

Southeast King County SMART Corridor

Corridor Description

This corridor includes rural suburban cities such as Enumclaw, Maple Valley, Black Diamond, Covington and urban and rural portions of unincorporated King County. Large traffic generators include the White River Amphitheater and King County Fair Grounds.

Major employers in the corridor include public school districts.

2009 Population Estimate	293,000
2009 Covered Employment Estimates	
Metropolitan Cities	-
Core Cities: Renton, Auburn, Kent	19,980
Larger Cities: Maple Valley	3,014
Smaller Cities: Covington, Black Diamond, Covington, Enumclaw	8,605
Unincorporated Urban	5,538
Rural	6,918
Total	44,055

Existing Congestion and Mobility Conditions

Roadways: The following facilities operate at 70% of the posted speed limit during peak periods and therefore have been identified as a bottleneck and/or chokepoint by WSDOT:

- Segments of SR 169 between I-405 interchange and Maple Valley
- SR 18 between Hobart and I-90
- SR 516 through Covington
- Segments of SR 164 east of Auburn to Academy Drive SE vicinity

The Regional Traffic Operators Committee did not identify any key arterials in this corridor.

Pavement Conditions²⁴: The following are the pavement condition index (PCI) scores for the Southeast King County **SMART** Corridor.

Condition	PCI Range
Excellent	89-100
Good	67-88
Fair	49-66
Poor	21-48
Fail	<20

Jurisdiction	2008 Weighted Avg.* Jurisdiction PCI
Renton	56.4
Auburn	67.0
Kent	81.8
Maple Park	70.0
Covington	60.7
Black Diamond	63.2
Enumclaw	59.0
Unincorporated King County	75.8
King County Weighted Average*	70.6

* weighted by length of roadway segment (ft)

Roadway Safety: PSRC is building on the safety policy guidance outlined in VISION 2040 and aligning it with the goals, strategies and objectives identified in the Washington State Strategic Highway Safety Plan, *Target Zero*. This plan aims to reduce serious injury and fatality collisions to zero by 2030 by focusing on four priority areas that promote safer and smarter roadways, safer walkways and pathways for bicyclists or pedestrians, enhanced emergency response systems, and improved passenger and driver behavior. The following map identifies the locations of collisions that resulted in a serious injury or fatality in 2007.

Ferries: Not applicable

Transit: All of King County is in King County Metro’s service area and the western portion is within Sound Transit’s service area. The Southeast King SMART Corridor is served by King County Metro locally. King County Metro provides two rural local routes and five rural intercity routes, many of which serve this corridor, particularly service to Black Diamond, Covington, Maple Valley and Enumclaw from Kent and Auburn. Sound Transit provides Sounder commuter rail service along the east side of the Kent Valley, going through Sumner, Auburn, Kent and Renton. Sound Transit also provides several buses connecting the same set of cities to SeaTac and downtown Seattle and Tacoma.

²⁴ Pavement Condition Index (PCI) scores are reported to WSDOT by individual jurisdictions, or are collected by WSDOT in the case of smaller cities, on a biennial basis. PCI scores are a composite measure representing environmental and structural distresses on pavement and measured on 0-100 scale where zero is the lowest. The scores presented in this document are not representative of a jurisdiction’s entire roadway network; rather they include the principal and minor arterials for which each jurisdiction has submitted PCI information per requirements of RCW 46.68.113. Scores have been weighted by the length of the measured roadway segments to present a more accurate representation of the condition of the arterial network.

Transit Congestion²⁵: No transit-congested corridors were identified in the Southeast King SMART Corridor. The bus route operating between Auburn and Black Diamond showed a high volume/capacity ratio, but no other types of transit congestion. However, due to the congestion on the arterial connecting Black Diamond and Covington to Kent and its impact on the bus service there during peak hours, many transit riders travel out of direction south on SR 18 to Auburn to ride the Sounder commuter rail trains to Seattle. As a result, the local communities have started a SE King County Diesel Multiple Unit (DMU) study for a connector to Sounder commuter rail in Auburn.

