

Chapter 1 Summary

This chapter summarizes key findings and identifies proposed improvement projects for the SR 169 corridor located between Enumclaw and Renton.

1 What is the purpose of this Route Development Plan?

This RDP evaluates existing and future roadway and traffic operating conditions related to the SR 169 corridor.

Specifically, this RDP evaluates:

- Existing roadway conditions such as number of lanes, roadway classifications, signalized intersections, transit service, and facilities for bicyclists and pedestrians;
- Existing and future traffic conditions such as traffic volumes and operating conditions;
- Roadway safety,

In addition to identifying existing and future roadway conditions, this RDP evaluates potential transportation improvements for SR 169 and, based on that evaluation, proposes improvements that should be considered during the next 20 years. RDP development is often the first step in identifying needed improvements and obtaining funding for transportation projects. Funding for these projects is uncertain and can come from various local, regional, state, or federal sources. The responsibility for implementing the RDP identified improvements could fall to WSDOT, or the local, or regional governments, and in some instances, private developers. One benefit of an RDP is that it shows potential

What is a Route Development Plan?

A Route Development Plan (RDP) is a planning study that identifies existing and future transportation related needs along a specific state highway and provides a coordinated plan to address the identified deficiencies.

developers and those jurisdictions working with them what needs to be done.

2 Where is SR 169 located?

SR 169 serves as a commuter and freight highway in southeast King County. It serves as a main travel route for parts of unincorporated King County and the cities of Enumclaw, Black Diamond, Maple Valley, and Renton. The 25-mile corridor begins at the SR 164/SR 169 junction in Enumclaw. The roadway crosses the Green River and travels north through Black Diamond and Maple Valley. The roadway crosses the Green River and ends at the SR 169/I-405 interchange in Renton. Freight movement (especially gravel trucks) along SR 169 is exceptionally heavy. Sand and gravel companies, which are a major industry in the area, use this corridor, as do trucks hauling refuse to the Cedar Hills Landfill from around the county. Exhibit 1.1, to the right, presents the vicinity of the SR 169 corridor. A more detailed map is shown in Exhibit 1.2, on the 1-4.

**Exhibit 1.1
SR 169 Vicinity Map**



3 Who developed this Route Development Plan?

In 2004, the State Legislature recognized the important role SR 169 plays in moving people and goods. As such, it provided \$400,000 to WSDOT to develop this RDP. King County and the cities of Maple Valley and Renton provided an additional \$50,000 each, bringing the total RDP budget to \$550,000.

WSDOT invited several agencies and jurisdictions to participate in developing this RDP. These partners formed the Corridor Working Group (CWG). The CWG includes:

- City of Black Diamond
- City of Enumclaw
- King County
- City of Maple Valley
- Puget Sound Regional Council
- City of Renton
- WSDOT

These public agencies and jurisdictions are responsible for implementing improvements proposed in this RDP. Some have already been successful in securing funds for projects along SR 169.

4 How has the public been involved in developing this Route Development Plan?

Community leaders, stakeholders, and the general public were encouraged to participate in the development of this RDP. Many of the recommendations in the RDP are a result of public input received through targeted meetings, stakeholder interviews, and public open houses.

5 Why is this Route Development Plan needed and what transportation issues does it address?

Deteriorating Travel Reliability

Land use along SR 169 has changed in recent years from predominantly rural and agricultural uses to more suburban uses as a result of increased residential and commercial development. This development has led to population increases in the communities located along SR 169 and an increase in traffic volumes on SR 169. Many new residents are choosing to live in the communities served by SR 169 and commute to employment hubs elsewhere in King and Pierce counties. Traffic forecasts indicate that travel reliability along SR 169 will continue to deteriorate between now and 2030 as traffic volumes continue to grow along the corridor. These volumes are expected to increase approximately 30 percent at the south end of the corridor and as much as 90 percent at the north end.

Safety

Current high traffic volumes are just one factor contributing to safety problems along SR 169. Collision data from the 2002 to 2004 collection period points to many probable contributing causes for collisions such as alcohol use, excessive speeds, driver inattention, poor visibility,

Appendix A

Appendix A contains detailed information regarding public and stakeholder outreach throughout the development of this RDP.

