



**Washington State
Department of Transportation**

SR 169 Safety Study: Maple Valley to Renton

December 2016

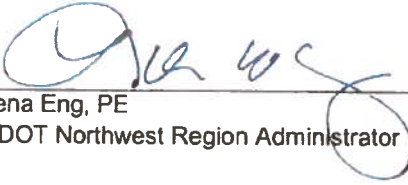
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Washington State Department of Transportation

SR 169 Safety Study: Maple Valley to Renton

Study limits: Southeast 231st Street in Maple Valley, milepost 14.12,
to Renton city limits, milepost 21.28

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12/27/2016

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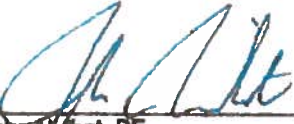
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Date

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1 Purpose

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

The purpose of this safety study is to analyze the safety performance of the corridor and to identify future strategies to improve safety performance on SR 169. The safety analysis and approach followed by the Washington State Department of Transportation is governed by RCW 47.05 and Target Zero, the State Strategic Highway Safety Plan.

This safety study is being performed as specified by Washington State Legislative proviso:

<http://lawfilesexternal.wa.gov/biennium/2015-16/Pdf/Bills/House%20Passed%20Legislature/2524-S.PL.pdf>

FOR THE DEPARTMENT OF TRANSPORTATION – TRANSPORTATION PLANNING, DATA, AND RESEARCH – PROGRAM T

7) \$150,000 of the motor vehicle account—state appropriation is provided solely for a safety study of state route number 169 from Jones Road to Cedar Grove. The department must consider collision data and work with local stakeholders to make recommendations for safety improvements in the corridor. A report on the study is due to the transportation committees of the legislature by December 31, 2016.

The study limits have been expanded from the original proviso to encompass the corridor between the cities of Maple Valley and Renton: Southeast 231st Street in Maple Valley at milepost 14.12 to the Renton city limits at milepost 21.28. The study limits were expanded to capture the entire two-lane section of roadway and to analyze any fatal injury, serious injury, pedestrian or bicyclist crashes between the cities.

2 Executive summary

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. Through safety performance analysis and community engagement, this study evaluates strategies for safety performance improvements on SR 169.

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.

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. By screening state highways to identify locations for potential safety improvements, the program analyzes the safety performance of one location compared to other similar locations. This allows WSDOT to focus resources on the 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.

As a result of the study, the Highway Safety Improvement Program has identified several locations within the SR 169 corridor for further investigation. 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. Projects will compete within the program's statewide screening process, and funding priority will be assessed on a statewide basis.

In addition, this study evaluated crashes involving SR 169's most vulnerable users: pedestrians and bicyclists. The intersection of Cedar Grove Road was identified for further evaluation as a potential candidate for more substantial improvement of pedestrian and transit facilities, along with overall intersection operation enhancement. WSDOT will further explore several items:

- Strategies to mitigate vehicle-pedestrian crashes include further investigation of pedestrian facilities, including bus stops, to enhance multi-modal operations.
- Countermeasures such as a northbound right-turn lane or alternative intersection control types, such as a roundabout, will require a thorough engineering evaluation to determine feasibility and potential benefit.
- Signal phasing modifications in conjunction with intersection modifications
- Strategies to mitigate vehicle-bicyclist crashes include further investigation of sight lines and visibility of approaching trail users.

Low-cost enhancements are another strategy for addressing some of the community concerns and may have potential for crash reduction. One strategy to be evaluated is the installation of "prepare to stop when flashing" signs at the intersections of Southeast Jones Road and Cedar Grove Road. Low-cost enhancements that will be implemented are:

- Provide advance warning signage for the southbound lane reduction before Southeast Jones Road.

- Add or replace reflective guideposts through horizontal curves at multiple locations.
- Add or replace warning signs at multiple locations for traffic-related and roadway-related characteristics.

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 motorist's travel time and perceived safety were common input from the study participants, but in large part are not directly related to fatal and serious injury crashes that have occurred. Currently there is no funded SR 169 mobility project authorized by the Legislature.

3 WSDOT's approach to safety performance

This section describes WSDOT's approach to safety performance by focusing first on the WSDOT Highway Safety Improvement Program and second on how the department handles community input.

3.1 The WSDOT Highway Safety Improvement Program

The State of Washington has adopted Target Zero, a goal to reduce traffic fatalities and serious injuries on Washington's roadways to zero by the year 2030. Guided by Target Zero, WSDOT's Highway Safety Improvement Program aims to reduce the frequency and severity of crashes with a data-driven approach.

Using the American Association of State Highway and Transportation Officials (AASHTO) Highway Safety Manual (HSM) as a basis for the analysis, the Highway Safety Improvement Program is able to systematically screen state highways in order to identify locations for potential safety improvements. Once locations are identified, the HSM provides the tools needed to analyze and compare the safety performance of one location to those similar. This allows WSDOT to focus resources on the locations with the greatest potential for safety performance improvement. Through further investigation of these screened locations, a safety analysis and location review is conducted, and strategies are identified for future funding. For a detailed description about the Highway Safety Improvement Program, please see Appendix 9.1.

3.2 The role of community engagement and public comment

The public provides input to WSDOT through several different channels, including social media, email, elected officials, open houses and surveys. In the SR 169 corridor survey as part of this project, most comments from the public were related to the number of lanes on SR 169. Southbound SR 169 reduces from two lanes to one lane at the intersection with Southeast Jones Road, where the left lane continues south and the right lane

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becomes a right-turn only lane. There were a number of comments about drivers using the right-turn lane to cut the line to continue straight. One strategy under consideration is to add additional signage before the intersection to better inform motorists of the lane reduction.

The intersection of SR 169 and Cedar Grove Road was identified through the Highway Safety Improvement Program and highlighted in the community engagement process. Public comments primarily pointed to congestion resulting from the signalized intersection and described waiting for northbound vehicles turning right, so one strategy to be investigated is adding a northbound right-turn lane.

Approximately three quarters of survey respondents listed either number of lanes or congestion as a concern in the corridor; however, there is no funded SR 169 mobility project authorized by the Legislature.

4 Corridor context

4.1 Introduction

As shown in Figure 1, SR 169 from Southeast 231st Street in Maple Valley (milepost 14.12) to the Renton city limits (milepost 21.28) is predominantly a rural, two-lane highway connecting users from Enumclaw, Black Diamond and Maple Valley to the major freeways of SR 18 and I-405. The volume of users has grown along with the region. This study reviews the safety performance of this section of SR 169.

Several cost-effective safety investments have been made to SR 169 in the past, such as rumble strips, signage and signal evaluation. These enhancements were identified and prioritized through existing safety programs, with the most recent being in January 2016.

For evaluation of safety performance, WSDOT used five complete years of crash data from 2011 to 2015. Target Zero and WSDOT's Highway Safety Improvement Program focus on crashes involving fatalities, serious injuries, pedestrians and bicyclists¹. In the five-year study period, 23 of these crashes were reported on the corridor.

¹ Motor vehicle crashes involving pedestrians and bicyclists are included because these users are vulnerable users and the likelihood of serious injury or death is more likely for these users in the event of a crash. In addition, federal safety performance rulemaking specifically includes these non-motorists as a user group.

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Corridor Introduction

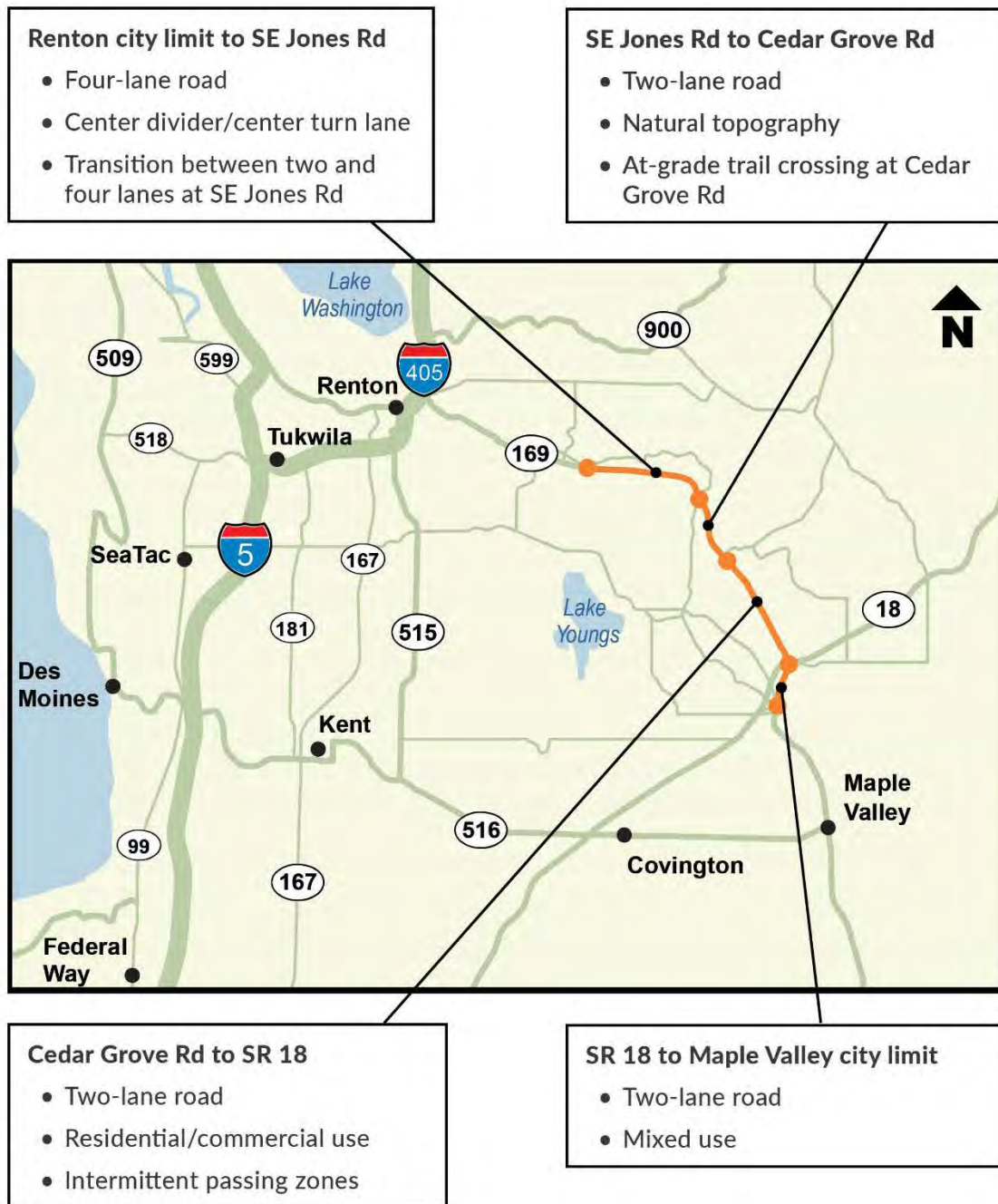


Figure 1: Corridor introduction to SR 169 from Southeast 231st Street to the Renton city limits, milepost 14.12 to 21.28 (Source: WSDOT)

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4.2 Transportation

4.2.1 Facility type

In Maple Valley and near Renton, the route is classified as an urban, principal arterial. Between the two cities, the route is a rural, minor arterial. Highlights of the corridor are illustrated in Figure 2:

- Transitions from four lanes to two lanes with left-turn lanes or two-way left-turn lanes in parts.
- Shoulder widths vary from one to ten feet in width.
- Speeds limits vary from 35 to 50 miles per hour.
- Roadside features include guardrail, power poles, trees, ditches, traffic signs and traffic signals.
- Passing zones in some two-lane segments.
- Cedar River Trail shared use path for pedestrians and bicyclists along the corridor adjacent to the Cedar River.

Facility Type



Figure 2. Facility type for SR 169 from Southeast 231st Street to Renton city limits, milepost 14.12 to 21.28 (Source: WSDOT, ESRI)

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4.2.2 Users

The SR 169 corridor between Maple Valley and Renton serves commuters, transit, heavy commercial traffic, pedestrians, bicyclists, weekend recreational users and school buses. Figure 3 shows the locations of corridor users and traffic generators in the study area.

During the peak period, commuters are typically traveling northbound in the morning and southbound in the afternoon. During the public engagement effort, the public frequently commented on congestion during commutes and highlighted Southeast Jones Road, Cedar Grove Road and Southeast 231st Street as particular locations of concern for congestion.

Heavy commercial traffic uses SR 169 and Cedar Grove Road to access industrial and landfill areas. There are numerous small to medium businesses along SR 169 that have driveway access.

The Cedar River Trail, a shared use path for pedestrians and bicyclists, parallels the northbound lane of SR 169. The trail has an at-grade crossing with Cedar Grove Road and a grade-separated crossing at Southeast Jones Road. The trail does not intersect SR 169; however, many users of the trail cross SR 169 to access residential areas or businesses. Weekend recreational use of the trail and adjacent parks generates additional ingress and egress from roadside parking.

There are 21 bus stops in both directions within the SR 169 study limits serviced by King County Metro. Stops are spaced between one-half to one mile starting from Southeast 231st Street at milepost 14.17 to 201st Place Southeast at milepost 18.19. There are no bus stops between 201st Place Southeast and 174th Avenue Southeast (milepost 20.84).

