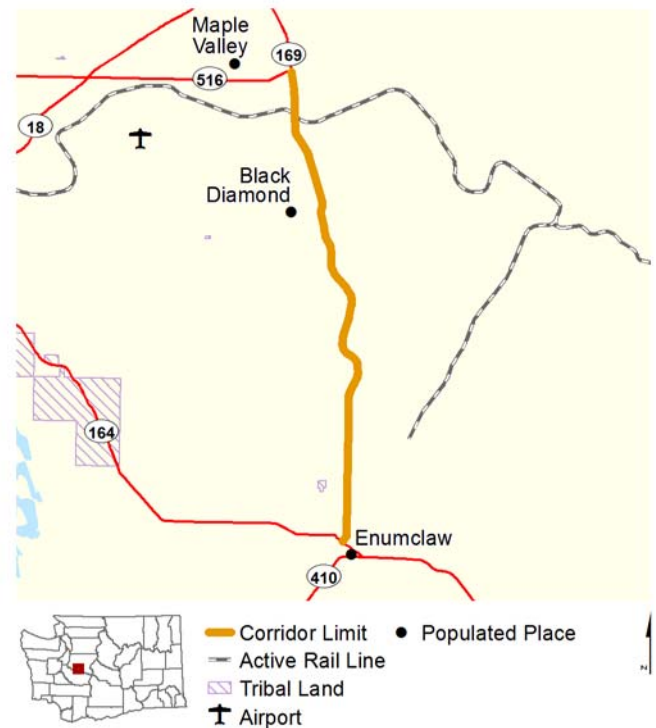


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 169: SR 164 Jct (Enumclaw) to SR 516 (Kent Kangley Rd)

This 11-mile long, north-south corridor runs along State Route 169 between downtown Enumclaw at the SR 164 junction and the SR 516 junction in the Four Corners area of Maple Valley. Along with Enumclaw and Maple Valley, the corridor passes through Black Diamond. Black Diamond State Park is located near the southern end of the corridor while the Black Diamond and Henry's Ridge Natural Areas are both located near the northern end. SR 169 crosses over the BNSF Railway and both the Green River and Covington Creek. With the exception of Enumclaw, the corridor is mostly rural in character with agriculture and parks or undeveloped open space making up most of the land use. Residential and commercial uses are also present, particularly in communities along the corridor, as well as some industrial use. Within Enumclaw, the character of the corridor is more suburban residential with concentrations of commercial uses. The topography along the corridor is primarily flat to rolling with the exception of near the Green River where it becomes steeper.



Current Function

SR 169 connects rural communities in southeast King County between SR 900/Interstate 405 in Renton and SR 164/SR 410 in downtown Enumclaw. This segment of SR 169 serves as a commuter route connecting communities with employment opportunities to the north. The corridor also serves as a primary distribution corridor for the agricultural goods produced between Enumclaw and Black Diamond. While this section of SR 169 is not designated as a freight economic corridor, there is still a significant amount of truck traffic that uses the corridor. Truck traffic predominantly consists of gravel trucks accessing several quarries located near the corridor. The corridor is also used for recreation as it provides a connection to SR 410 for travelers heading toward Mt Rainier and the Crystal Mountain Ski Resort. King County Metro provides public transit along the corridor including DART services and there are three park and ride facilities which are easily accessible off this segment. Pedestrians and cyclists are present, particularly where there are sidewalks in communities 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 section of SR 169 is a two-lane, undivided highway with signalized intersections. The corridor includes a center turn lane in urban areas and at some rural intersections. The route expands to four lanes near the SR 516 intersection in Maple Valley. The annual average daily traffic on this corridor is highest near the SR 516 intersection in Maple Valley and lowest just south of Black Diamond.

What's working well?

- Approximately 97% of surveyed pavements on the corridor are in fair or better condition.
- King County Metro provides two fixed-route bus services on the corridor and paratransit.
- The two park and rides in Black Diamond are well-utilized.

What needs to change?

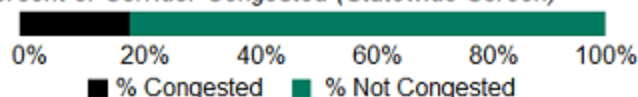
- Roughly 18% of the corridor experiences congestion on a regular basis.
- The corridor has a high climate change vulnerability rating due mudslide hazards and flooding potential.
- Some of the sidewalk curbs in Enumclaw and Maple Valley are not ADA compliant.
- There are fish passage barriers and habitat connectivity sites on the corridor.