Special Needs Transportation: To provide the most options to people with special transportation needs, King County Metro Transit has expanded and enhanced the fixed-route transit service in this suburban and rural area. Regular accessible bus service is intended to be the primary mode of public transportation for persons with disabilities. For those individuals who are unable to take the fixed-route transit service, King County Metro's ADA Paratransit Program provides next-day, shared rides on *Access Transportation* within 3/4 of a mile on either side of non-commuter fixed-route bus service during the times and on the days those routes are operating. Beyond the fixed-route transit network and paratransit services of *Access Transportation*, King County Metro has several programs that focus on the Kent/Auburn area. Farther to the east, there are fewer transit-supported programs and in the rural areas of SE King County, more of the human service providers take a lead role with volunteer drivers and shuttle programs.

Going beyond the required ADA services, through its Community Transportation Program, King County provides:

- Enhanced Access Transportation Service (expanded service area beyond the ¾-mile of fixed-route service, advance reservations, etc.)
- Taxi Scrip Program (allows disabled low-income residents to purchase taxi scrip at 50% discount)
- Transit Instruction Program (free training for persons with disabilities on how to ride regular transit)
- Community Access Transportation:
 - CAT Advantage Vans (Provides retired Access and vanpool vehicles to participating agencies, including emergency response, vehicle maintenance and repairs, driver training, and technical assistance)
 - CAT Vanworks (Provides retired Access and vanpool vehicles and pays the cost of standard Vanpool agreement on behalf of local agencies that have a number of clients who are eligible for Metro's ADA Paratransit Access program and are traveling to work sites.)

Other transportation programs at Metro include:

- Dial-a-ride Transit or DART (Using vans that can go off regular routes to pick up and drop off passengers within a defined service area, DART service may allow riders to arrange for

²⁵ This information was collected in close consultation with the regional transit agencies in 2008 and 2009.

transit service closer to a location.) DART service is provided in the lower density Renton Highlands, Kent East Hills, Auburn—Pacific, and Auburn East Hills areas.

- Job Access Transportation Program or *JARC* (Comprehensive approach to providing transportation to transition low-income and welfare reform clients into employment)
- Rideshare Operations (provides Ridematch, vanpool and Rideshare Plus for sharing the ride to work, school or other frequent destinations. Lift-equipped vehicles are available for vanpools.)
- Custom Bus (service for employers and schools. Routes are designed to meet the specific needs of the business or educational facility. Fares are based on the length of the trip; however, a current Regional Reduced Fare Permit, reduced fare sticker, or an Access Pass is valid for the fare.)
- Bicycling (Every Metro bus has a bicycle rack that can accommodate two bikes, and many vanpools are also equipped for transporting bikes. No special permit or extra fare is required.)

Community Resources:

- Hopelink coordinates transport to services covered by Medicaid through Medical Transportation Brokerage.
- Crisis Clinic operates the Community Information Line providing information and referral assistance.
- Senior Services Volunteer Transportation with volunteers driving their own vehicles providing transportation to seniors 60 years of age and older living throughout King County to medical and other essential appointments. Volunteers not only provide a ride but also wait with seniors at their appointments before driving them home, offering a helping hand and moral support.

Beyond the transit agency-provided special needs transportation services listed above and on Findaride.org, numerous additional human services organizations have been identified as having a transportation role. Please also refer to Appendix C—Inventory of Services—in the Coordinated Plan.

TDM Programs: Southeast King County is a significant generator of vanpools. Approximately 50 vanpools originate in the Covington, Maple Valley, and Black Diamond areas as well as an additional 100+ in the western portion of the corridor. Comparatively speaking, these are longer commute trips into employment centers than other SMART corridors. The corridor also contains a small number of Commute Trip Reduction sites at which employers are required to implement programs designed to reduce their number of single-occupant (SOV) commuters. Jurisdictions and transit agencies operating in the corridor implement various incentive programs and other efforts that support healthy communities, rideshare, and transit investment as well as discourage single-occupant vehicles. There are no Growth and Transportation Efficiency Centers in this SMART corridor.

Transportation System Management: Intelligent Transportation Systems are limited within in this corridor. There is a need for improved signal and multi-agency coordination. Southeast King is included in various regionwide ITS programs such as 511, transit trip planning and the ORCA regional transit fare card.