School buses for the Tahoma School District No. 409 have scheduled stops on SR 169. Typically, buses have scheduled stops southbound in the morning and northbound in the afternoon².

² "2016-17 Routes." Transportation Department. TAHOMA SCHOOL DISTRICT NO. 409, n.d. Web. <http://www.tahomasd.us/pages/Tahoma_School_District_409/Departments/Transportation>.

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Corridor Users

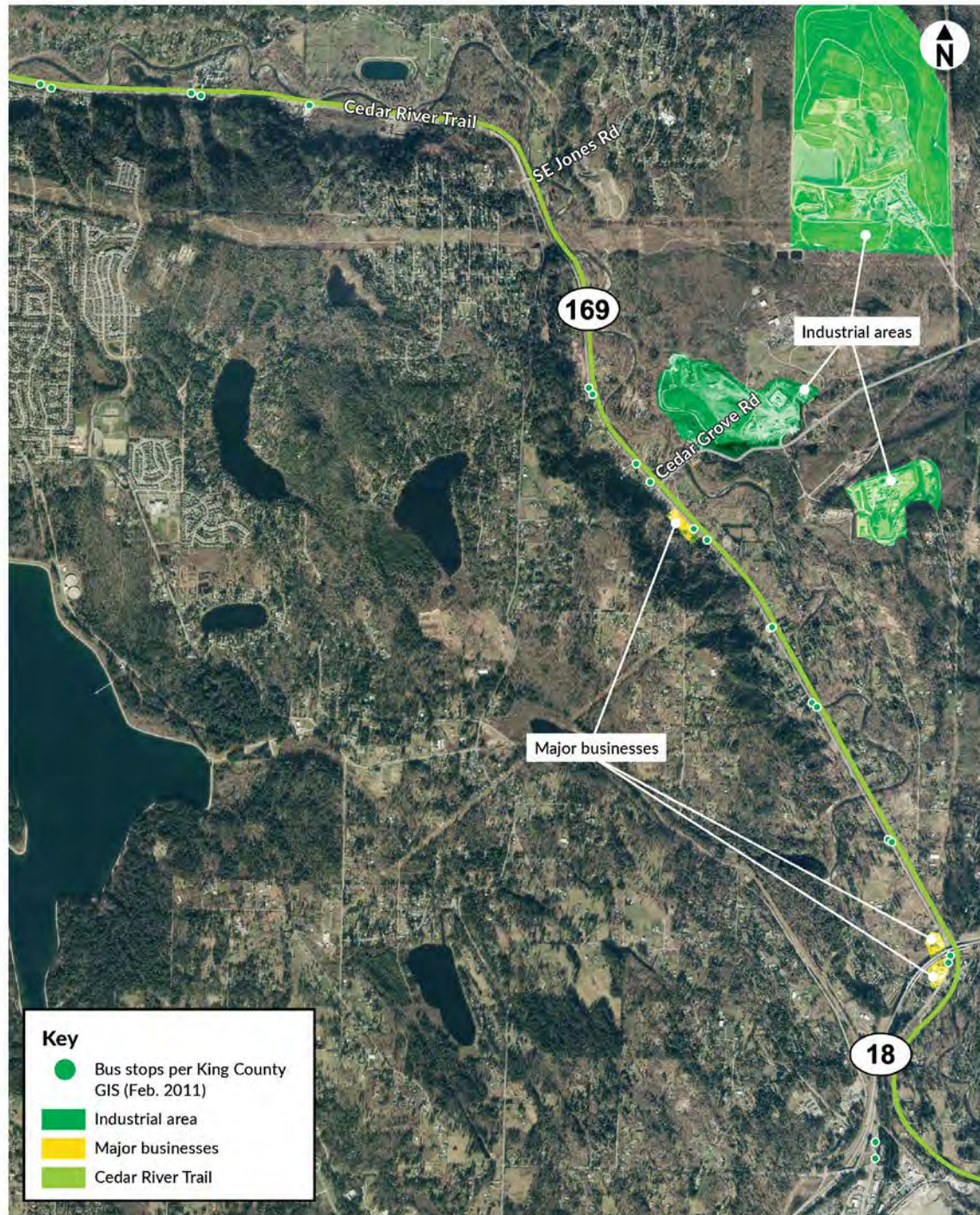


Figure 3. Corridor users and traffic generators for SR 169 from Southeast 231st Street to Renton city limits, milepost 14.12 to 21.28 (Source: WSDOT, ESRI)

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4.2.3 Mobility

The study corridor serves a commuter route for Maple Valley, Black Diamond and Enumclaw. The Cedar River and Cedar River Trail run parallel to SR 169, reducing the likelihood of future development along the route.

Most commercial development along SR 169 is south of the study corridor between SR 516 and SR 18/Southeast 231st Street. The Four Corners area in Maple Valley has a concentration of retail development. In the vicinity of Southeast Wax Road and Witte Road Southeast are City Hall, a US Post Office, a grocery store, and other smaller businesses and restaurants. Commercial and residential concentrations are expected to increase in the Four Corners and Witte Road Southeast vicinity according to the City of Maple Valley's Comprehensive Plan³.

From the WSDOT Annual Traffic Report⁴, reported annual daily traffic (ADT) has exhibited growth in the corridor over the five-year study period. ADT in 2011 was reported between 20,000 and 22,000. ADT in 2015 increased to between 21,000 and 24,000.

Field observations and community feedback emphasize the impact of congestion within the study corridor. Congestion typically occurs at the signalized intersections and locations of lane reduction: Southeast Jones Road near Renton, Cedar Grove Road, Southeast 216th Way and Southeast 231st Street in Maple Valley.

4.3 Corridor crash history

The SR 169 corridor from Maple Valley to Renton, milepost 14.12 to 21.28, had 299 reportable crashes in the five-year study period between 2011 and 2015. As shown in Figure 4, the majority of crashes were rear-end related.

³ "Comprehensive Plan." Maple Valley WA : Comprehensive Plan. City of Maple Valley, n.d. Web. 21 Dec. 2016. <<http://www.maplevalleywa.gov/city-government/codes-and-plans/comprehensive-plan>>.

⁴ "WSDOT - Annual Traffic Report." WSDOT - Annual Traffic Report. WSDOT, n.d. Web. 21 Dec. 2016. <<http://www.wsdot.wa.gov/mapsdata/travel/annualtrafficreport.htm>>.

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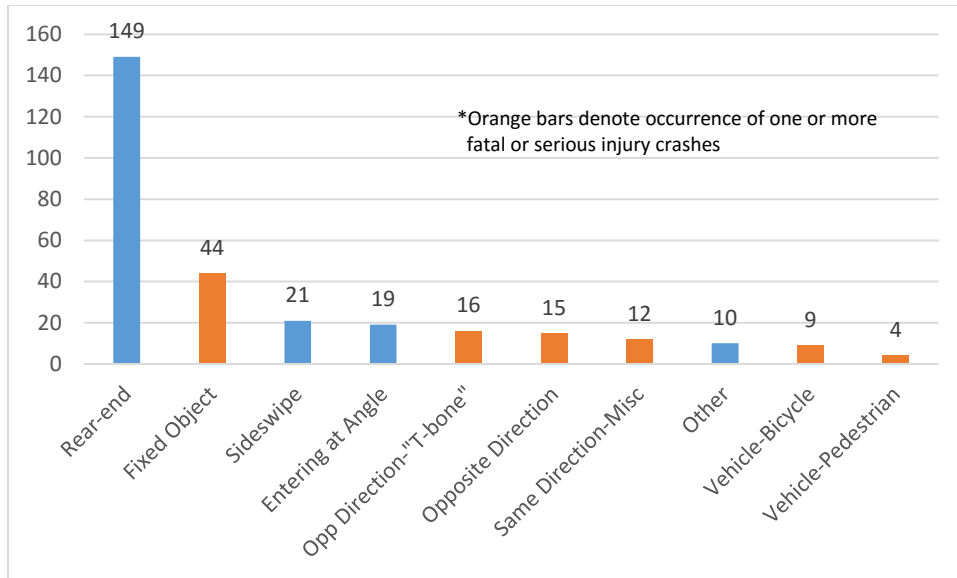


Figure 4. Count of crash types, SR 169 milepost 14.12 to 21.28, 2011 to 2015 (Source: WSDOT Crash Data Mart). This figure illustrates the subtotals of crashes for each crash type in the corridor.

Rear-end crashes accounted for 149 of 299 total crashes in the study corridor. Fixed object crashes, also called “run-off-the-road” crashes, are the next most common type, accounting for 44 crashes. A table of all crash types by severity is included in Appendix 9.2

As shown in Figure 5, approximately half of all crashes, 151 of 299 total crashes, occurred during the commute hours of six to nine a.m. and four to seven p.m.

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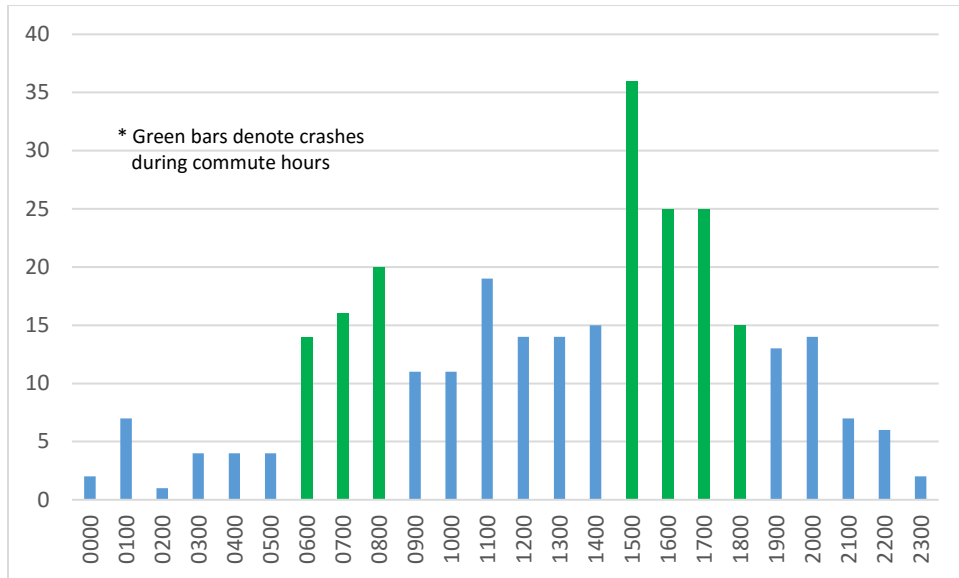


Figure 5. Crashes by hour of day, SR 169 milepost 14.12 to 21.28, 2011 to 2015 (Source: WSDOT Crash Data Mart). This figure illustrates the number of crashes broken down by each hour of the day.

Thirty-six crashes were reported between three and four p.m.; this was the greatest number of crashes over the course of a day. A summary of the crashes is included in Appendix 9.2.

In crash reports, officers use standardized codes to best describe circumstances that contributed to the crash. For crashes during the commute hours, over half of the reported contributing circumstances included inattention, exceeding reasonable safe speed, following too closely or not granting right of way to another vehicle (see Appendix 9.2).

Twenty-three crashes involved vulnerable users such as pedestrians and bicyclists or resulted in fatal and serious injuries. These collisions are summarized in Table 1. The 13 fatal and serious injury crashes are shown in Figure 6. The 13 bicycle and pedestrian crashes are shown in Figure 7 (three pedestrian/bicyclist crashes shown in both figures).

Table 1. Summary of fatal injury, serious injury, pedestrian and bicyclist crashes, SR 169 milepost 14.12 to 21.28, 2011 to 2015 (Source: WSDOT Crash Data Mart)⁵

Crash type	Fatal injury crashes	Serious injury crashes	Evident injury crashes	Possible injury crashes	Total crashes
Opposite Direction	1	2			3
Opposite Direction-one left turn-one straight		2			2
Fixed Object	1	3			4
Same Direction-Misc		1			1
Vehicle-Pedestrian		2	1	1	4
Vehicle-Bicyclist		1	5	3	9
Total crashes	2	11	6	4	23

⁵ No property damage only crashes were reported that involved bicyclists or pedestrians.

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Alcohol and drugs are a common contributor to fatal and serious injury crashes. Under the influence of alcohol or drugs was reported as a contributing circumstance in six of the 13 fatal and serious injury crashes.

In summary:

- 13 of the 23 fatal injury, serious injury, pedestrian and bicyclist crashes recorded involved pedestrians and bicyclists.
 - Nine occurred at intersections, with five at the intersection of Cedar Grove Road and SR 169.
 - Serious injuries were reported in three of these crashes.
 - Contributing circumstances for the crashes reported by officers included: under the influence of alcohol, pedestrian did not grant right of way to a vehicle, vehicle did not grant right of way to a pedestrian, apparently asleep, driver distraction and disregarding stop light.
- 13 of the 23 crashes involved fatalities and serious injuries (including three pedestrian and bicyclist serious injury crashes addressed above).
 - Most these crashes were: opposite direction “head-on,” opposite direction turning “T-bone” or fixed object “run-off-the-road.”
 - Seven of the crashes occurred in the area from Southeast 218th Street/Southeast 216th Way to Cedar Grove Road.
 - The most common contributing circumstance reported by officers was under the influence of alcohol with six of the 13 crashes. Other contributing circumstances reported included driver distraction, not granting right of way, driving on the wrong side of the road, apparently asleep and defective equipment.

