SR 169 Safety Study: Maple Valley to Renton

Purpose
State Route 169 runs between the cities of Enumclaw and Renton, and it is a vital north-south commuter and commercial route in the Puget Sound region. Rapid growth and development along the corridor have placed significant demand on the highway system.

Several cost-effective safety changes have been made to SR 169 in the past, and in 2016 the Washington State Legislature called for a safety performance study of the highway. This study reviews the section of SR 169 between Maple Valley and Renton, which is predominantly a rural, two-lane highway connecting users from Enumclaw, Black Diamond and Maple Valley to SR 18 and I-405.

Safety performance and community engagement
To analyze safety performance, WSDOT uses its Highway Safety Improvement Program. The program aims to reduce the frequency and severity of crashes with a data-driven approach, allowing WSDOT to focus resources on locations with the greatest potential for safety performance improvement.

Community engagement is also integral to the safety study process. The SR 169 safety study engaged more than 1,200 stakeholders and community members via an in-person open house and an online survey. Public engagement efforts focused on stakeholders and businesses along the corridor as well as community members in and near Maple Valley, especially daily users of the corridor.

Results
The Highway Safety Improvement Program and community feedback identified ten locations for analysis. These locations will be further evaluated and, where appropriate, countermeasures will be assessed based on their potential for fatal and serious injury crash reduction and cost-effectiveness (see map on reverse side). Most strategies identified for further evaluation are relatively low-cost actions, such as signage. The Cedar Grove Road intersection was identified for further evaluation as a potential candidate for more substantial improvement of pedestrian and transit facilities, along with overall intersection operation enhancement.

Throughout the corridor, a common contributing circumstance to fatal and serious injury crashes was alcohol. WSDOT will collaborate with Washington State Patrol and other agency partners to identify and implement actions that focus on eliminating these occurrences.

Community feedback largely focused on issues related to existing traffic congestion along the route. Highway congestion impacts to motorists’ travel time and perceived safety were common input from the study participants, but in large part are not directly related to more severe crashes that have occurred. Currently there is no funded SR 169 mobility project authorized by the Legislature.

Next steps
WSDOT has submitted the SR 169 Safety Study report to the legislative transportation committees. Read the full report here: www.wsdot.wa.gov/planning/Studies/Default.htm
Locations and strategies identified in the safety study

For implementation:
- Advanced warning signage for southbound lane reduction

For further engineering evaluation:
- "Prepare to stop when flashing" signs

Segment: SR 169 from milepost 18.64 to south of 196th Ave SE/SE Jones Rd, milepost 18.64 to 19.04

Intersection: SE Jones Rd/196th Ave SE, MP 19.22

Intersection: SR 169 at Cedar Grove Rd, milepost 17.68

Segment: SR 169 from 218th Pl SE to Cedar Grove Rd, milepost 16.40 to 17.68

Segment: SR 169 from SE 214th St to 218th Pl SE, milepost 15.34 to 16.40

Intersection: SE 218th St/SE 216th Wy, MP 15.07

Segment: SR 169 from North SE 231st St to Witte Rd SE, milepost 14.29 to 14.95

Intersection: 169 at SE 231st St, milepost 14.17

SEGMENT: 196th Ave SE/SE Jones Rd to Renton city limits

Intersection: SE Jones Rd

For implementation throughout corridor:
- Add or replace reflective guideposts through curves at multiple locations
- Add or replace warning signs at multiple locations for traffic and roadway-related characteristics

For further engineering evaluation:
- Modification of pedestrian facilities, including bus stops, to enhance multi-modal operations
- Signal phasing retiming in conjunction with intersection modifications
- Intersection control modifications, ranging from turn lane enhancements to installation of a roundabout; both require thorough evaluations
- "Prepare to stop when flashing" signs

CONTACT

Travis Phelps
Communications
206-440-4698

Harmony Weinberg
Communications
206-440-4475

www.wsdot.wa.gov/planning/studies/SR169SafetyStudy.htm

Title VI Notice to Public: It is the Washington State Department of Transportation’s (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT’s Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO’s Title VI Coordinator at (360) 705-7082.

Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the Office of Equal Opportunity at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.