Bicycle and Pedestrian Facilities²⁶: There are several bicycle travel options in this corridor including off-road facilities such as the Cedar River Trail, but critical gaps exist in the bikeway network. The trail network is more fully developed than the on-road bicycle roadway network which needs significant improvements to ensure it adequately accommodates bicycle travel. There are also some difficult roadway crossings and a need to improve east/west connections. There is very limited wayfinding signage.

Bicycle and Pedestrian Safety: Most residential development was completed during the decades after World War II, when pedestrians were not a major design concern. As a result, sidewalk coverage is incomplete. Furthermore, the connectivity of the underlying street network rates poorly in terms of connectivity (large block sizes, many cul-de-sacs, neighborhoods with few access points, etc.). Making these communities walkable poses a challenge.

Street crossing improvements throughout the corridor are needed, particularly across a number of major arterials, such as Kent-Kangley Road and Maple Valley Highway. The poor quality of crossing facilities, as well as the long distance between crossing points, makes long sections of many of these busy arterials into major pedestrian barriers dividing neighborhoods.

As part of *Target Zero*, schools in the Southeast King County SMART Corridor have been focusing on the Safe Routes to School approach, successfully obtaining grants to develop their programs. Horizon Elementary School in Kent has instituted a Safety Patrol and safety guidelines for walking to and from school.

Freight: All of the major facilities identified within the Southeast King CMP Corridor are significant to freight and are classified as either T1 or T2 on the State of Washington's freight tonnage classification system, each moving more than 4-10 million tons per year (with the exception of SR 164 and SR 169 south of SR 18). The Southeast King SMART Corridor contains a portion of the Renton Regional Growth Center, which is likely to generate smaller, more specialized deliveries.

Park-and-Ride Lots: The Southeast King SMART Corridor contains no major (over 250 stalls) park-and-ride lots. There are 14 smaller park-and-ride lots in the corridor totaling 1,017 stalls. They have an average utilization rate of 42% (2009), which dropped from 56% in 2006.

²⁶ Existing conditions provided in fall 2009 by participants in the Bicycle and Pedestrian Advisory Committee.

