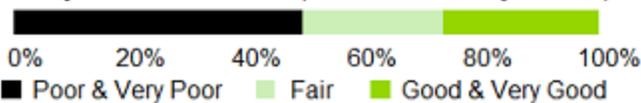
High	Low	
39,313	6,679	Annual Average Daily Traffic (AADT)
5.1%	3.4%	Bus/Truck Percent
23.92		Number of Lane Miles
28		# of Signalized/Stop Controlled Intersections
\$6,143,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

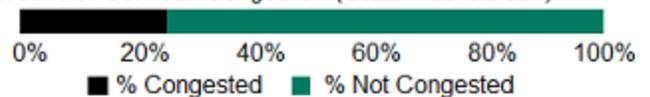


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	100% Passable	0% 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	2 BMPs	Retrofit Prioritization in progress
51.3	% 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 include:

- The City of Renton is working with WSDOT regarding the SR 900 couplet in downtown Renton.
- Growing congestion and potential impacts of Express Toll Lanes on I-405 are concerns.
- A desire for a new park and ride lot in Renton East Highlands.
- Interest in expanding wayfinding program in Renton City Center.
- A desire for Renton City Center Vision strategies such as a future north-south streetcar/trolley line to a water taxi, improve Cedar River Trail and provide a trail connection to the Green River Trail on BNSF corridor.
- King County has funds to re-stripe SR 900 between S 133rd St and 68th Ave S to add pedestrian facilities on the north side of the road.

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 http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</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>
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Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 3% 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 900 is located within the city of Renton and serves as an important link for the Renton downtown area, also known as the Renton City Center, and I-405. It also functions as an arterial that provides access to other nearby state routes like SR 167, SR 169, and SR 515. This segment serves both local residential, commuter, and freight traffic to the Renton City Center.

This segment experiences some congestion during peak periods due to commuter trips to I-405 and work sites in the Renton City Center.

Corridor Segment Characteristics

- The average daily traffic on the segment ranged from 20,000 to 49,000 vehicles near I-405 in 2016.
- The segment is classified as a T-3 freight route with an average daily traffic of 781 trucks in 2016.
- The speed limit on the segment is 25 to 30 mph.
- The segment serves as a primary route to Renton City Center.
- The segment provides access to two I-405 interchanges and three other state routes.
- The segment connects to a Puget Sound Regional Council-designated Regional Growth Center.
- While sidewalks are present, this segment does not have bicycle facilities.

Contributing Factors

- Truck traffic during peak period causes congestion.
- The downtown Renton area and other nearby civic uses attract traffic along this segment.

Mobility Strategies:

WSDOT compiled these strategies based on available information and plans. The agency will collaborate with the City of Renton and other local partners to further develop strategies for the corridor.

Operational Improvements

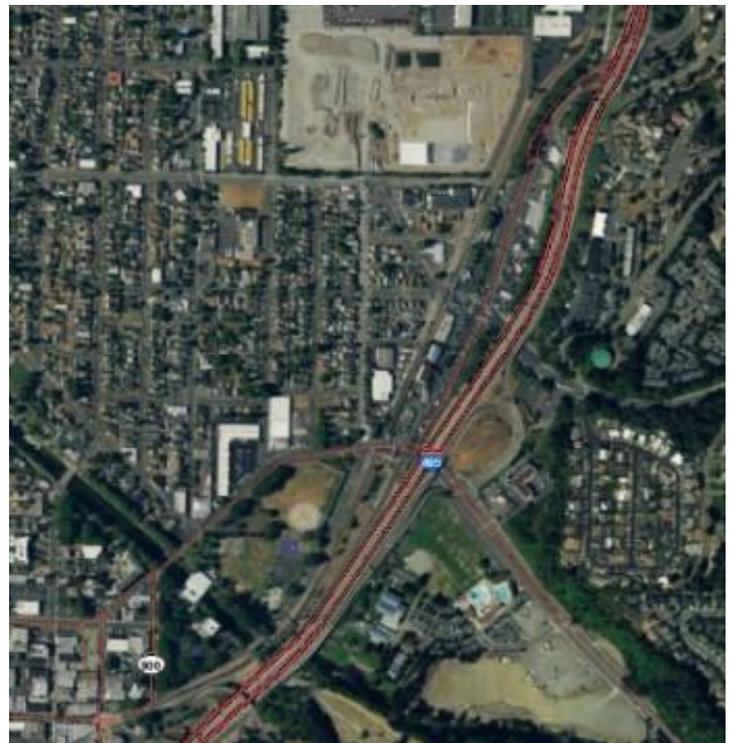
Modify segment to include channelization, access management, transit signal priority, and signal coordination to improve traffic operations.

Demand Management

- Reconstruct segment with non-motorized and transit facilities to meet current standards and to increase travel options.
- Expand park and ride lots to support ridesharing.
- Support Sound Transit’s efforts to implement Bus Rapid Transit and HOV/HOT improvements along I-405 to help improve transit operations to encourage mode shift.

Further Study

- Conduct a Corridor Planning Study using a practical solutions approach to identify long-term solutions to congestion issues on the corridor.
- Develop options for managing congestion at the two interchanges with I-405 and at other intersections.
- Additional strategies to improve performance may be identified in 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

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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