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

| High | Low | |
|--------------|-------|---|
| 20,063 | 7,657 | Annual Average Daily Traffic (AADT) |
| 6.6% | 2.9% | Bus/Truck Percent |
| 23.63 | | Number of Lane Miles |
| 5 | | # of Signalized/Stop Controlled Intersections |
| \$16,995,000 | | Corridor Investments (2005-2016) |

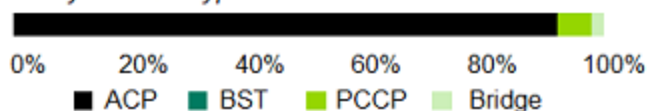
Mobility

Percent of Corridor Congested (Statewide Screen)

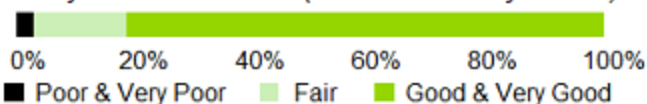


Preservation

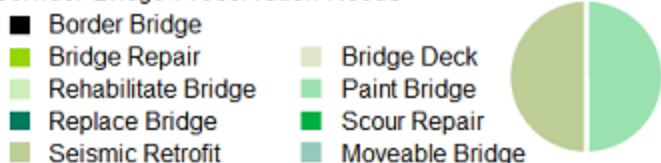
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

| | Protect | Restore/ Enhance/ Assess |
|------------------------------------|---|-------------------------------------|
| Fish Barriers | 25% Passable | 75% to Do |
| Noise Walls | 0% Built | 0% Proposed |
| Chronic Environmental Deficiencies | 0% Resolved | 0% Unresolved |
| Wildlife Connectivity | 0 Structures in Place | 4 High Priority Miles |
| Stormwater Treatment | 5 BMPs | Retrofit Prioritization in progress |
| 98.8 | % of Corridor with high potential for increased Climate Impacts | |
| 2 | Wetland Mitigation Locations | |
| 1 | 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:

- There is a desire to see improvements made that will increase pedestrian and bicycle usage in the cities of Black Diamond and Enumclaw.
- All partners would like to explore ways in which to improve mobility at intersections in the urban portions of the corridor.
- Concerns expressed about addressing the congestion at the Ravensdale Road intersection in Black Diamond.
- Interest in widening certain sections of the corridor, particularly through Maple Valley.
- Black Diamond has approved a large residential development that will add several thousand new homes, as a consequence there is great interest in identifying highway improvements to accommodate the increased demand.
- The City of Maple Valley and community partners have the following priorities for SR 169: improving access from side streets, relieving traffic congestion along the corridor, and reducing the speed limit.

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> |
|-------------------|---|

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

Mobility

| | |
|------------|---|
| Assessment | <i>Further information about the proposed strategies can be found attached at the end of this document.</i> |
|------------|---|

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 23% of the corridor.</i> |

Safety

| | |
|------------|--|
| Investment | <i>WSDOT has identified one Safety Investment action in the next six years encompassing 23% of the corridor.</i> |
|------------|--|

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> |
|----------|---|

This portion of SR 169 is a predominantly north-south principle arterial, serving the cities of Maple Valley, Black Diamond, and Enumclaw. The surrounding land uses vary from urban to suburban and rural/agricultural along the corridor. This route supports a large amount of commuter traffic in the morning and evening. This corridor is also used by commercial and freight traffic. The corridor provides connections to employment centers in the area near Maple Valley.

There has been increased congestion in the area near Maple Valley during peak periods.

Corridor Segment Characteristics

- The average daily traffic on this segment ranged from a high of 20,000 vehicles near SR 516 to a low of 7,000 vehicles near Lawson Street in 2015.
- The segment is not a designated freight route, but was classified as a T-3 freight corridor in 2015.
- Adjacent Cedar River Trail provides an alternative bike route, but lacks adequate connectivity.

Contributing Factors

- Traffic demand exceeds capacity during peak periods resulting in delay.
- The absence of parallel routes and incomplete local street network results in additional traffic on the segment.
- Transit service is infrequent, results in lower ridership and limited transit mode share.
- Transit service on the corridor is limited to peak periods which limits service to transit-dependent populations.

Mobility Strategies:

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

Operational Improvements

- Implement intersection improvements, freight friendly right turns, and access management improvements for suburban retail developments to improve intersection operations.
- Implement channelization and turn lanes to improve traffic flow at intersections.

Demand Management

- Increase transit frequency paired with reliability improvements to increase ridership.
- Improve modal access, options, and connectivity to reduce single occupant vehicle trips.
- Encourage non-motorized options to reduce single occupant vehicle trips.

Further Study

- Conduct a corridor planning study using a practical solutions framework and leveraging previous studies to identify strategies to manage congestion.
- Additional strategies to improve mobility may be identified through the Puget Sound Regional Council's regional planning processes.
- Work with local jurisdictions to explore enhancing the local arterial network to provide alternative routes and reduce demand on the corridor.



Suburban Development in Maple Valley

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.

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