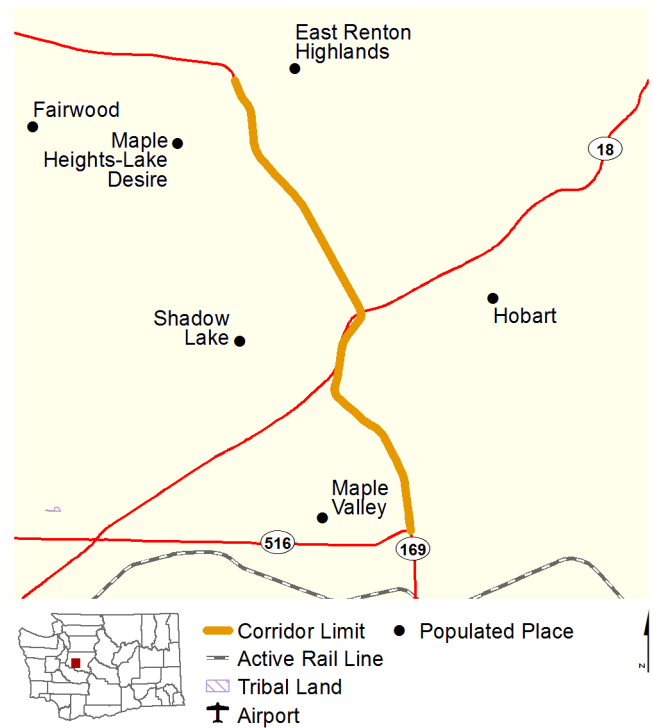


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 169: SR 516 (Kent Kangley Rd) to SE Jones Rd

This eight-mile segment of State Route 169 runs through the city of Maple Valley and unincorporated King County. It spans between the retail hub in Maple Valley and the King County Cedar Grove Natural Area just east of Renton. Communities along the corridor are largely suburban or rural in character with medium- and low-density residential development, commercial services and open space land uses. There are several schools located directly on the corridor. The northern two-thirds of the corridor parallels the Cedar River, and crosses over it in two places. The corridor skirts several other bodies of water including Spring Lake and Wilderness Lake. The corridor itself is on relatively flat or rolling terrain while the surrounding landscape features steep bluffs of the Cedar River valley. Vegetation along the corridor includes mixed conifer forests, 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 Interstate 405. This corridor mainly serves commuters from Maple Valley, Black Diamond, Enumclaw, and multiple unincorporated communities traveling to employment centers in Renton and beyond. The corridor shares junctions with SR 18, SR 516, SR 164, and SR 410, which connect to major highways and urban centers like Kent. Major traffic generators for the corridor include higher-density residential areas and commercial developments. While freight does not contribute significantly to traffic, freight traffic generators like the Cedar Hills Regional Landfill and Cedar Grove Composting are present on the corridor. King County Metro provides this corridor with bus and paratransit services, rideshare opportunities, and park and rides. Pedestrians and bicycle traffic are present in commercial portions of Maple Valley and on the shoulders as well as on the Cedar River Trail, which follows SR 169 for much of the corridor.

Future Function

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

Highlights and Performance

This portion of SR 169 is an undivided, signalized highway that is mostly a two-lane facility. The corridor widens to four lanes twice in central and northern Maple Valley. Approximately half of the corridor includes a center turn lane. Annual average daily traffic on this corridor is highest at the Witte Rd intersection in Maple Valley and the lowest at Cedar Grove Rd SE.

What's working well?

- About 98% of pavements on the corridor are in fair or better condition.
- There are sidewalks and a shared-use trail available on the corridor.
- King County Metro provides fixed route bus service and paratransit on the corridor

What needs to change?

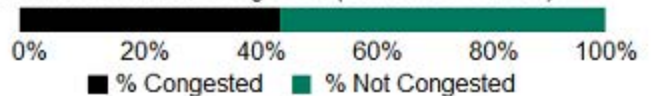
- Roughly 44% of the corridor experiences congestion on a regular basis.
- The corridor segment between Cedar Grove and Jones Roads has a medium vulnerability to climate change.
- Sidewalks along the corridor do not currently meet ADA requirements.
- There are fish passage barriers and habitat connectivity sites on this corridor.

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

High	Low	
36,518	20,063	Annual Average Daily Traffic (AADT)
6.6%	4.1%	Bus/Truck Percent
17.67		Number of Lane Miles
9		# of Signalized/Stop Controlled Intersections
\$11,363,000		Corridor Investments (2005-2016)

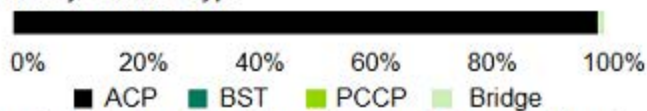
Mobility

Percent of Corridor Congested (Statewide Screen)

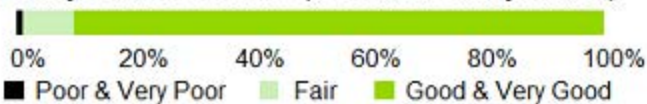


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	None	100% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	2 High Priority Miles
Stormwater Treatment	5 BMPs	Retrofit Prioritization in progress
19.8	% of Corridor with high potential for increased Climate Impacts	
5	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:

- Concerns expressed about the effects of poor illumination along the corridor between the SR 18 junction and SE Jones Rd intersection.
- An interest to explore ways of increasing mobility along the congested portion of the corridor beyond fixed-route transit.
- Partners expressed concern about unstable land sloping on the west side of the corridor near the SE Jones Rd intersection.
- Concern over impacts of new development in Black Diamond to traffic demand on the corridor.
- Interest expressed in increasing the accessibility of Maple Valley in order to improve economic vitality and reduce the need for residents to commute long distances to reach employment.

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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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 portion of SR 169 is a predominantly north-south principle arterial, serving the city of Maple Valley and several communities in unincorporated King County. The surrounding land uses are primarily suburban along the corridor. This route supports a large amount of commuter traffic in the morning and evening, providing connections to employment centers lying to the north, as well as commercial users and freight traffic.

There is congestion on this section, particularly, north of the SR 18 interchange.

Corridor Segment Characteristics

- Traffic ranged from a high of 35,000 near SE Wax Road to a low of 20,000 near SR 516 in 2015.
- This segment of SR 169 is a T-3 freight route with 3,092,500 tons of freight in 2015 and 1,100 daily trucks.
- Adjacent Cedar River Trail provides an alternative bike and pedestrian route.

Contributing Factors

- Lack of local network connections forces additional traffic demand onto the segment.
- There has been significant population growth in this part of the region, resulting in increased congestion.
- Lack of non-motorized facilities at interchanges make crossing the highway difficult for these users.
- Transit Service is commuter oriented and infrequent during non-peak commute hours, resulting in minimal transit mode share.
- The adjacent Cedar River Trail lacks sufficient connectivity, limiting its usefulness for bicyclists.

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.

Operational Improvements

- Intersection improvements, freight friendly right turns and access management improvements to improve operational capability of intersections.
- Provide traveler information on roadway conditions to reduce delay.
- Realize roadway realignment to reduce bottlenecking and improve traffic flow.

Demand Management

- Increase transit frequency paired with improvements to provide travel time savings and enhance reliability for transit users and increase ridership.
- Leverage Commute Trip Reduction programs to reduce single occupant vehicle trips by encouraging vanpooling and transit use.

Further Study

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



SR 169/SR 18 overcrossing with low connectivity

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SR 169/SR 18 overcrossing with low connectivity

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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