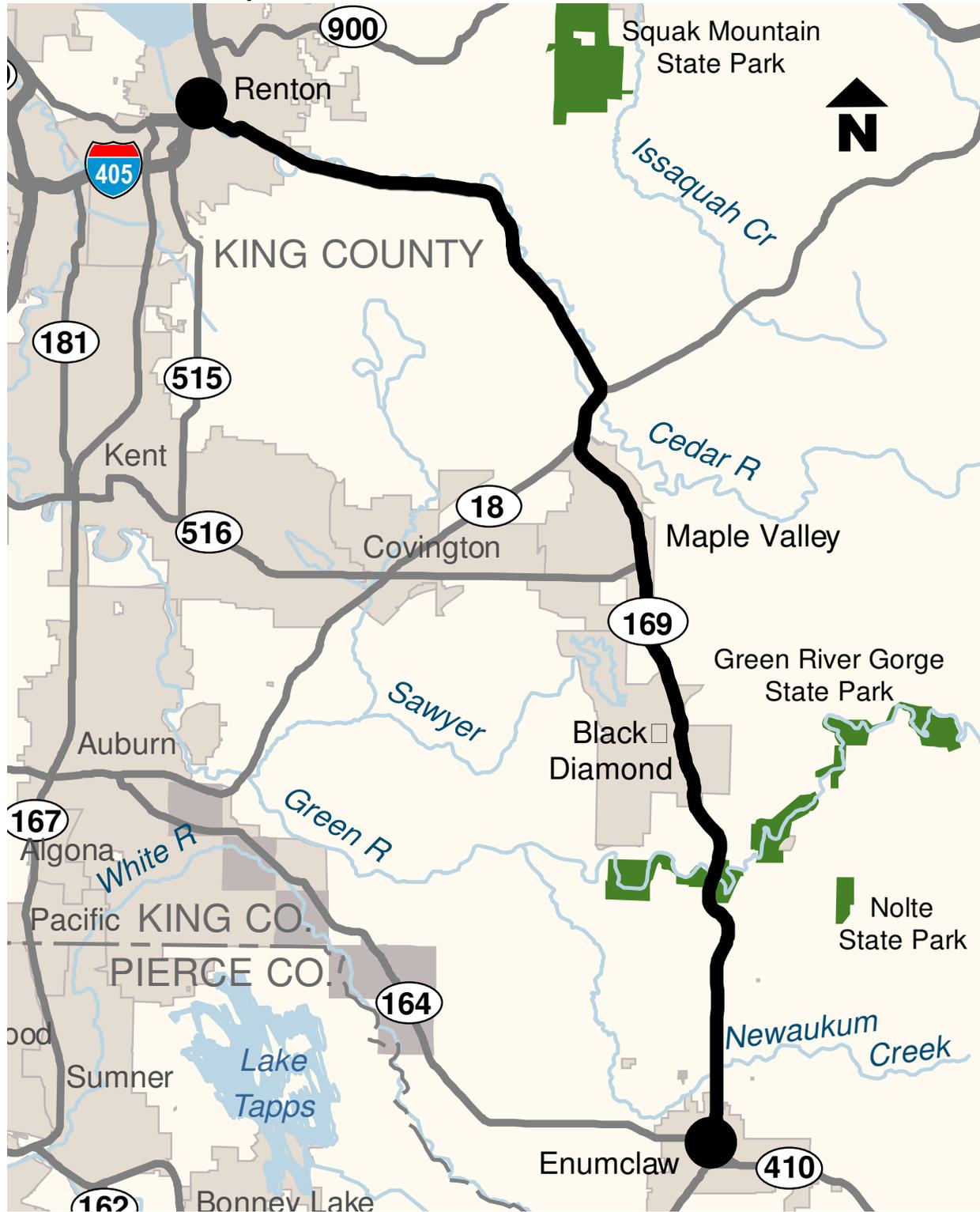
How are traffic volumes expected to change between now and 2030?

Traffic volumes are projected to increase along SR 169 between now and 2030. Specifically, segment volumes are estimated to increase by:¹

- 37–62% in the Enumclaw Segment
- 68–81% in the Rural / Agricultural Segment
- 80–90% in the Black Diamond Segment
- 27–46% in the Maple Valley Segment
- 32–33% in the Cedar River Segment
- 30–86% in the Renton Segment¹

¹WSDOT traffic volumes shown represent Average Daily Traffic (ADT) for 2004 (existing) and 2030 (projected) traffic conditions. (See Exhibits 3.3 through 3.10 in Chapter 3.)

