

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-405 Jct (Renton) to I-90 Jct (Issaquah)*

This 10-mile east-west corridor runs between Interstate 405 in the city of Renton and I-90 in the city of Issaquah. This route is perpendicular to I-405 and I-90. At the west end of the corridor, the character is primarily suburban with land use consisting of residential developments. Downtown Renton is situated at the western terminus and is both a population and economic center. Pockets of commercial land use are present through Renton. Land use transitions to a rural character as the corridor heads east. The eastern portion of the corridor passes between the natural areas of Cougar Mountain Regional Wildland Park and Squak Mountain State Park Natural Area. Tiger Mountain State Forest is located southeast of the corridor. The community of Newport is located at the eastern terminus with I-90, and has commercial land uses. The corridor passes through rolling terrain, with some level terrain through Renton. Tibbets Creek parallels most of the corridor, crossing it several times.



### Current Function

State Route 900 serves King County and travels between northern Tukwila and Issaquah. The corridor provides local access to nearby communities and Renton. It provides access to I-90 for communities southeast of Lake Washington. The corridor is primarily used by commuters but carries freight traffic through the region. Major employers and traffic generators on the corridor include Boeing, City of Renton, and PACCAR Inc. The corridor operates as a recreational route connecting the metropolitan area to nearby state and regional parks and recreational facilities. The majority of this corridor is not served by public transit, although some coverage is provided near Renton and Issaquah. Sidewalks are present along the corridor.

### 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 portion of SR 900 is a largely four-lane, undivided, signalized highway with a center turn lane for most of the corridor. The segment between the Duvall Avenue NE and NW Talus Drive intersections is only two lanes and it expands to five lanes with a High Occupancy Vehicle lane near the I-90 junction in Issaquah. The annual average daily traffic on this corridor is highest at the I-90 junction in Issaquah and lowest at the Duvall Avenue NE intersection in Renton.

### What's working well?

- Approximately 91% of surveyed pavements on the corridor are in fair or better condition.
- There are three fairly well-utilized park and ride lots on the corridor.
- The corridor has no chronic environmental deficiency sites.

### What needs to change?

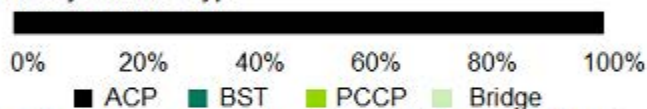
- Roughly 36% of the corridor experiences congestion on a regular basis.
- The sidewalk system is incomplete and there are no bicycle or separated facilities on the corridor.
- There is only partial fixed-route transit service available on the corridor.
- The corridor has a medium climate change vulnerability rating due to steep slopes in rural areas.

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

High	Low	
39,381	11,504	Annual Average Daily Traffic (AADT)
4.2%	2.9%	Bus/Truck Percent
27.83		Number of Lane Miles
20		# of Signalized/Stop Controlled Intersections
\$54,149,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



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

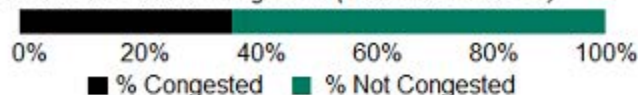


#### Corridor Bridge Preservation Needs



### Mobility

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



### Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	50% Passable	50% 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	12 BMPs	Retrofit Prioritization in progress
100.0	% of Corridor with high potential for increased Climate Impacts	
4	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 enhancing pedestrian, bike, and transit within the city of Renton.
- Desire in extending bus rapid transit to NE Sunset Boulevard between I-405 and the east city limits of Renton.
- A desire for more frequent Sound Transit express bus service and parking stalls within the community of Newport in the city of Issaquah.
- Interest expressed for Sound Transit light rail to central Issaquah, which includes a new parking facility.
- A desire to implement walk and roll Issaquah strategies for pedestrian and bicyclists.

## 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. WSDOT has a planned Stormwater Retrofit action on this corridor.</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>

#### **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 one Pavement action in the next six years encompassing 53% of the corridor.</i>

#### **Safety**

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 53% 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 serves as the main thoroughfare for the city of Issaquah's Urban Core, which is known as East Village, and is located on both sides of both SR 900 and I-90. It also functions as an arterial that provides access to I-90. This segment serves both local residential and commuter traffic, regional cut through traffic to I-90, and accommodates freight traffic.

This segment experiences congestion during peak periods. Traffic volumes are expected to increase.

### Corridor Segment Characteristics

- The Average Daily Traffic on this segment was 22,000 vehicles in 2016.
- This segment is classified as a T-3 freight route with truck AADT of 900.
- The speed limit on this segment is 40 mph.
- This segment provides access to I-90.
- The segment is proposed as a Puget Sound Regional Council-designated Regional Growth Center.
- While this segment includes the Issaquah Transit Center and existing non-motorized facilities, the City has plans to make it more walkable.
- This segment serves as a primary route to Issaquah's East Village.

### Contributing Factors:

- Traffic demand during peak periods causes congestion.
- There is a lack of local network connections to I-90 force additional traffic onto the corridor.
- Truck traffic demand during peak periods causes congestions.
- Existing levels of residential, commercial, and mixed land uses generate and attract traffic along this segment.

### Mobility Strategies:

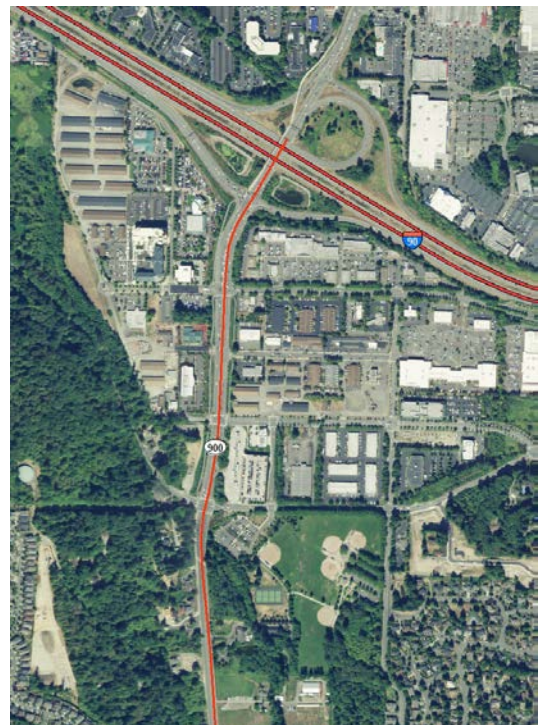
WSDOT compiled these strategies based on available information and existing plans. The agency will conduct engagement with its partners to further develop strategies for the corridor.

### Demand Management

- Implement the City of Issaquah's complete streets program to include pedestrian and bicycle facilities in future roadway improvements to diversify modes.
- Expand park and ride capacity at the Issaquah Transit Center and surrounding area to support ridesharing.
- Support the efforts of existing Commute Trip Reduction programs at employment centers in order to reduce single occupancy vehicle trips.
- Support the efforts of Sound Transit to extend light rail along I-90 to help reduce traffic on SR 900.

### Further Study

- Using a Practical Solutions lens, study increasing ramp capacity with turn lanes and creating new HOV access at the interchange with I-90 in order to improve traffic flow.
- Update the 2000 Corridor Planning Study or prepare new studies to reevaluate the need for future improvements to SR 900 and the local network.
- Additional strategies to address mobility issues on the corridor may be identified in the Puget Sound Regional Council's planning processes.



## 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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