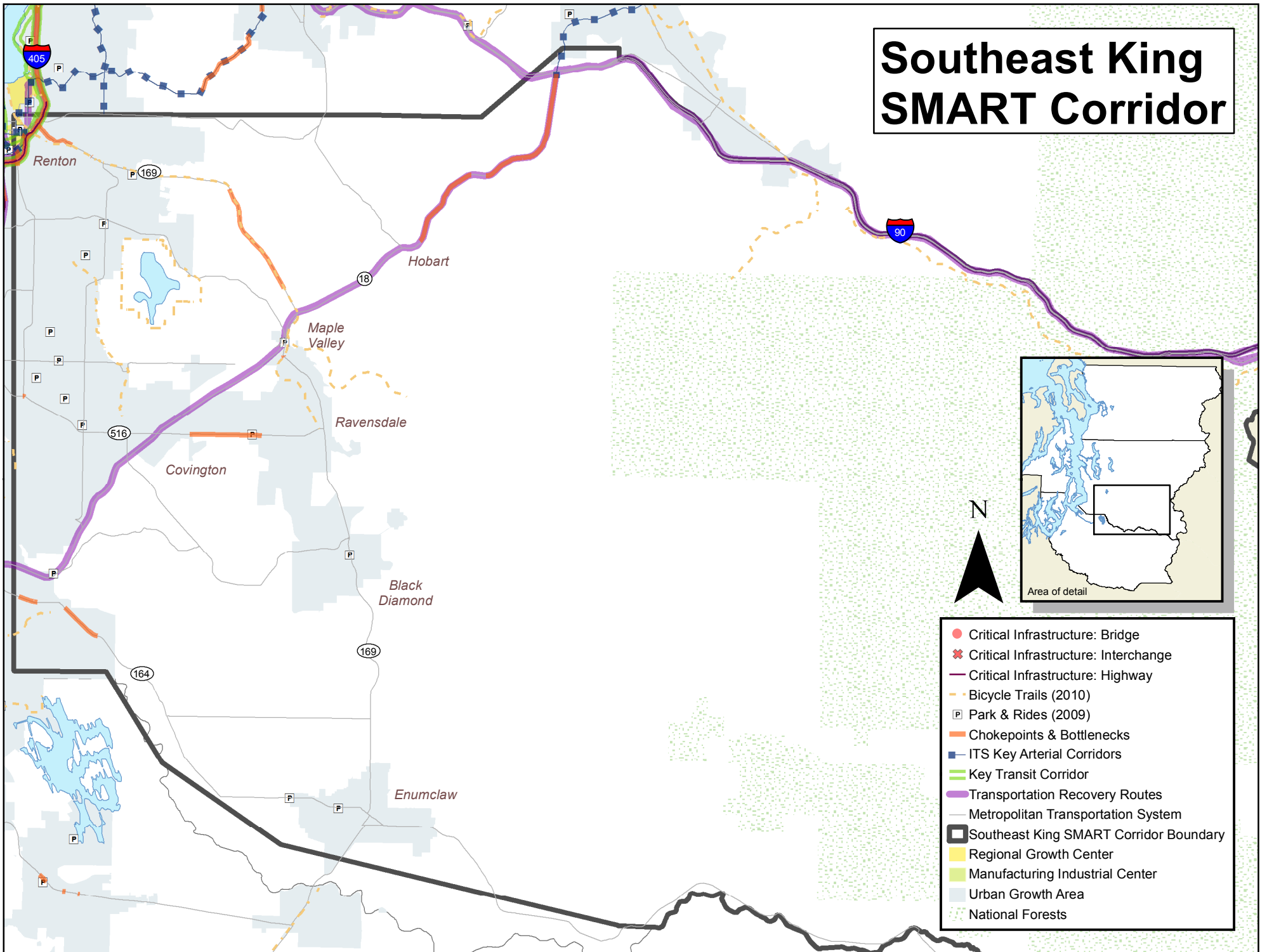
Park-and-Ride Lot	2009 Capacity	2009 Occupancy	2009 Utilization
Black Diamond Masonic Temple	30	12	40%
Cornerstone United Methodist Church	20	6	30%
East Hills Friends Church	20	4	20%
Fairwood Assembly of God	25	18	72%
Farmer's Park	25	2	8%
Kent Covenant Church	20	10	50%
Kent United Methodist Church	23	0	0%
Lake Meridian/East Kent	172	47	27%
Maple Valley P&R	122	103	84%
Nativity Lutheran Church	49	21	43%
New Life Church	25	13	52%
Renton City Municipal Garage	250	193	77%
Renton P&R	150	130	87%
Sacred Heart Church of Enumclaw	40	18	45%
SR 18/Auburn-Black Diamond Road	26	7	27%
Valley View Christian Church	20	1	5%

Security and Emergency Management: According to the Regional Transportation Recovery Plan there is one potential disruption scenario that has been identified affecting Southeast King County. The following describes the potential system disruption/closure and the most likely reroutes. See Maps and Alternate Routing Plan for specific and additional information.

King County Closure of I-90 Snoqualmie Pass

For the closure of I-90 Snoqualmie Pass, there are two routes presented as alternative routes for this scenario. The primary route entails diverting traffic from I-705, to I-5, I-84, I-82 and returning to I-90 in Ellensburg. The secondary route entails diverting traffic from I-5 onto SR 12, which should be used as a priority route for passenger cars and a limited amount of prioritized freight (short term only), to I-82 and back to I-90.