Exhibit 1.2
SR 169 Location Map



no guardrail, narrow shoulders, and extreme weather conditions. Often more than one factor was involved. Data points to five sections on SR 169 that have had a higher than average number of collisions over a three year period (2002 – 2004) when compared to other similar type highways in Washington State.

6 How could SR 169 travel reliability and safety be improved?

This RDP evaluates three different packages of improvements along the SR 169 corridor. All three packages include transportation projects that would:

- Improve safety for drivers, pedestrians, and bicyclists by making targeted improvements throughout the corridor that address key locations with a high number of collisions,
 - Increase roadway capacity in strategic locations,
 - Improve transit facilities,
 - Improve operating conditions at specific intersections by installing intersection controls (appropriate potential improvements might be one or more of the following: adding turn lanes, intersection controls, traffic signals, stop signs, roundabouts, or realignment).
- Improve operating conditions by employing access management strategies. This may include: regulating driveway spacing, combining driveways, restricting left turns, and installing restrictive medians at appropriate access points. Another technique would be to encourage the development of parallel arterial networks, or grids of alternative streets for local traffic.

Based on the information presented in this RDP, the CWG has recommended the proposed improvements shown in Exhibit 1.3 on page 1-7.

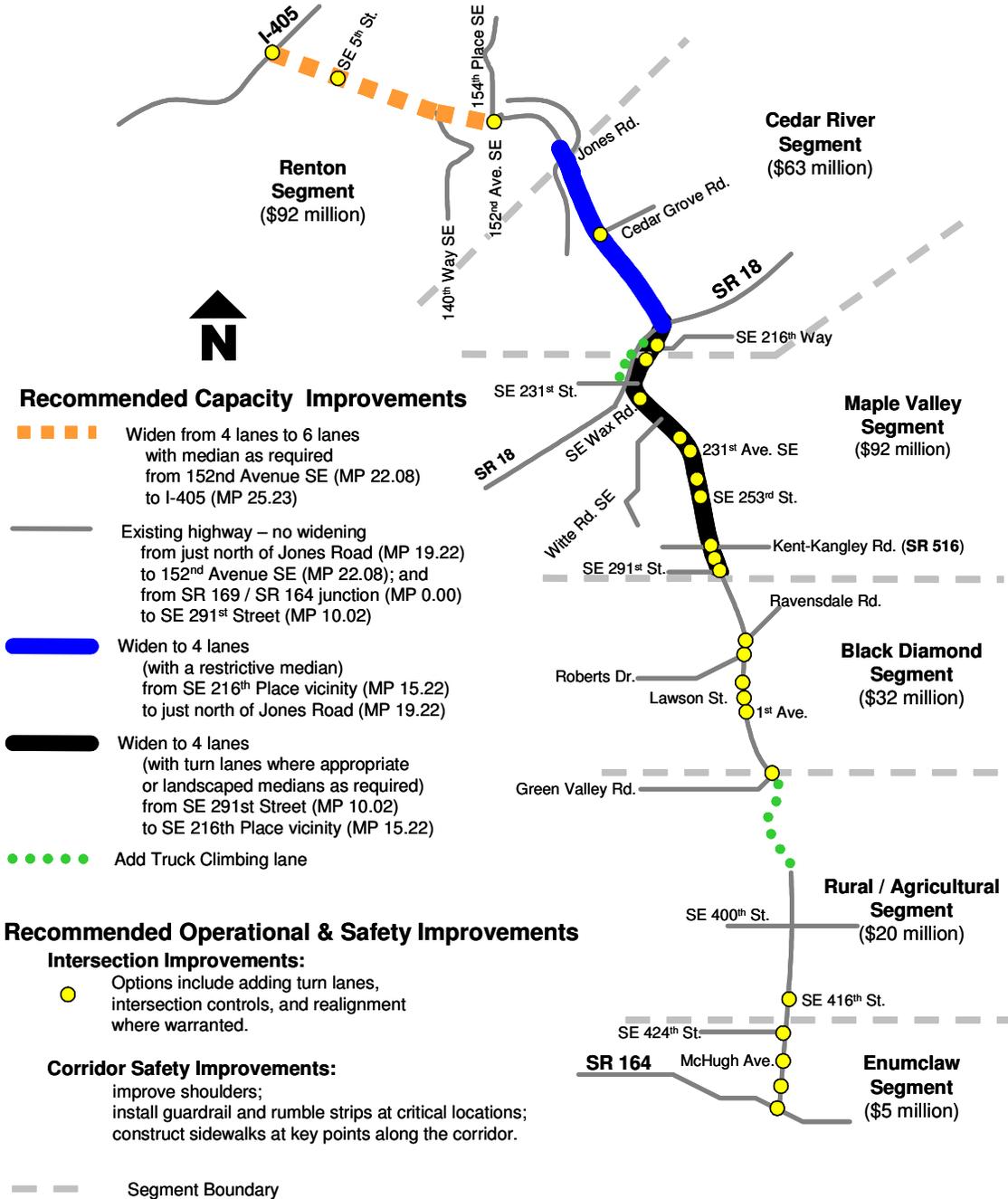
7 How much will the improvements cost?