The individual fatal, serious injury, pedestrian and bicycle crashes are detailed in section seven, the Corridor Safety Performance Analysis.

Fatal and Serious Injury Crashes

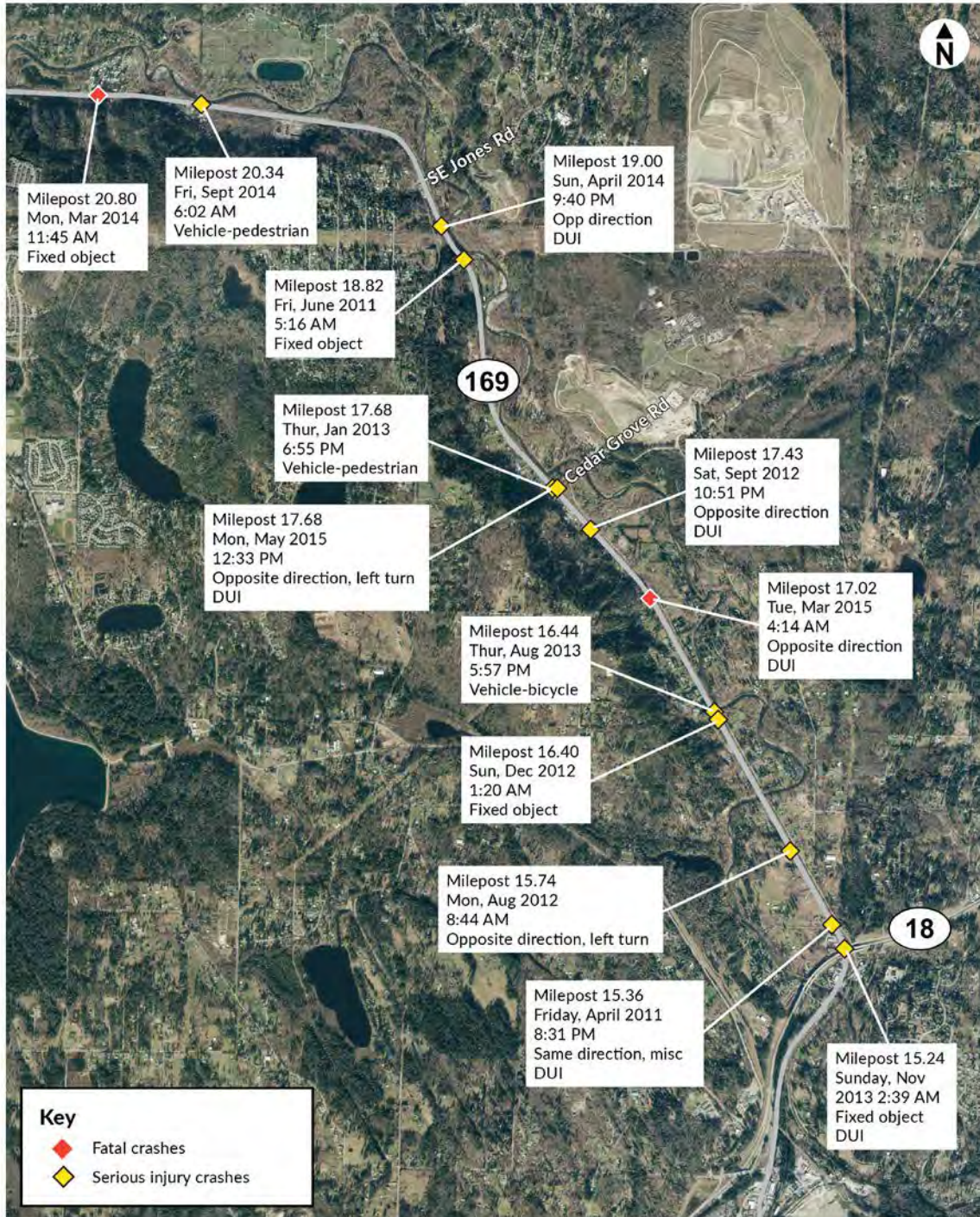


Figure 6. Location and summary of fatal and serious injury crashes, SR 169 milepost 14.12 to 21.28, 2011 to 2015 (Source: WSDOT Crash Data Mart)

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.

Bicycle and Pedestrian Injury Crashes

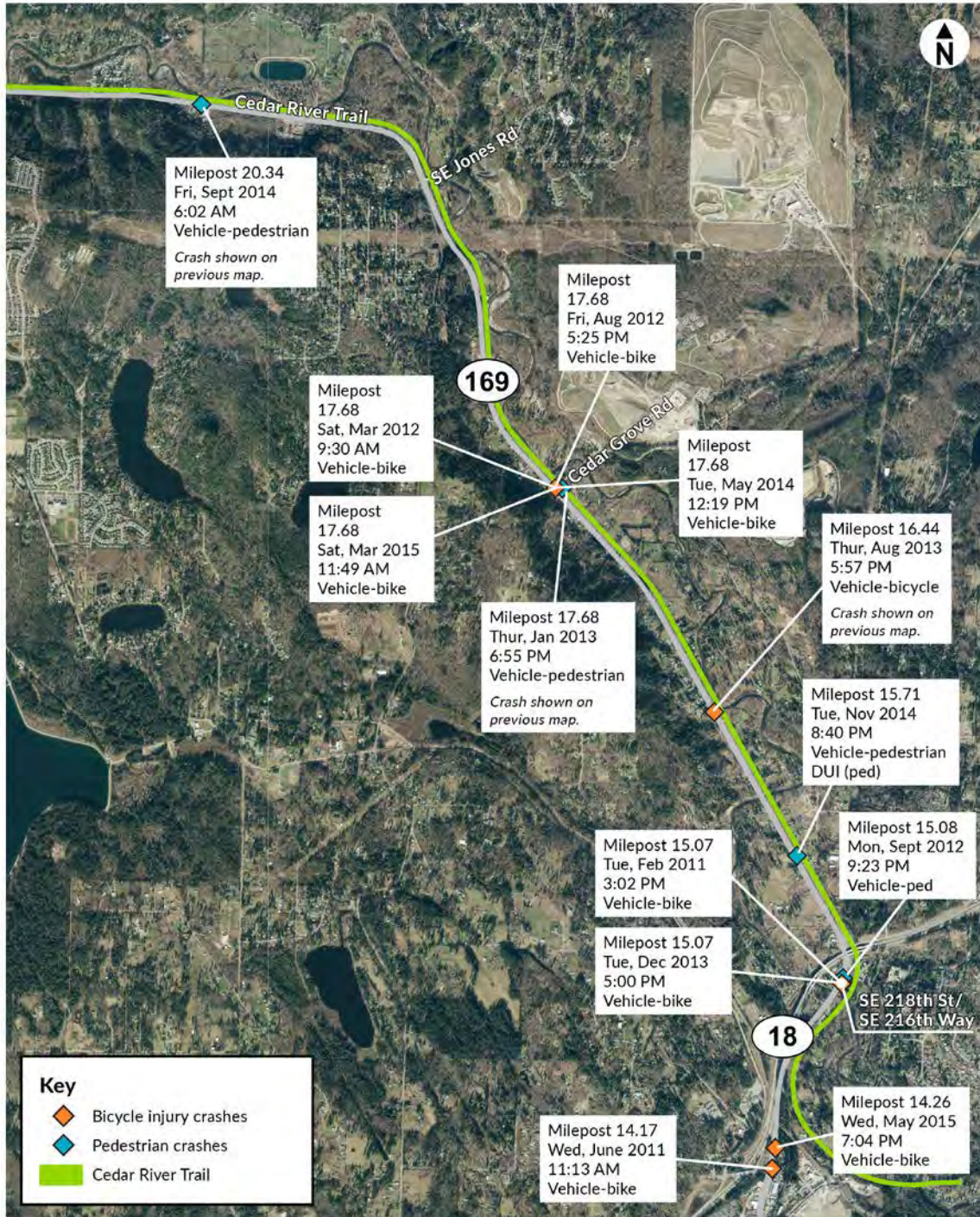


Figure 7. Location and summary of pedestrian and bicycle crashes, SR 169 milepost 14.12 to 21.28, 2011 to 2015 (Source: WSDOT Crash Data Mart)

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.

4.4 Recent safety investments

As part of the WSDOT Highway Safety Improvement Program and Low Cost Enhancement Program, past safety program analyses identified and implemented several strategies on the corridor. These investments are shown in Figure 8 and summarized below.

Capital projects

- Milepost 14.59 to 19.03, corridor roadside safety improvements: installation of centerline and shoulder rumble strips from just north of Southeast 231st Street to just south of Southeast Jones Road (completed August 2010).
- Milepost 15.07, Southeast 216th Way: installation of northbound right-turn lane (completed summer 2008).

Low cost enhancement projects

- Milepost 14.17, Southeast 231st Street: addition of two new signal coordination plans for a.m. and p.m. peak for signal coordination from 5 a.m. to 7 p.m. (completed October 2011).
- Milepost 15.16, just north of Southeast 218th Street/Southeast 216th Way: modified access management adjacent to bus stop on west side of SR 169 to prevent vehicles from driving on paved shoulder behind the bus stop island (completed August 2010).
- Milepost 15.23, Southeast 216th Place: installation of advanced intersection warning signs in both directions (completed June 2009).
- Milepost 15.34, Southeast 214th Street vicinity: intersection and access changes at the Southeast 214th Street intersection and access to the adjacent fruit stand. This project removed continuous access on the south side with planted vegetation and installed an island to locate the stop sign for Southeast 214th Street (completed 2010).
- Milepost 15.32, 17.40, vicinity of Southeast 214th Street and just south of Cedar Grove Road: installation of 'DO NOT PASS ON SHOULDER' signs on northbound SR 169 (completed May 2014).
- Milepost 15.41 and 15.75, Maxwell Road Southeast (both connections): the WSDOT Northwest Region Traffic office is currently working with King County to revise the two Maxwell Road Southeast intersections into a one-way couplet (in progress).
- From milepost 18.64 to 18.83, between Cedar Grove Road and Southeast Jones Road: installation of guideposts along outside of curve (completed January 2016).
- From milepost 18.89 to 19.00, just south of Southeast Jones Road: installation of chevrons along the curve in both directions (completed September 2012).

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.

Recent Safety Investments

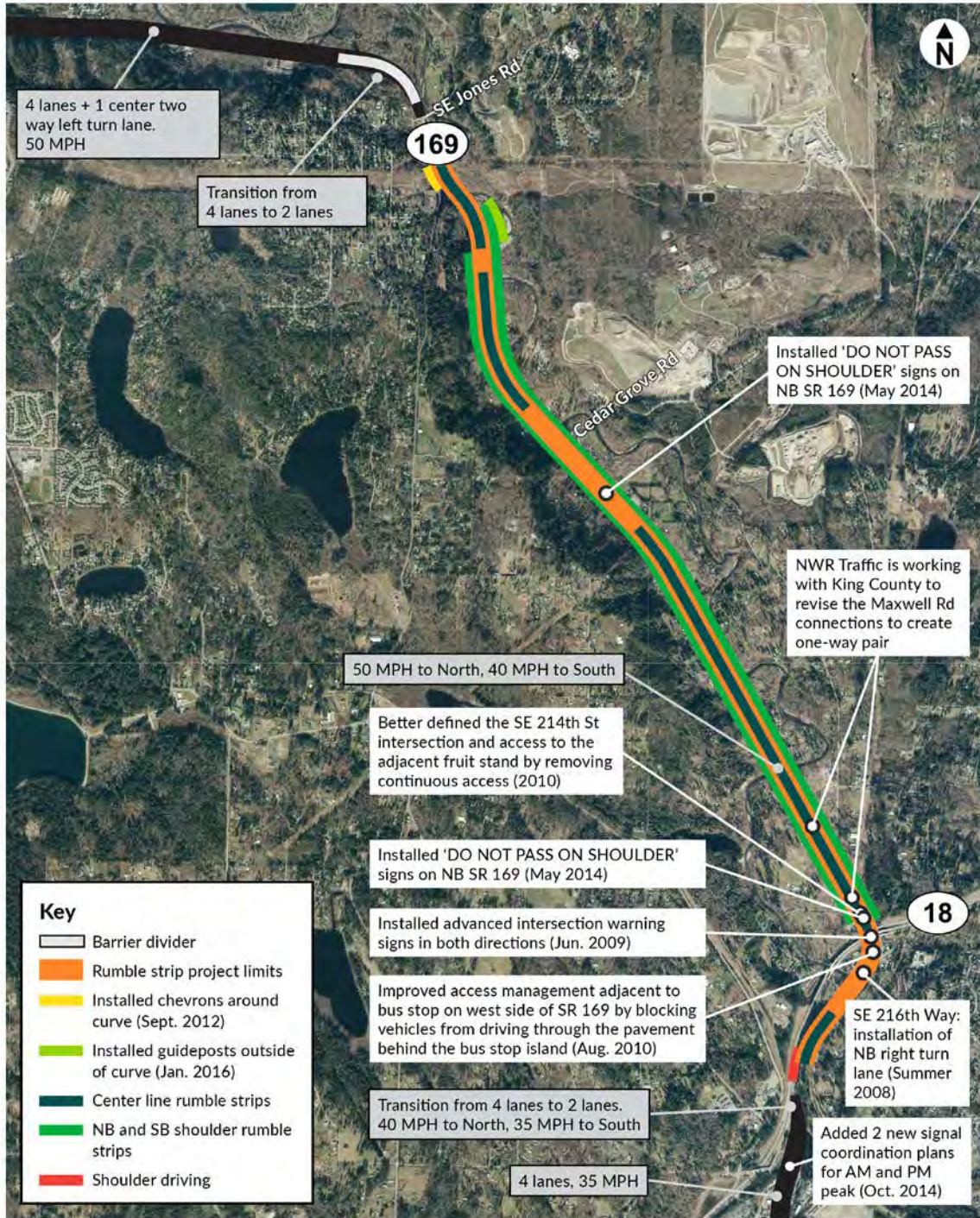


Figure 8. Location and summary of corridor safety investments, SR 169 milepost 14.12 to 21.28 (Source: WSDOT Northwest Region Traffic)

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.