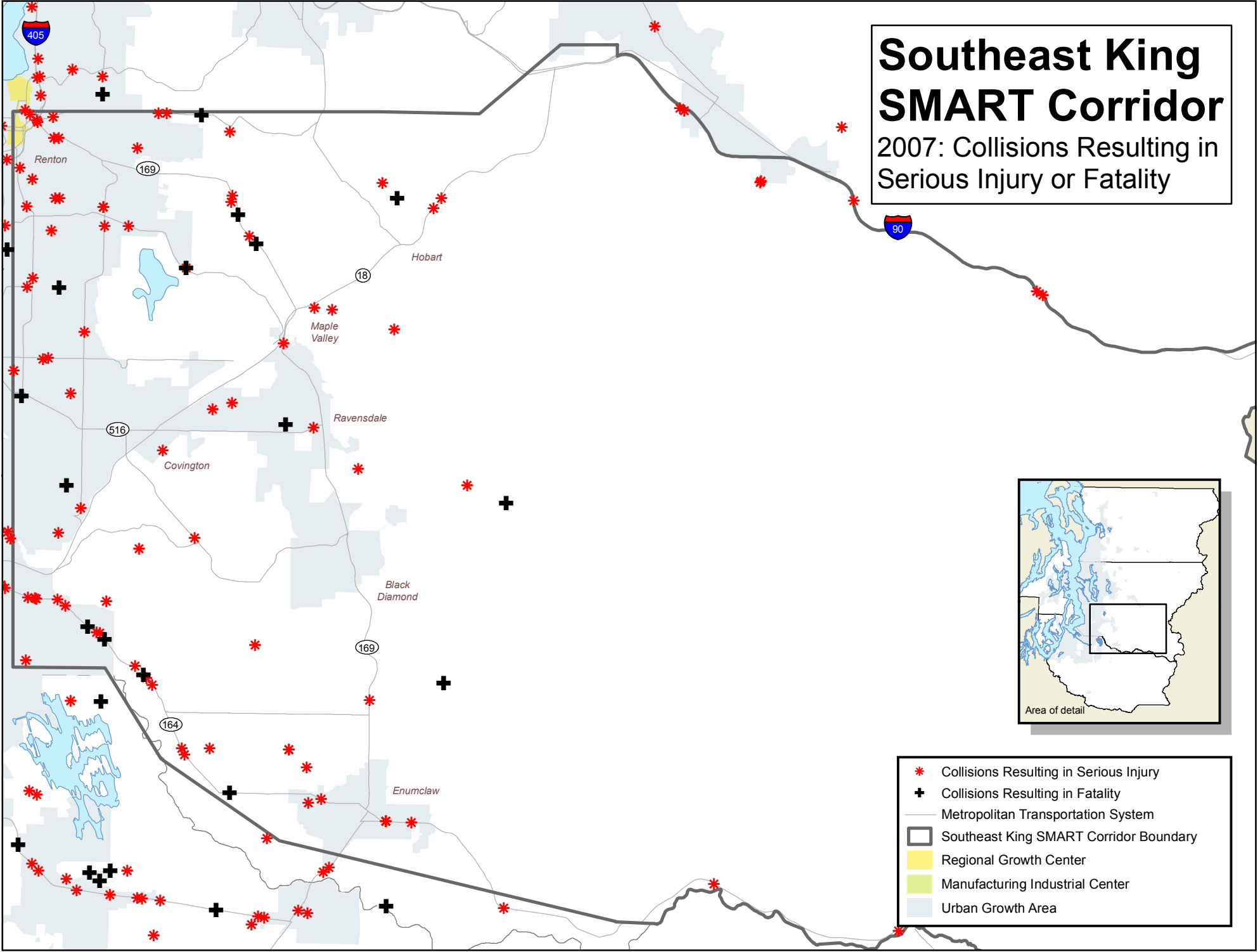
Southeast King SMART Corridor



- Critical Infrastructure: Bridge
- ✕ Critical Infrastructure: Interchange
- Critical Infrastructure: Highway
- - - Bicycle Trails (2010)
- Ⓟ Park & Rides (2009)
- Chokepoints & Bottlenecks
- - - ITS Key Arterial Corridors
- Key Transit Corridor
- Transportation Recovery Routes
- Metropolitan Transportation System
- ▭ Southeast King SMART Corridor Boundary
- Regional Growth Center
- Manufacturing Industrial Center
- Urban Growth Area
- National Forests