The preliminary project costs were developed for planning purposes only and should be viewed as a starting point when determining a final cost estimate for a proposed project. The preliminary project costs were created to help the corridor

study process for the SR 169 Route Development Plan. The preliminary project costs are in 2005 dollars, are planning level and not based on engineering analysis. The estimates provided a generalized total for each segment based upon WSDOT experience with other projects of similar size and type. They do not account for potential environmental mitigation (including right of way), rising material costs or other unforeseen expenditures that may occur during design or construction. These factors may increase the final costs of individual projects. The preliminary project costs are shown in Exhibit 1.3 on the next page.

Exhibit 1.3

SR 169 Recommended Improvements and Preliminary Project Costs*

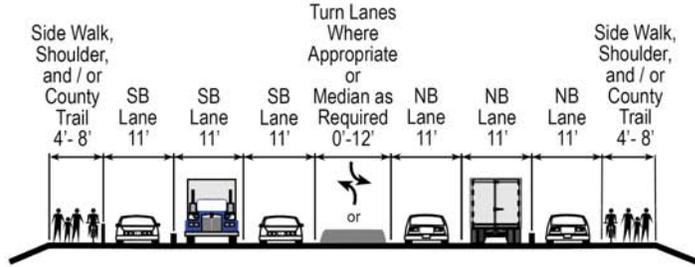


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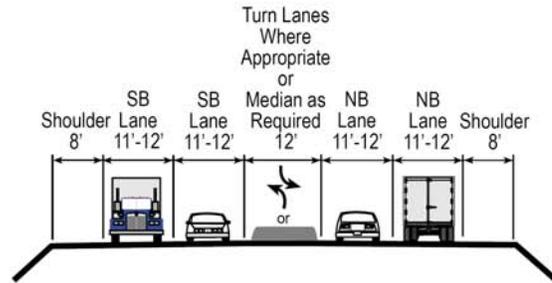
8 How many lanes are proposed for SR 169?

The number of lanes currently on SR 169 range from two lanes in the rural sections to five lanes in the urbanized areas. The proposed improvements would increase the highway capacity to six lanes in the Renton section at the north end of the corridor. An upgrade is also recommended for the Cedar River and Maple Valley segments. This two and sometimes four lane section of highway would become a continuous four lane roadway. Most of the Cedar River segment would have a center restrictive median, while the Maple Valley segment would have a center turn lane, where it is appropriate. The recommended potential cross-sections and cross-section locations can be seen in Exhibit 1.4 and Exhibit 1.5 on the following pages.

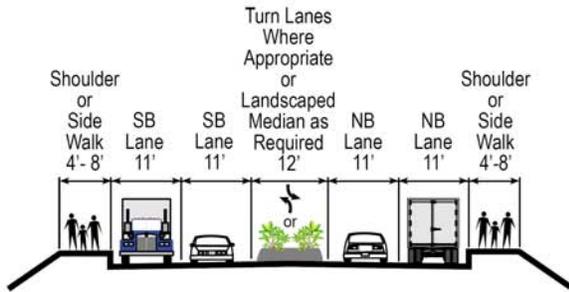
Exhibit 1.4
SR 169 Recommended Cross-Sections