5 Community engagement

The SR 169 safety study engaged stakeholders and community members via an in-person open house and an online survey. To aid in gathering meaningful and actionable public feedback, WSDOT divided the study corridor into four segments based on geography and roadway characteristics. This segmented approach was particularly useful for the online survey, where such division allowed for more detailed public feedback. The public engagement efforts focused on stakeholders and businesses along the corridor as well as community members in and near Maple Valley. WSDOT was particularly interested in feedback from daily users of the corridor.

The survey asked respondents to list when they typically travel their corridor and where they end their trip. The majority described themselves as Monday through Friday commuters (56 percent) traveling predominantly between 6 to 9 a.m. and 3 to 7 p.m. (57 percent and 75 percent, respectively). Approximately equal percentages of respondents end their trip in the Downtown Seattle zip code (22 percent) or in the zip code within the study corridor vicinity in and north of Maple Valley (21 percent).

The survey also asked for corridor perceptions, and, generally, comments from the public focused on adding lanes, congestion, aggressive driving and location-specific concerns. Corridor-wide, most respondents listed congestion and number of lanes as concerns. The segmented locations also reflect the high number of responses with these concerns. The survey responses are summarized in Table 2.

Table 2. SR 169 Maple Valley to Renton safety study survey results: Corridor perceptions and top five responses

Note: Respondents were asked to list top three safety concerns; percentages do not sum to 100%

Corridor-wide	Renton to Jones	Jones to Cedar Grove	Cedar Grove to 18	18 to Maple Valley
Number of lanes 45%	Number of lanes 31%	Number of lanes 53%	Number of lanes 53%	Congestion 48%
Congestion 36%	Location-specific concern* 25%	Congestion 32%	Congestion 33%	Number of lanes 42%
Location-specific concern* 23%	Congestion 24%	Environmental factors 25%	Turn lanes 24%	Location-specific concern* 17%
Lighting and signage 20%	Speed 23%	Lighting and signage 21%	Lighting and signage 16%	Traffic light issues 12%
Turn lanes 17%	Lighting and signage 15%	Medians 17%	Medians 13%	Turn lanes 12%

In addition to corridor and segment perceptions, the survey asked if respondents were involved in an incident in the corridor. Sixty-five percent responded they had been involved in a “close call” on SR 169 and listed aggressive driving (59 percent) as an explanation of the incident.

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.

The survey included an opportunity to list contributors to fatal and serious crashes and recommendations to reduce their potential. As summarized in Table 3, most responses listed in both topics were related to the number of lanes.

Table 3. SR 169 Maple Valley to Renton safety study survey results: Perceived contributing factors and recommendations to reduce potential for fatal and serious injury crashes

Note: Respondents were asked to list any factors or recommendations; percentages do not sum to 100%

Contributing factors		Recommendations	
Not enough lanes	48%	More lanes	54%
Aggressive driving	41%	Medians	31%
Rear-end crashes	38%	Lighting and signage	24%
Poor visibility	27%	More turn lanes	22%
Dividers/barriers/guardrails	21%	Widen the roads, shoulders	21%

No projects are programmed to address the mobility concerns highlighted in the survey. However, location-specific concerns are addressed in the subsequent sections along with considerations for future changes.

See Appendix 9.9 for verbatim comments from the open house and electronic correspondence.

6 Corridor status

A corridor-wide look at SR 169 between Maple Valley and Renton underscores two issues: driver impairment and mobility.

Alcohol or drugs are contributing factors in nearly half of fatal and serious injury crashes in the study period. WSDOT will collaborate with Washington State Patrol and other agency partners to identify and implement actions that focus on eliminating these occurrences.

Congestion-related issues are evident as there is a lack of capacity given the demand on the corridor. Rear-end crashes are the predominant crash type and most crashes occur during commute hours. Also, the community survey and open house comments highlight congestion and number of lanes as concerns in the corridor. The survey also shows that many users of the corridor are traveling from their residential communities to centers in the metro area. Plus, the communities in Southeast King County have additional growth accounted for in their comprehensive plans.

Recent safety investments have been implemented to reduce the potential for fatal and serious crashes at spot locations and corridor-wide, however the crash data and community engagement demonstrate that mobility drives the dissatisfaction with the SR 169 corridor. No mobility projects are funded at this time.

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.

7 Corridor safety performance analysis

7.1 Introduction

There are ten locations throughout the SR 169 study corridor identified for analysis. These locations are illustrated in Figure 9. Each location's characteristics are mapped and tabulated. Location-specific comments from the survey and open house are summarized. Then, safety performance is evaluated for fatal and serious injury crashes and crashes involving vulnerable users with consideration for Target Zero. Finally, future changes for each location are discussed. Apart from the ten spot locations, there are three corridor-wide strategies that will be implemented:

- Add or replace reflective guideposts through horizontal curves at multiple locations.
- Add or replace warning signs at multiple locations for traffic-related and roadway-related characteristics.
- WSDOT will collaborate with Washington State Patrol and other agency partners to identify and implement actions that focus on eliminating driver impairment.

7.2 Section outline

Through WSDOT's Highway Safety Improvement Program process, six locations were identified for further analysis through predictive methods to identify cost-effective investments:

- Section 7.3 – Intersection: SR 169 at Southeast 231st Street, milepost 14.17
- Section 7.4 – Segment: SR 169 from north of Southeast 231st Street to Witte Road Southeast, milepost 14.29 to 14.95
- Section 7.5 – Segment: SR 169 from Southeast 214th Street to 218th Place Southeast, milepost 15.34 to 16.40
- Section 7.6 – Segment: SR 169 from 218th Place Southeast to Cedar Grove Road, milepost 16.40 to 17.68
- Section 7.7 – Intersection: SR 169 at Cedar Grove Road, milepost 17.68
- Section 7.8 – Segment: SR 169 from milepost 18.64 to south of 196th Avenue Southeast/Southeast Jones Road, milepost 18.64 to 19.04

The predictive analysis identified a potential for crash reduction for three of the six locations: the segment from Southeast 214th Street to 218th Place Southeast, for the segment from 218th Place Southeast to Cedar Grove Road, and for the intersection at Cedar Grove Road. Table 4 outlines these results.

Table 4. Locations identified by Highway Safety Improvement Program and performance analysis results

Location	Safety performance
Intersection: SR 169 at Southeast 231st Street, milepost 14.17	As Expected
Segment: SR 169 from north of Southeast 231st Street to Witte Road Southeast, milepost 14.29 to 14.95	As Expected
Segment: SR 169 from Southeast 214th Street to 218th Place Southeast, milepost 15.34 to 16.40	Potential for safety performance improvement
Segment: SR 169 from 218th Place Southeast to Cedar Grove Road, milepost 16.40 to 17.68	Potential for safety performance improvement
Intersection: SR 169 at Cedar Grove Road, milepost 17.68	Potential for safety performance improvement
Segment: SR 169 from milepost 18.64 to south of 196th Avenue Southeast/Southeast Jones Road, milepost 18.64 to 19.04	As Expected

The worksheets, including data input and output from the HSM tools, are included in Appendix 9.3. Also included are summary tables and descriptions of the results of each location.

Through the community engagement process, concerns were brought forth regarding four additional locations. The review of these locations focused on crashes involving fatal and serious injuries and crashes with vulnerable users such as pedestrians or bicyclists.

- Section 7.9 – Intersection: SR 169 at Southeast 218th Street/Southeast 216th Way, milepost 15.07
- Section 7.10 – Segment: SR 169 from Southeast 218th Street/Southeast 216th Way to Southeast 214th Street, milepost 15.07 to 15.34
- Section 7.11 – Intersection: SR 169 at 196th Avenue Southeast/Southeast Jones Road, milepost 19.22
- Section 7.12 – Segment: 196th Avenue Southeast/Southeast Jones Road to Renton city limits, milepost 19.22 to 21.28

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.

Locations Identified Through Safety Program Screening and Community Engagement

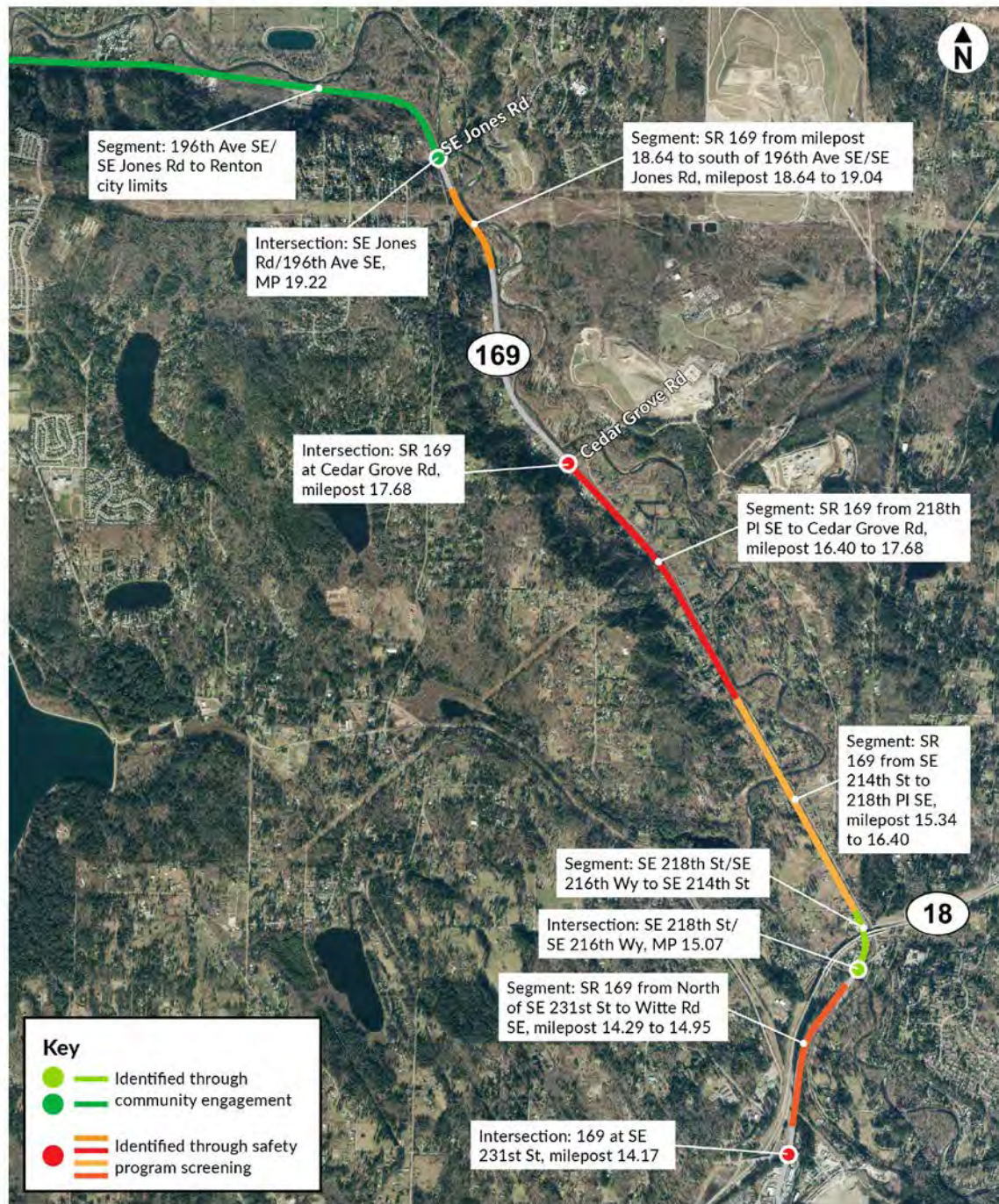


Figure 9. Location and summary of locations identified through Highway Safety Improvement Program and community engagement, SR 169 milepost 14.12 to 21.28

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.

7.3 Intersection: SR 169 at Southeast 231st Street, milepost 14.17

7.3.1 Intersection characteristics

The intersection of SR 169 and Southeast 231st Street is just northwest of the city of Maple Valley. The SR 18 freeway interchange is just west of the intersection of SR 169 and Southeast 231st Street, and it is a major access point for traffic to and from Maple Valley. Several residential subdivisions and businesses are in the southeast vicinity of this intersection. Table 5 summarizes general intersection characteristics, and Figure 10 shows the condition diagram for the intersection.