Southeast King SMART Corridor

2007: Collisions Resulting in Serious Injury or Fatality

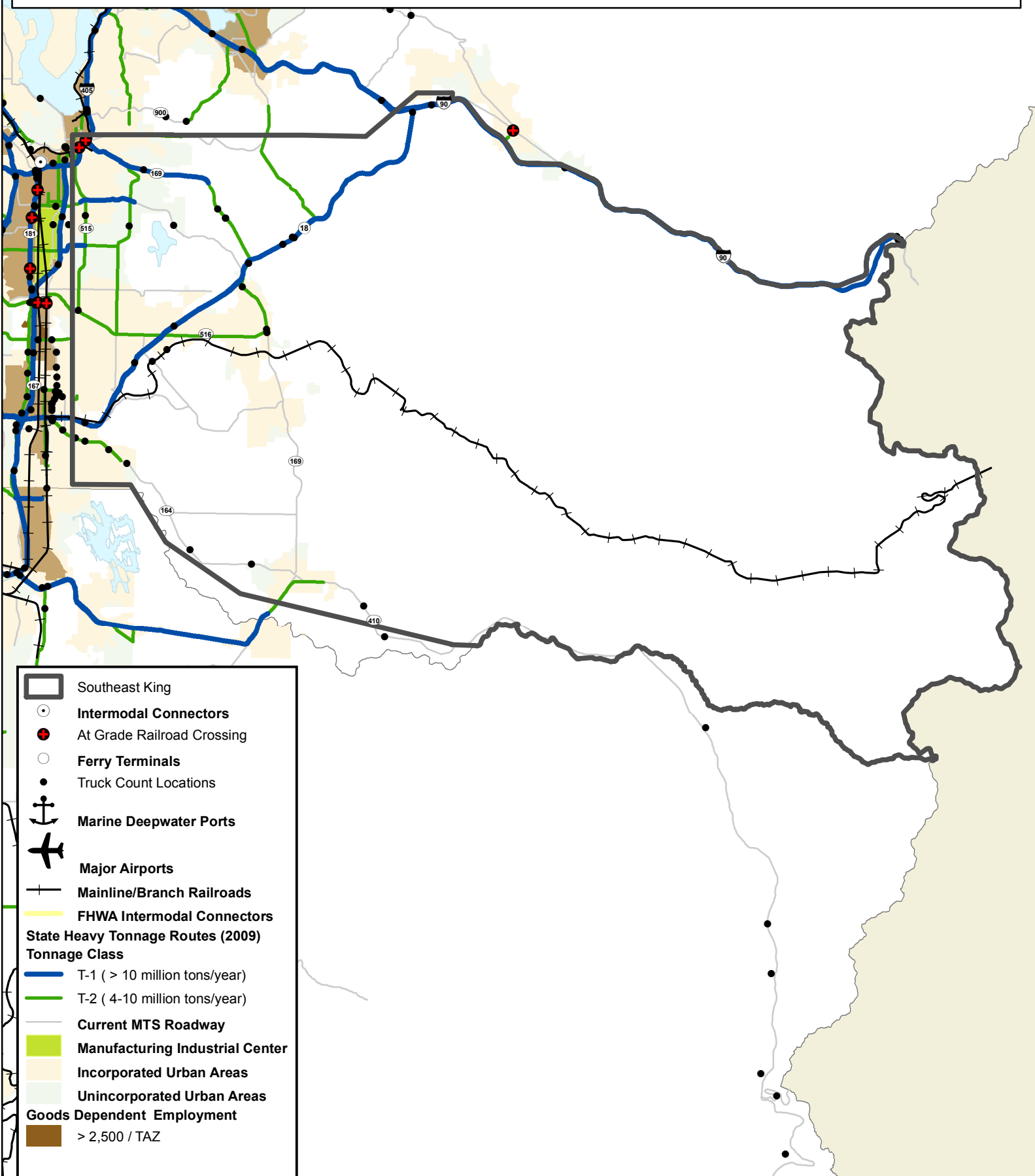


















- * Collisions Resulting in Serious Injury
- + Collisions Resulting in Fatality
- Metropolitan Transportation System
- ▭ Southeast King SMART Corridor Boundary
- ▭ Regional Growth Center
- ▭ Manufacturing Industrial Center
- ▭ Urban Growth Area

Note: Collision data provided to PSRC by WSDOT Transportation Data Office

Southeast King County SMART Corridor

Freight & Goods Transportation System



-  Southeast King
-  **Intermodal Connectors**
-  At Grade Railroad Crossing
-  **Ferry Terminals**
-  Truck Count Locations
-  **Marine Deepwater Ports**
-  **Major Airports**
-  **Mainline/Branch Railroads**
-  **FHWA Intermodal Connectors**
- State Heavy Tonnage Routes (2009)**
- Tonnage Class**
-  T-1 (> 10 million tons/year)
-  T-2 (4-10 million tons/year)
-  **Current MTS Roadway**
-  **Manufacturing Industrial Center**
-  **Incorporated Urban Areas**
-  **Unincorporated Urban Areas**
- Goods Dependent Employment**
-  > 2,500 / TAZ