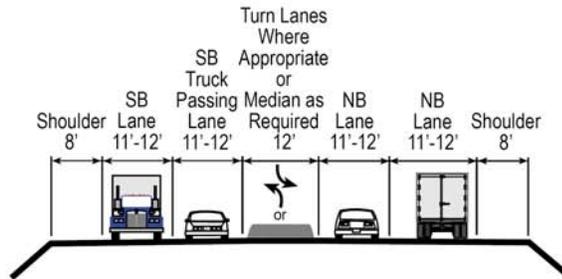
6 ————— **152nd Avenue SE / 154th Place SE to I-405**
Milepost 22.08 to Milepost 25.26



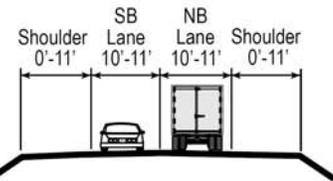
5 ————— **SE 216th Place vicinity to 152nd Avenue SE / 154th Place SE**
Milepost 15.22 to Milepost 22.08



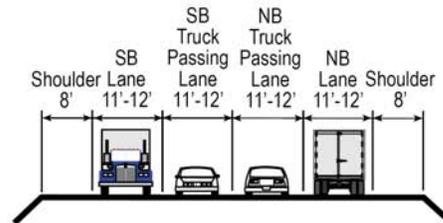
3 ————— **SE 291st Street to SE 231st Street**
Milepost 10.02 to Milepost 14.17



4 ————— **SE 231st Street to SE 216th Place vicinity**
Milepost 14.17 to Milepost 15.22



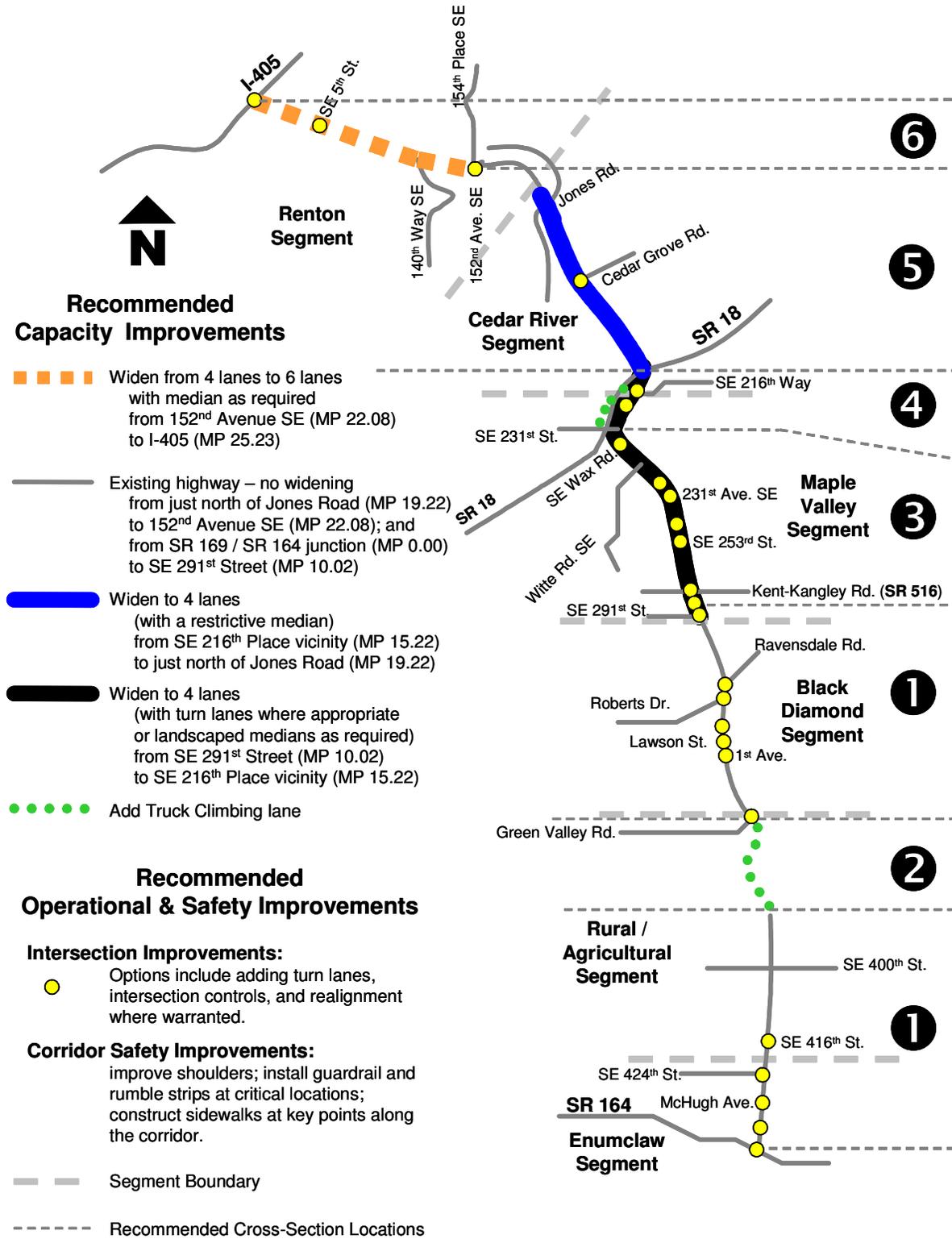
1 ————— **SR 169 / SR 164 Junction to North of 383rd Street**
Milepost 0.00 to Milepost 3.97