Table 5. Intersection characteristics for SR 169 at Southeast 231st Street, milepost 14.17

Feature	Value
Posted speed limit of the mainline	35 mph
Posted speed limit of the side road	35 mph
Traffic control	Four way, signalized
Pedestrian crosswalks	All four legs plus wye connection
Dedicated left-turn lane	All four legs

SR 169 and Southeast 231st Street Intersection Characteristics



Figure 10: Condition diagram for SR 169 and Southeast 231st Street, milepost 14.17 (Image source: WSDOT SRView via ESRI et al.)

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.

7.3.2 Public comments

Fifty-eight of the 259 location-specific comments referenced SR 169 at the intersection with Southeast 231st Street. The most common response was related to congestion at this intersection, with 45 of the 58 comments. Of the congestion-related comments, a majority of respondents mentioned backups coming from and going to SR 18.

Five of the 58 comments indicated that respondents were concerned about vehicles running the red light at the connection from eastbound Southeast 231st Street to southbound SR 169 and the subsequent merge with southbound SR 169 traffic.

7.3.3 Safety performance analysis

There were no fatal or serious injury crashes reported at this intersection from 2011 through 2015.

One crash involving a bicyclist was reported during the five-year period. It was an injury crash involving a vehicle striking a bicyclist in the crosswalk from eastbound Southeast 231st Street to southbound SR 169. The vehicle was turning right on red. Other reported crashes are summarized in Appendix 9.2.

7.3.4 Considerations for future changes

The community feedback supports strategies to mitigate red light running. Low-cost options to address this issue include signal operations improvements and sharing the findings with Washington State Patrol. Future monitoring of crashes at this site should focus on red light running along with other contributing factors that may arise.

Congestion was also highlighted in the community survey. A mobility solution encompassing a greater portion of the roadway network and adjoining intersections would likely benefit this location; however, no project is funded at this time.

Additionally, this intersection was identified as part of WSDOT's Highway Safety Improvement Program. Consideration of future projects should take into account the safety performance of this intersection relative to that of other intersections in the state.

7.4 Segment: SR 169 from north of Southeast 231st Street to Witte Road Southeast, milepost 14.29 to 14.95

7.4.1 Segment characteristics

The segment of roadway north of Southeast 231st Street to Southeast Bain Road/Witte Road Southeast is a two-lane undivided urban arterial north of the city of Maple Valley. There is a park-and-ride entrance just south of the southern end of the segment. Shoulder driving is permitted for part of the segment in the southbound direction during daylight hours. There are several downhill stretches in the northbound direction and a horizontal curve. Table 6 summarizes general segment characteristics, and Figure 11 shows the condition diagram for the segment.

Table 6. Segment characteristics for SR 169 from north of Southeast 231st Street to Witte Road Southeast, milepost 14.29 to 14.95

Feature	Value
Section	SR 18 to Maple Valley city limit
Number of Lanes	2
Length	0.66 mi
Posted speed limit	40 mph
Transit stop	None

North of Southeast 231st Street to Witte Road Southeast Segment Characteristics



Figure 11: Condition diagram for SR 169 from north of Southeast 231st Street to Witte Road Southeast, milepost 14.29 to 14.95 (Image source: WSDOT SRView via ESRI et al.)

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.

7.4.2 Public comments

The segment from north of Southeast 231st to Witte Road Southeast falls within the survey section of SR 169 from SR 18 to Maple Valley city limit.

There were 537 responses related to this section of highway with the most common responses as ‘congestion’ (48 percent), ‘number of lanes’ (42 percent), and ‘traffic light issues’ (12 percent). Percentages reflect the proportion of respondents who listed the concern as one of their top three, and all three of the listed concerns are congestion-related.

7.4.3 Safety performance analysis

There were no recorded crashes involving fatal or serious injuries or pedestrians and bicyclists.

7.4.4 Considerations for future changes

The community feedback highlighted congestion within this segment. There are limited low-cost options to address congestion at this location. Future monitoring of crashes at this site should focus on any other contributing factors that may arise.

Additionally, this segment was identified as part of WSDOT’s Highway Safety Improvement Program. Consideration of future projects should take into account the safety performance of this segment relative to that of other locations in the state.

7.5 Segment: SR 169 from Southeast 214th Street to 218th Place Southeast, milepost 15.34 to 16.40

7.5.1 Segment characteristics

SR 169 from Southeast 214th Street to 218th Place Southeast is a two-lane undivided rural road. This segment includes two minor intersections with connection to Maxwell Road Southeast. Centerline rumble strips and shoulder rumble strips exist in both directions. There are utility poles lining the northbound shoulder approximately two feet past the pavement as well as frequent driveways along the southbound side of the road. Passing is permitted for the majority of the segment, and there are bus stops in both directions. The posted speed changes from 40 mph to 50 mph at milepost 15.48, and remains 50 mph until SR 169 enters Renton city limits. Table 7 summarizes general segment characteristics, and Figure 12 shows the condition diagram for the segment.

Table 7. Segment characteristics for SR 169 from Southeast 214th Street to 218th Place Southeast, milepost 15.34 to 16.40

Feature	Value
Section	Cedar Grove Road to SR 18
Number of Lanes	2
Length	1.08 mi
Posted speed limit	50 mph
Transit stop	Both directions

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.

Southeast 214th Street to 218th Place Southeast Segment Characteristics



Figure 12: Condition diagram for SR 169 from Southeast 214th Street to 218th Place Southeast, milepost 15.34 to 16.40 (Image source: WSDOT SRView via ESRI et al.)

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.

7.5.2 Public comments

The segment from Southeast 214th Street to 218th Place Southeast falls within the section of SR 169 from Cedar Grove Road to SR 18. Of the 652 community responses for this segment, the most common was ‘number of lanes,’ with 53 percent of all respondents listing it as one of their top three concerns. The second most common response was ‘congestion,’ (33 percent), followed by ‘turn lanes’ (24 percent).

7.5.3 Safety performance analysis

Three fatal and serious injury crashes were reported on this segment from 2011 through 2015, and one crash involved a pedestrian. A review of the contributing factors to the crashes indicated that of the four crashes, two involved alcohol.

- A run-off-the-road crash involved a driver speeding on a wet surface with bald tires (defective equipment).
- An opposite-direction crash involved a northbound vehicle turning left in front of two southbound motorcycles at the driveway to a campsite. The northbound vehicle did not grant right of way. The crash occurred on a tangent roadway section.
- A same-direction crash involved a northbound vehicle attempting to pass another vehicle as it proceeded to make a left turn. The driver involved in the crash was under the influence of alcohol.
- The pedestrian crash involved a pedestrian under the influence of alcohol exiting a vehicle on the shoulder and crossing the highway in dark clothing at night.

7.5.4 Considerations for future changes

This intersection was identified as part of WSDOT’s Highway Safety Improvement Program. Consideration of future changes should take into account the safety performance of this segment relative to that of other locations in the state.

Three of the four serious injury crashes involved circumstances that point to driver behavior as contributing factors: two that involved alcohol and one that had defective equipment. Other similar segments would likely screen higher relative to this segment. Looking beyond just the segment, corridor-wide mobility projects may have safety benefits for this location; however, no project is funded at this time.

7.6 Segment: SR 169 from 218th Place Southeast to Cedar Grove Road, milepost 16.40 to 17.68

7.6.1 Segment characteristics

SR 169 from 218th Place Southeast to Cedar Grove Road is a two-lane undivided rural road. Cedar Grove Road is a signalized intersection that experiences congestion and traffic queues during peak commute hours. Centerline rumble strips and shoulder rumble strips exist in both directions. There are utility poles lining the northbound shoulder approximately two feet past the pavement, and there are many driveways along the southbound side of the road, including several commercial and industrial driveways in the half-mile south of Cedar Grove Road. There are bus stops in both directions, and the posted speed is 50 mph. Table 8 summarizes general segment characteristics, and Figure 13 shows the condition diagram for the segment.

Table 8. Segment characteristics for SR 169 from 218th Place Southeast to Cedar Grove Road, milepost 16.40 to 17.68

Feature	Value
Section	Cedar Grove Road to SR 18
Number of Lanes	2
Length	1.28 mi
Posted speed limit	50 mph
Transit stops	Both directions

218th Place Southeast to Cedar Grove Road Segment Characteristics



Figure 13: Condition diagram for SR 169 from 218th Place Southeast to Cedar Grove Road, milepost 16.40 to 17.68 (Image source: WSDOT SRView via ESRI et al.)

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.

7.6.2 Public comments

The segment from Southeast 214th Street to 218th Place Southeast falls within the section of SR 169 from Cedar Grove Road to SR 18. Of the 652 responses for this segment, the most common was ‘number of lanes’ (53 percent), the second most common response was ‘congestion’ (33 percent), and then ‘turn lanes’ (24 percent). Percentages reflect the proportion of respondents who listed the concern as one of their top three, and all three of the listed concerns are congestion-related.

7.6.3 Safety performance analysis

There were three fatal and serious injury crashes reported between 2011 and 2015: two head-on crashes and one crash with a bicyclist:

- The two head-on crashes both involved alcohol and occurred during nighttime (late at night and early morning).
- The crash with a bicyclist involved the bicyclist entering the roadway from the shoulder and not granting right of way to the vehicle.

7.6.4 Considerations for future changes

This segment was identified as part of WSDOT’s Highway Safety Improvement Program. Consideration of future changes should take into account the safety performance of this site relative to that of other sites in the State.

As with the previous segment, the circumstances surrounding each crash point to driver behavior as contributing factors. The segment is just south of the Cedar Grove Road signal, and any improvements made at Cedar Grove Road should be taken into account when considering changes in this segment.

7.7 Intersection: SR 169 at Cedar Grove Road, milepost 17.68

7.7.1 Intersection characteristics

The intersection of SR 169 and Cedar Grove Road is a three-leg, signalized intersection with driveways to a mix of businesses and residences on the west side of the intersection. Northbound and southbound bus stops are located on the northern leg (SR 169) of the intersection. The Cedar River Trail runs parallel to SR 169 and crosses Cedar Grove Road on the eastern leg of the intersection. Cedar Grove Road serves large commercial/industrial areas to the east with landfill, concrete and excavation developments. Beyond those sites are rural residences and a connection to Issaquah-Hobart Road Southeast. Table 9 summarizes the intersection characteristics, and Figure 14 presents the condition diagram for the intersection.

Table 9. Intersection characteristics for SR 169 at Cedar Grove Road, milepost 17.68

Feature	Value
Posted speed limit of the mainline	50 mph
Posted speed limit of the side road	40 mph
Traffic control	Three-leg, signalized
Pedestrian crosswalks	South and east leg
Dedicated left-turn lane	North leg

SR 169 and Cedar Grove Road Intersection Characteristics

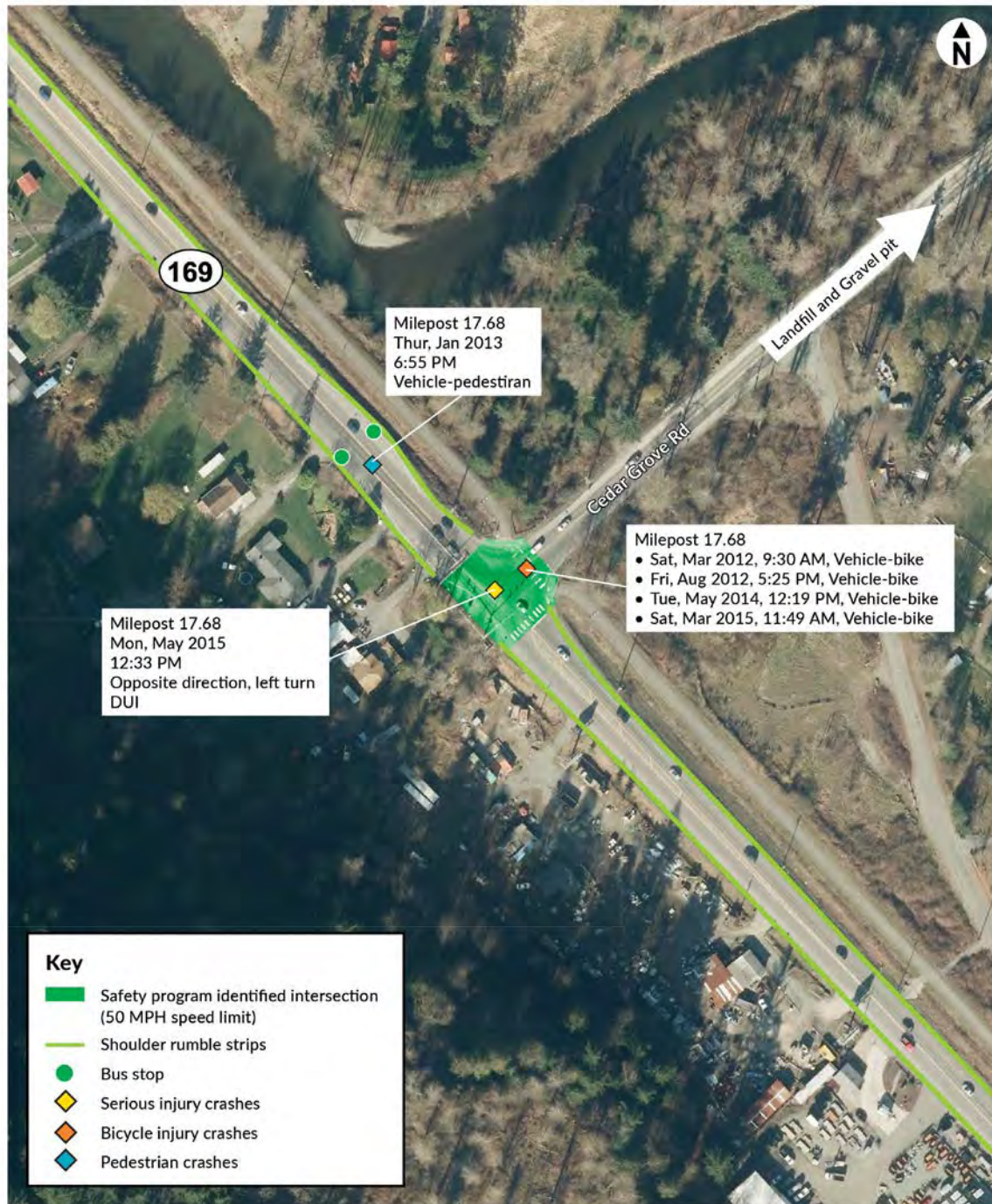


Figure 14: Condition diagram for SR 169 at Cedar Grove Road, milepost 17.68 (Image source: WSDOT SRView via ESRI et al.)