2 ————— **North of 383rd Street to Green Valley Road**
Milepost 3.97 to Milepost 6.02

Green Valley Road to SE 291st Street
Milepost 6.02 to Milepost 10.02

**Exhibit 1.5
SR 169 Recommended Cross-Section Locations**



9 What information is contained in this Route Development Plan?

This SR 169 RDP presents the analysis of transportation conditions and needs within the corridor.

- Chapter 2 identifies existing roadway conditions and features.
- Chapter 3 describes existing and future traffic conditions.
- Chapter 4 evaluates three different packages of roadway improvements to address needs on SR 169.
- Chapter 5 presents recommended corridor transportation improvement projects.
- Chapter 6 discusses the next steps and possible funding opportunities.

This document also contains technical appendices which include the detailed analyses and inventories used to develop this RDP.

- Appendix A: Public Involvement
- Appendix B: Environmental Inventory
- Appendix C: Screening and Evaluation Process
- Appendix D: List of Proposed Projects
- Appendix E: SAFETEA-LU Federal Funding Sources
- Appendix F: RDP Development Files

10 What are the next steps?

Are all of these recommended projects funded?

No, most of these projects are not funded. The SR 169 Route Development Plan is an important first step toward obtaining funding for improvement projects. Given the existing demands for funding for other transportation projects in Washington State, it was important for the local communities to agree on the safety and mobility projects for SR 169 that may be implemented as funding becomes available.

A few of these projects may be funded in the next six to ten years, but most of these projects will be funded 11 to 20 years from now. Each project will be awarded funding and prioritized in relation to all of the other potential projects within the state.

The SR 169 RDP recommended improvements are now eligible to be incorporated into regional and state transportation plans. This will allow jurisdictions to apply for funding from federal, state and local sources for each of the projects. These improvements can also provide direction and consistency for privately funded improvements. Some projects will move forward as WSDOT projects, others will be implemented collaboratively with partner agencies, some will be done entirely by local agencies, and still others will be prepared by private developers.

What happens when a recommended project is funded?

Each project acquires funding and enters into a detailed phase of project development. Project development starts with preliminary project engineering, continues through construction, and involves public outreach and involvement throughout the process. Some of the elements that are involved in project development are:

- Design Phase;
 - Preliminary project engineering,
- Right-of-Way Phase – records are studied to define property ownership and boundaries needed to analyze the project constraints and determine what needs to be secured;

- Environmental Phase – each project goes through some or all of the following analysis of the project’s impacts on:
 - agricultural and farmland,
 - air quality,
 - environmental justice,
 - geological,
 - hazardous material,
 - historical, cultural, and archeological resources,
 - land use compatibility:
(current structures, bridges, tunnels, railroad lines, noise walls, retaining walls, culverts),
 - outdoor recreation impacts:
(i.e. Maplewood Golf Course, Riverview Park, Cedar River Regional Trail, Green River Trail, and Lake Wilderness Trail)
 - public utilities,
 - socio-economic groups,
 - traffic noise,
 - water quality,
 - wetlands, and
 - wild and scenic rivers
- Public Involvement and Outreach Phase – public involvement takes place throughout the project development;
- Construction Phase – project construction starts the final phase of project development.