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.

7.7.2 Public comments

Fifty-two of the 259 location-specific comments referenced SR 169 at the intersection with Cedar Grove Road.

The most common response was related to northbound vehicles turning right onto Cedar Grove Road (20 of the 52 comments). Many of the comments mentioned large trucks taking a long time to turn right onto Cedar Grove Road and resulting backups.

The next most common response was related to congestion, with 11 of the 52 comments. These responses were more about congestion in general, while the first set of comments were about congestion related to right-turning vehicles.

7.7.3 Safety performance analysis

Two serious injury crashes were reported at the intersection with Cedar Grove Road from 2011 through 2015: one opposite-direction involving a left turn (“T-bone”) and one vehicle-pedestrian crash. There were also four crashes involving a bicyclist in the same time period.

- The opposite direction-left turn crash involved a southbound dump truck with trailer making a left turn onto Cedar Grove Road that was struck by a northbound passenger car heading straight. The driver of the northbound car was under the influence of alcohol and suffered the serious injury.
- The vehicle-pedestrian crash involved a northbound passenger car striking two pedestrians crossing SR 169 from east to west north of Cedar Grove Road. Contributing circumstances for the crash were assigned to the pedestrians for not granting right of way to the vehicle and not using a marked crosswalk.
- The four vehicle-bicyclist crashes at Cedar Grove Road occurred on the east leg crosswalk where the Cedar Grove Trail connects. All of these crashes occurred during daylight hours. Two resulted in evident injuries and two in possible injuries. All four crashes involved vehicles making turning movements at the intersection. Two involved heavy trucks and two involved passenger vehicles. Contributing circumstances assigned to two vehicles were failure to yield right of way to cyclists. Contributing circumstances assigned to two cyclists were inattention and disregarding the stop light.

7.7.4 Considerations for future changes

The crash data and community feedback support evaluating this intersection for a safety improvement project. A review of contributing factors yielded the following:

- The vehicle-pedestrian, serious injury crash involved two pedestrians attempting to cross SR 169 away from the marked crosswalk in the bus stop

vicinity. Strategies for further investigation include modifying pedestrian facilities, including bus stops, to enhance multi-modal operations.

- The vehicle-bicyclist crashes all involved turning vehicles. Strategies to mitigate vehicle-bicyclist crashes include further investigation of sight lines and visibility of approaching trail users, as well as reviewing signal phasing in conjunction with intersection modifications.
- Potential crash reduction from additional countermeasures such as “prepare to stop when flashing” signs, northbound right-turn lane, or alternative intersection control types require further evaluation to determine the feasibility and potential benefit.

The intersection of Cedar Grove Road will be evaluated further for project alternatives with consideration for multiple factors including, but not limited to, crash reduction potential, vehicle types and road users, contributing circumstances, and existing location characteristics. Once analysis of alternatives is complete, the identified improvements will compete within the program’s statewide screening process, and funding priority will be assessed on a statewide basis.

7.8 Segment: SR 169 from milepost 18.64 to south of 196th Avenue Southeast/Southeast Jones Road, milepost 18.64 to 19.04

7.8.1 Segment characteristics

The 0.40-mile segment south of 196th Avenue Southeast/Southeast Jones Road is a two-lane undivided rural road. This segment of roadway contains two horizontal curves: a left curve followed by a right curve. There are centerline rumble strips as well as shoulder rumble strips for the northbound direction through most of the first horizontal curve. Guardrail sections exist on the northbound shoulder starting towards the end of the left curve and on the southbound shoulder towards the beginning of the right curve. The posted speed is 50 mph. The 196th Avenue Southeast/Southeast Jones Road signalized intersection is located 0.18 miles north of the segment. Table 10 summarizes general segment characteristics, and Figure 15 shows a condition diagram for the segment.

Table 10. Segment characteristics for SR 169 from milepost 18.64 to south of 196th Avenue Southeast/Southeast Jones Road, milepost 18.64 to 19.04

Feature	Value
Section	Milepost 18.64 to south of Southeast Jones Road
Number of Lanes	2
Length	1.28 mi
Posted speed limit	50 mph
Transit stops	None

Milepost 18.64 to south of 196th Avenue Southeast/ Southeast Jones Road Segment Characteristics



Figure 15: Condition diagram for SR 169 from milepost 18.64 to south of 196th Avenue Southeast/Southeast Jones Road, milepost 18.64 to 19.04 (Image source: WSDOT SRView via ESRI et al.)

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.

7.8.2 Public comments

The segment from milepost 18.64 to south of 196th Avenue Southeast/Southeast Jones Road falls within the survey section of SR 169 from Southeast Jones Road to Cedar Grove Road.

There were 636 comments related to this section of highway with the most common responses as ‘number of lanes’ (53 percent), ‘congestion’ (32 percent), and ‘environmental factors’ (25 percent). Percentages reflect the proportion of respondents who listed the concern as one of their top three. The first two concerns are related to the reduction of southbound SR 169 from four lanes to two lanes at Southeast Jones Road. The environmental factors are related to the slope stabilization efforts south of Southeast Jones Road.

7.8.3 Safety performance analysis

There were two reported serious injury crashes from 2011 through 2015: one opposite-direction sideswipe and one run-off-the-road:

- The opposite-direction sideswipe crash occurred at 9:40 p.m., and the contributing circumstance reported was under the influence of alcohol.
- The run-off-the road crash occurred during the early morning at 5:16 a.m., and the contributing circumstance reported was apparently asleep.

7.8.4 Considerations for future changes

The circumstances around the serious injury crashes point to driver behavior as a contributing factor. Other similar segments would likely screen higher relative to this segment. The environmental features, such as the hill and river flanking the segment, are beyond the scope of a safety study. Looking beyond just the segment, corridor-wide mobility projects may have safety benefits for this location; however, no project is funded at this time.

Additionally, this segment was identified as part of WSDOT’s Highway Safety Improvement Program. Consideration of future projects should take into account the safety performance of this segment relative to that of other locations in the state.

7.9 Intersection: SR 169 at Southeast 218th Street/Southeast 216th Way, milepost 15.07

7.9.1 Intersection characteristics

The intersection of Southeast 218th Street/Southeast 216th Way is a four-leg intersection with an offset from the Maple Valley Market to the west. In addition to the market, there are convenience stores and businesses served at the intersection. More businesses, plus residential developments, are served by Southeast 216th Way to the east. The Cedar River Trail is approximately 300 feet east as well. Table 11 summarizes the intersection characteristics, and Figure 16 presents the condition diagram for the intersection.

Table 11: Intersection characteristics for SR 169 and Southeast 218th Street/Southeast 216th Way, milepost 15.07

Feature	Value
Posted speed limit of the mainline	40 mph
Posted speed limit of the side road	35 mph
Traffic control	Four-way, signalized
Pedestrian crosswalks	North and east legs
Dedicated left-turn lane	North and south legs

Southeast 218th Street/Southeast 216th Way Intersection Characteristics



Figure 16. Condition diagram for SR 169 and Southeast 218th Street/Southeast 216th Way, milepost 15.07 (Image source: WSDOT SRView via ESRI et al.)

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7.9.2 Public comments

Twenty-three of the 259 location-specific comments were regarding SR 169 at the intersection with Southeast 218th Street/Southeast 216th Way.

The most common response was related to congestion and the traffic signal at the intersection, with nine comments. Comments mentioned backups on SR 169 and Southeast 216th Way. Another four comments were related to the offset alignment of Southeast 216th Way and Southeast 218th Street. The intersection was described as “wonky” and “strange.”

7.9.3 Safety performance analysis

No fatal or serious injury crashes were reported from 2011 through 2015. There were two reported crashes with bicyclists:

- A bicyclist was using the marked crosswalk on the north end of the intersection going west from Southeast 216th Way to the market. In dark conditions at 5 p.m., a westbound vehicle on Southeast 216th Way made a right turn onto SR 169 northbound and struck the bicyclist. The reporting officer indicated that the driver failed to yield right of way to the bicyclist.
- A bicyclist was using the marked crosswalk on the west side of the intersection going south across Southeast 216th Way. In snowy conditions at 3 p.m., another westbound vehicle on Southeast 216th Way made a right turn onto SR 169 northbound and struck the bicyclist. The reporting officer indicated that the driver failed to yield right of way to the bicyclist.

7.9.4 Considerations for future changes

The community feedback highlights congestion as a concern at this intersection. There are limited low-cost options to address congestion at this location.

The crash data also shows bicycle crashes occurring at this intersection with the vehicle failing to yield to the bicycle crossing in the crosswalk. Low-cost options to address bicycle crashes include evaluating sight lines and adjusting signal timing.

Future monitoring of crashes at this site should focus on bicycle crossing crashes and any additional contributing factors that may arise.

7.10 Segment: SR 169 from Southeast 218th Street/Southeast 216th Way to Southeast 214th Street, milepost 15.07 to 15.34

7.10.1 Segment characteristics

The 0.27-mile segment between Southeast 218th Street/Southeast 216th Way and Southeast 214th Street is a two-lane road and a transition area between urban and rural. Just north of the intersection of Southeast 218th Street/Southeast 216th Way is a short, two-way left-turn lane. The two-way left-turn lane tapers to a double-yellow center line at the undercrossing of SR 18. Between Southeast 218th Street/Southeast 216th Way and the undercrossing are businesses on the west side, such as a gas station, grocery store and small businesses. Concrete curbed islands define the driveways.

At the undercrossing is a T-intersection with Southeast 216th Place, which runs west. North of the SR 18 undercrossing to Southeast 214th Street are additional businesses on the west side and a gravel parking lot for Cedar River Trail users on the east side of SR 169. The T-intersection with Southeast 214th Street is on the west side with access for residential and business users.

This segment of roadway has a horizontal curve with bus stops north of Southeast 218th Street/Southeast 216th Way, guardrail on both sides of SR 169 at the undercrossing and a passing zone that starts north of the undercrossing. The intersections of Southeast 216th Way and Southeast 214th Street are stop-controlled for the minor legs. Table 12 summarizes general segment characteristics, and Figure 17 shows a condition diagram for the segment.

Table 12. Segment characteristics for SR 169 from Southeast 218th Street/Southeast 216th Way to Southeast 214th Street, milepost 15.07 to 15.34

Feature	Value
Section	Southeast 218th Street/Southeast 216th Way to Southeast 214th Street
Number of Lanes	2
Length	0.28 mi
Posted speed limit	40 mph
Transit stops	North and southbound

Southeast 218th Street/Southeast 216th Way to Southeast 214th Street Segment Characteristics

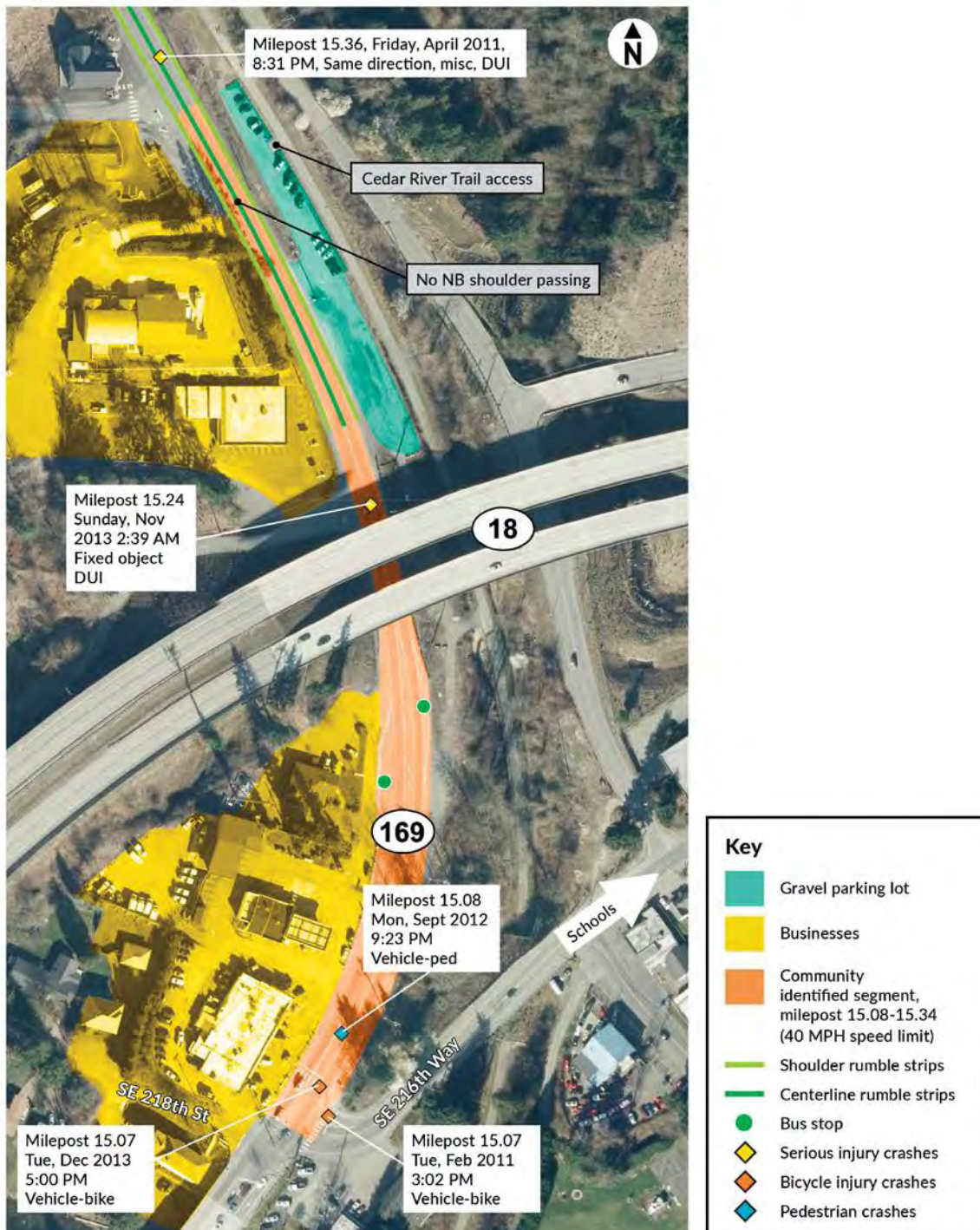


Figure 17: Condition diagram for SR 169 from Southeast 218th Street/Southeast 216th Way to Southeast 214th Street, milepost 15.07 to 15.34 (Image source: WSDOT SRView via ESRI et al.)

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.

7.10.2 Public comments

The segment from Southeast 218th Street/Southeast 216th Way to Southeast 214th Street is part of the survey segment from Cedar Grove Road to SR 18 and SR 18 to Maple Valley. Of the 28 location-specific comments, the most common was related to turns, turn lanes, or median refuge (16 comments) and the second most common response was ‘congestion’ (three comments).

7.10.3 Safety performance analysis

There was one reported serious injury crash and one crash involving a pedestrian from 2011 through 2015.

- The serious injury crash was a run-off-the-road crash around 2 a.m., and under the influence of alcohol was reported as a contributing factor to the crash.
- The vehicle-pedestrian crash involved a pedestrian crossing SR 169 just north of the intersection of Southeast 218th Street/Southeast 216th Way away from the crosswalk. The pedestrian was crossing from east to west at night in dark clothing and the officer reported a contributing circumstance of inattention. The crash occurred away from a marked crosswalk and the segment has roadway lighting.

7.10.4 Considerations for future changes

A broader look at the crash data and community feedback support the strategy of a center, two-way left-turn lane within this segment. However, a low-cost strategy is not feasible due to inadequate shoulder pavement depth and roadway width. Also, the segment was not identified in the Highway Safety Improvement Program screening process, so it is not eligible for safety improvement funding. An access management improvement, like a two-way left-turn lane, could be addressed by a mobility project, but none are funded at this time.

7.11 Intersection: SR 169 at 196th Avenue Southeast/Southeast Jones Road, milepost 19.22

7.11.1 Intersection characteristics

The intersection of SR 169 and 196th Avenue Southeast/Southeast Jones Road is a four-leg signalized intersection serving primarily residential users. A business driveway is located south of the intersection, and access to the Cedar River Trail is a tenth of a mile south of the intersection. Table 13 summarizes general intersection characteristics, and Figure 18 shows a condition diagram for the intersection.

Table 13: Intersection characteristics for SR 169 and 196th Avenue Southeast/Southeast Jones Road, milepost 19.22

Feature	Value
Posted speed limit of the mainline	50 mph
Posted speed limit of the side road	35 mph
Traffic control	Four-way, signalized
Pedestrian crosswalks	North and west legs
Dedicated left-turn lane	North, east, and south legs

196th Avenue Southeast/Southeast Jones Road Intersection Characteristics



Figure 18. Condition diagram for SR 169 and 196th Avenue Southeast/Southeast Jones Road, milepost 19.22 (Image source: WSDOT SRView via ESRI et al.)

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7.11.2 Public comments

One hundred seven of the 259 location-specific comments are related to the intersection of SR 169 with 196th Avenue Southeast/Southeast Jones Road. The most common response was related to congestion because of the transition from four lanes north of the intersection to two lanes to the south (48 comments). The southbound right lane becomes a right-turn only lane, and comments highlight the resulting queue jumping, or line cutting, of drivers using the right lane to get ahead and continue south.

Other common responses included signage (nine comments) and the southbound right-hand horizontal curve (five comments). Comments suggested additional upstream signage for the right-turn only lane at Southeast Jones Road, which is related to similar congestion comments above.

7.11.3 Safety performance analysis

No fatal injury, serious injury or vulnerable user involved crashes were reported from 2011 to 2015 at the intersection.

7.11.4 Considerations for future changes

Community feedback highlights congestion as a main concern at this intersection. There are limited low-cost options to address congestion. Future monitoring of crashes at this site should focus on any additional contributing factors that may arise.

Potential crash reduction from additional countermeasures such as “prepare to stop when flashing” signs require further evaluation to determine the feasibility and potential benefit.

To resolve community feedback related to the curve and additional signage in advance of the southbound right-turn only lane, a field assessment will be performed and warning signs will be installed to ensure adequate driver information of the lane reduction at Southeast Jones Road.

7.12 Segment: SR 169 from 196th Avenue Southeast/Southeast Jones Road to Renton city limits, milepost 19.22 to 21.28

7.12.1 Segment characteristics

The 2.06-mile segment from 196th Avenue Southeast/Southeast Jones Road to the Renton city limits is a four-lane, urban classified roadway. The segment transitions from four lanes to two lanes through a horizontal curve toward the intersection of Southeast Jones Road. The four-lane section has a two-way left-turn lane that transitions to a concrete barrier separating the northbound and southbound lanes through the curve. A gas station and some businesses are south of the four-lane segment, and the Cedar River Trail parallels the north side of the roadway.

There is roadside parking in a gravel pull-off adjacent to the trail just west of the barrier-separated curve. A guardrail is present on the outside shoulders of the horizontal curve. A northbound right-turn lane, southbound left-turn lane, and a refuge for vehicles turning left onto southbound SR 169 are present for the intersection with 174th Avenue Southeast at milepost 20.84. Table 14 summarizes general segment characteristics, and Figure 19 shows a condition diagram for the segment.

Table 14. Segment characteristics for 196th Avenue Southeast/Southeast Jones Road to Renton city limits, milepost 19.22 to 21.28

Feature	Value
Section	196th Avenue Southeast/Southeast Jones Road to Renton city limits
Number of Lanes	4
Length	2.05 mile
Posted speed limit	50 mph
Transit stops	North and southbound

196th Avenue Southeast/Southeast Jones Road to Renton City Limit Segment Characteristics

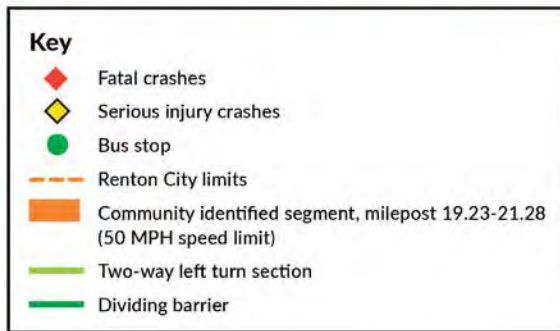


Figure 19: Condition diagram for SR 169 from 196th Avenue Southeast/Southeast Jones Road to Renton city limits, milepost 19.22 to 21.28 (Image source: WSDOT SRView via ESRI et al.)

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7.12.2 Public comments

Sixteen of the community survey responses were related to the segment from Southeast Jones Road to the Renton city limits including surface conditions such as ponding water and icy conditions during freezing wet weather (five comments) and speeding traffic (three comments).

7.12.3 Safety performance analysis

There was one fatal injury crash and one serious injury crash from 2011 through 2015:

- The fatal injury was a result of a run-off-the-road crash. The vehicle struck a sign beyond the right shoulder of the northbound lanes. The vehicle then continued into the southbound lanes and was subsequently struck by a southbound vehicle. Conditions reported were overcast, dry and daylight.
- The serious injury crash involved a pedestrian. The pedestrian was crossing the northbound lanes of SR 169, not at a crosswalk, and was struck by a northbound vehicle. Conditions reported were rainy and dark.

7.12.4 Considerations for future changes

No contributing circumstances were reported for the fatal injury crash between 2011 and 2015, nor were any contributing circumstances reported for the serious injury pedestrian crash. It is currently unclear what changes to the infrastructure could reduce the risk of similar crashes.

To resolve community feedback WSDOT received related to speeding in the segment, results will be shared with law enforcement partners to identify mitigation strategies. To resolve feedback regarding wet and icy pavement conditions, feedback will be shared with WSDOT maintenance and any future project.

8 Conclusions and next steps

SR 169 is a complex corridor with a variety of factors influencing the operations and safety performance of the highway. In addition to a safety performance review, WSDOT conducted a community engagement survey. Future strategies recommended in the study considered the safety performance analysis, the corridor context and the comments received from the public.

The WSDOT Highway Safety Improvement Program has identified several locations within the SR 169 corridor for further investigation. These locations are being further evaluated and, where appropriate, countermeasures will be evaluated based on their potential for fatal and serious injury crash reduction and cost-effectiveness.

Throughout the corridor, a common contributing circumstance to fatal and serious injury crashes is alcohol. WSDOT will collaborate with Washington State Patrol and other

agency partners to identify and implement actions that focus on eliminating these occurrences.

At the other locations throughout the corridor that have been identified from the community engagement process rather than the Highway Safety Improvement Program, countermeasures generally involve mobility improvements. For example, a significant portion of community feedback suggested widening the entire corridor as a mobility improvement. However, widening the entire corridor is not a cost-effective strategy for safety because the crash history does not support that type of investment based on a benefit/cost analysis. However, safety investments have been identified through the Highway Safety Improvement Program at Cedar Grove Road that are feasible within the scope of this study. At Cedar Grove Road, WSDOT will evaluate alternative traffic control, such as a roundabout, or providing a northbound right-turn lane in conjunction with a relocation of the bus stop to the near side of the intersection, providing pedestrians easier access to the crosswalk on the south side of the intersection.

WSDOT has also identified and is evaluating potential low-cost strategies at key locations throughout the corridor. For example, the southbound horizontal curve and subsequent right-turn only lane to Southeast Jones Road was identified as a location of driver concern through the community engagement process. WSDOT will improve the signage associated with this southbound right turn to provide better advanced notice so drivers can make lane decisions in advance of the curve.

The intersection of Cedar Grove Road was identified for further evaluation as a potential candidate for more substantial improvement of pedestrian and transit facilities, along with overall intersection operation enhancement. WSDOT will further explore several items:

- Strategies to mitigate vehicle-pedestrian crashes include further investigation of pedestrian facilities, including bus stops, to enhance multi-modal operations.
- Countermeasures such as a northbound right-turn lane or alternative intersection control types, such as a roundabout, will require thorough engineering evaluation to determine feasibility and potential benefit.
- Signal phasing modifications in conjunction with intersection modifications
- Strategies to mitigate vehicle-bicyclist crashes include further investigation of sight lines and visibility of approaching trail users.

Low-cost enhancements are another strategy for addressing some of the community concerns and may have potential for crash reduction. One strategy to be evaluated is the installation of “prepare to stop when flashing” signs at the intersections of Southeast Jones Road and Cedar Grove Road. Low-cost enhancements that will be implemented are:

- Provide advance warning signage for the southbound lane reduction before Southeast Jones Road.

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- Add or replace reflective guideposts through horizontal curves at multiple locations.
- Add or replace warning signs at multiple locations for traffic-related and roadway-related characteristics.

When determining strategies to improve corridor performance, WSDOT recognizes it is important to consider the relationship between safety and mobility. However, safety and mobility differ in their method of evaluation, measurement of benefit, and strategy identification. Highway congestion impacts to motorist's travel time and perceived safety were common input from the study participants, but in large part are not directly related to fatal and serious injury crashes that have occurred. Currently there is no funded SR 169 mobility project authorized by the Legislature.

9 Appendix

9.1 Discussion of WSDOT Highway Safety Improvement Program and the Highway Safety Manual

WSDOT uses data-driven safety analysis in analyzing and evaluating safety performance on state highways. The level and complexity of this analysis and evaluation vary based on the size, scope and type of project. While most projects have some safety aspect, not all projects are considered safety improvement projects. The WSDOT Safety Priority Array is used to determine which locations to consider within its Highway Safety Improvement Program (RCW 47.05). The American Association of State Highway and Transportation Officials (AASHTO) Highway Safety Manual (HSM) is the basis for how the analysis is completed. The HSM is also used for safety analysis and evaluation throughout WSDOT planning, design and traffic operations activities as a means to make informed safety decisions. Any location on the highway system has the potential for crashes, though the probability of most locations is so low that the benefits from additional investments is very limited. In addition, to optimize crash reduction throughout the highway system, it is important to understand the type, contributing factors and potential for crash reduction before road modifications occur.

One of the fundamental tools of the HSM is a process to predict crashes at an intersection or roadway segment based on the crash history, roadway and traffic characteristics. The predictive methods are particularly important to WSDOT's approach to identifying cost-effective infrastructure investments. These methods allow WSDOT to use nationally-adopted and proven science-based methods to compare potential performance of intersections and road segments at multiple locations on the public roadway system and to determine a list of priority safety locations as required by the priority array for safety. These locations are identified and prioritized based on potential for fatal and serious injury crash occurrence using the history of crashes, the roadway and the traffic characteristics for that location. The results of this analysis are evaluated to determine how, in comparison to other locations with similar roadway and traffic volume characteristics, the identified location is performing. This comparison will indicate whether the location is experiencing a lower crash potential than expected, a similar crash potential to what is expected or a higher crash potential than expected.

The safety performance analysis results are provided and discussed for each location identified within the priority array that experienced fatal or serious injury crashes or involved pedestrians or bicyclists. Along with the analysis results and community input, each subsection provides recommended changes based on the analysis. Below is a walkthrough of how tools from the HSM are utilized for safety performance analysis.

Example scenario 1: Similar performance to like facilities

Table 15 summarizes the results of the predictive analysis for Intersection A. Based on the analysis, it is anticipated that the intersection will operate similarly to other intersections that have the same roadway characteristics and traffic volumes. On average,

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the analysis indicates the potential for two fatal and injury crashes per year at the intersection compared to 2.1 fatal and injury crashes per year for all like intersections. In other words, Intersection A is performing as expected.

Table 15. Predictive analysis results for example intersection A

Safety performance metric	Typical performance of similar intersections: Predicted average crash frequency (crashes/year)	Average performance of the intersection: Expected average crash frequency (crashes/year)	Potential for improvement: Excess average crash frequency (crashes/ year)
Fatal and injury crashes	2.1	2.0	0.0
Total crashes	5.6	5.5	0.0

Intersection A was identified for further investigation as part of the screening process within WSDOT priority array for safety. This investigation indicates that based on the results shown in Table 15, and without additional means to cost effectively reduce expected crashes within WSDOT Safety Priority Array, no further action will occur within the WSDOT Highway Safety Improvement Program and the location will be referred to the Region Traffic Office.

Example scenario 2: More crashes than like facilities

Table 16 summarizes the results of the predictive analysis for Intersection B. Based on the analysis, it is anticipated that the intersection will experience more crashes than intersections with similar roadway characteristics and traffic volumes. On average, the analysis indicates the potential for 2.8 fatal and injury crashes per year at Intersection B compared to 2.3 fatal and injury crashes per year for all like intersections.

Table 16. Predictive analysis results for example intersection B

Safety performance metric	Typical performance of similar intersections: Predicted average crash frequency (crashes/year)	Average performance of the intersection: Expected average crash frequency (crashes/year)	Potential for improvement: Excess average crash frequency (crashes/ year)
Fatal and injury crashes	2.3	2.8	0.5
Total crashes	7.2	8.8	1.5

Based on the results shown in Table 16, Intersection B is recommended for further investigation as part of the WSDOT Safety Scoping Process. The contributing factors to the crashes and potential for engineering countermeasures will be analyzed to determine the expected crash reduction potential and the costs of implementation. The location will be prioritized in accordance with WSDOT Safety Priority Array requirements.

Example scenario 3: Fewer crashes than like facilities

Table 17 summarizes the results of the predictive analysis for Intersection C. Based on the analysis, it is anticipated that the intersection will experience fewer crashes than intersections with similar roadway characteristics and traffic volumes. On average, the analysis indicates the potential for 1.3 fatal and injury crashes per year compared to 2.0 fatal and injury crashes per year at like locations.

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Table 17. Predictive analysis results for example Intersection C

Safety performance metric	Typical performance of similar segments: Predicted average crash frequency (crashes/year)	Average performance of the segment: Expected average crash frequency (crashes/year)	Potential for improvement: Excess average crash frequency (crashes/year)
Fatal and injury crashes	2.0	1.3	0.0
Total crashes	6.8	4.3	0.0

Intersection C was identified for further investigation as part of the screening process within the WSDOT priority array for safety. This investigation indicates that based on the results shown in Table 17, and without additional means to cost effectively reduce expected crashes within WSDOT Safety Priority Array, no further action will occur within the WSDOT Highway Safety Improvement Program and the location will be referred to the Region Traffic Office.

Project identification

The safety performance analysis results are provided and discussed for each of the locations on the corridor that experienced at least one fatal or serious injury crash, or involved pedestrians or bicyclists. Along with the analysis results and community input, each subsection provides recommended changes based on the analysis.

9.2 Crash data

9.2.1 Tabular crash data for the corridor

Table 18. Summary of Injury Severity by Year, SR 169 milepost 14.12 to 21.28, 2011 to 2015 (Source: WSDOT Crash Data Mart)

Crash injury severity level	2011	2012	2013	2014	2015	Total crashes
Fatal				1	1	2
Serious Injury	2	3	3	2	1	11
Evident Injury	4	3	3	5	7	22
Possible Injury	21	23	22	18	19	103
No Injury	26	30	27	34	44	161
Total crashes	53	59	55	60	72	299

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Table 19. Summary of injury severity and crash type, SR 169 milepost 14.12 to 21.28, 2011 to 2015 (Source: WSDOT Crash Data Mart)

Crash type	Fatal injury crashes	Serious injury crashes	Evident injury crashes	Possible injury crashes	Property damage only crashes	Total crashes
Rear-end			8	63	78	149
Fixed Object	1	3	5	9	26	44
Sideswipe				2	19	21
Entering at Angle				12	7	19
Opposite Direction-one left turn-one straight		2	1	4	9	16
Opposite Direction	1	2	1	3	8	15
Same Direction-Misc		1	1	4	6	12
Other				2	8	10
Vehicle-Bicyclist		1	5	3		9
Vehicle-Pedestrian		2	1	1		4
Grand Total	2	11	22	103	161	299

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Table 20. Summary of injury severity and hour of day, SR 169 milepost 14.12 to 21.28, 2011 to 2015 (Source: WSDOT Crash Data Mart)

Hour of Day	Fatal injury crashes	Serious injury crashes	Evident injury crashes	Possible injury crashes	Property damage only crashes	Total crashes
0000				1	1	2
0100		1	2	2	2	7
0200		1				1
0300			1		3	4
0400	1				3	4
0500		1		1	2	4
0600		1	1	4	8	14
0700				8	8	16
0800		1	1	8	10	20
0900			1	3	7	11
1000			1	5	5	11
1100	1		1	11	6	19
1200		1	2	3	8	14
1300				4	10	14
1400				4	11	15
1500			3	19	14	36
1600			1	6	18	25
1700		1	3	10	11	25
1800		1	1	3	10	15
1900			2	5	6	13
2000		1	2	3	8	14
2100		1		2	4	7
2200		1		1	4	6
2300					2	2
Total	2	11	22	103	161	299

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.

Table 21. Summary of injury severity and reported contributing circumstances, SR 169 milepost 14.12 to 21.28, 2011 to 2015
 (Source: WSDOT Crash Data Mart)

Note: Multiple contributing circumstances can be assigned to a crash. Circumstance totals do not equal crash totals.

Reported Contributing Circumstances	Fatal injury crashes	Serious injury crashes	Evident injury crashes	Possible injury crashes	Property damage only crashes	Total contributing circumstances
Exceeding Reas. Safe Speed		1	6	36	51	94
Inattention			1	39	40	80
Follow Too Closely			5	27	42	74
Did Not Grant RW to Vehicle		2	1	17	25	45
Other				4	25	29
Under Influence of Alcohol		5	3	7	5	20
Operating Defective Equipment		1	1	3	5	10
Improper Turn				5	4	9
Apparently Asleep		1	3		5	9
Over Center Line		2	1	1	3	7
Driver Not Distracted				1	5	6
Improper U-Turn			1	1	3	5
Fail to Yield Row to Pedestrian			2	3		5
Other Driver Distractions Inside Vehicle				1	3	4
Unknown Driver Distraction	1		1		2	4
Improper Passing				1	3	4
Driver Interacting with Passengers Anim			1	2		3
Under Influence of Drugs				2	1	3
Driver Distractions Outside Vehicle					2	2
Exceeding Stated Speed Limit		1		1		2
Driver Smoking				2		2
Disregard Stop and Go Light				2		2
Headlight Violation		1				1
Driver Operating Other Electronic Device					1	1
Driver Eating or Drinking				1		1
Driver Adjusting Audio or Entertainment				1		1
Had Taken Medication					1	1
On Wrong Side Of Road	1					1
Apparently Fatigued			1			1
Apparently Ill				1		1
Improper Backing					1	1
Failing to Signal		1				1

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.

Table 22. Commute hours only, 6-9 a.m. and 4-7 p.m., summary of injury severity and reported contributing circumstances, SR 169 milepost 14.12 to 21.28, 2011 to 2015 (Source: WSDOT Crash Data Mart)

Note: Multiple contributing circumstances can be assigned to a crash. Circumstance totals do not equal crash totals.

Reported Contributing Circumstances	Fatal injury crashes	Serious injury crashes	Evident injury crashes	Possible injury crashes	Property damage only crashes	Total contributing circumstances
Inattention		2	11	69	115	197
Exceeding Reas. Safe Speed		2	12	49	54	117
Follow Too Closely		1	8	38	69	116
Did Not Grant RW to Vehicle		2	8	25	65	100
Other		2	3	12	34	51
Operating Defective Equipment		1	2	9	7	19
Improper Turn			1	9	9	19
Unknown Driver Distraction			3	2	13	18
Over Center Line	1	1	5	2	8	17
Driver Not Distracted			2	8	6	16
Apparently Asleep			3	3	6	12
Disregard Stop and Go Light			2	3	7	12
Under Influence of Alcohol			1	5	5	11
Other Driver Distractions Inside Vehicle				3	7	10
Driver Distractions Outside Vehicle		1		3	6	10
Improper U-Turn			1	2	6	9
Improper Passing		1	1		6	8
Driver Interacting with Passengers Anim			2	3		5
Driver Operating Other Electronic Device				1	3	4
Fail to Yield Row to Pedestrian			2	2		4
Driver Eating or Drinking			1	1	1	3
Driver Operating Handheld Telecommunicat				2	1	3
Driver Adjusting Audio or Entertainment				2	1	3
Exceeding Stated Speed Limit				1	1	2
Apparently Ill				1	1	2
Apparently Fatigued				1		1
Under Influence of Drugs	1					1
Improper Signal					1	1
Improper Backing					1	1

Table 23. Summary of fatal injury, serious injury, pedestrian, and bicyclist crashes, SR 169 milepost 14.12 to 21.28, 2011 to 2015 (Source: WSDOT Crash Data Mart)

Crash type	Fatal injury crashes	Serious injury crashes	Evident injury crashes	Possible injury crashes	Property damage only crashes	Total crashes
Opposite Direction	1	2				3
Opposite Direction-one left turn-one straight		2				2
Fixed Object	1	3				4
Same Direction-Misc		1				1
Vehicle-Pedestrian		2	1	1		4
Vehicle-Bicyclist		1	5	3		9
Total crashes	2	11	6	4		23

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9.2.2 Fatal and serious injury crash details

Table 24. Details of crash on SR 169 a milepost 15.24 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	15.24
Report Intersection or Segment	Section 4.5: SR 169 from Southeast 214th Street to 218th Place Southeast
Date	11/17/2013
Day	Sunday
Time	2:39 a.m.
Alcohol Involved (Sobriety Type)	Had Been Drinking - Ability Impaired
Summarized Description	Northbound vehicle traveling at a high rate of speed failed to negotiate a horizontal curve and ran off the road striking shrubs and rolling over. The driver was reportedly under the influence of alcohol.
Injury Type	Serious Injury
First Collision Type	Fixed object, Tree or Stump (stationary)
Weather	Clear or Partly Cloudy
Roadway Surface condition	Dry
Lighting Condition	Dark-Street Lights On
Recorded Contributing Circumstances	Under Influence of Alcohol, Exceeding Stated Speed Limit

Table 25. Details of crash on SR 169 at milepost 15.36 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	15.36
Intersection or Segment	Section 4.5: SR 169 from Southeast 214th Street to 218th Place Southeast
Date	4/29/2011
Day	Friday
Time	8:31 p.m.
Alcohol Involved (Sobriety Type)	Had Been Drinking - Ability Impaired
Summarized Description	Northbound passenger car turned left in front of northbound motorcycle as the motorcycle was attempting to pass within passing zone. The driver of the northbound car was reportedly under the influence of alcohol.
Injury Type	Serious Injury
First Collision Type	From same direction - one left turn - one straight
Weather	Overcast
Roadway Surface condition	Dry
Lighting Condition	Dark-No Street Lights
Recorded Contributing Circumstances	Under Influence of Alcohol, Failing to Signal, Headlight Violation

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.

Table 26. Details of crash on SR 169 at milepost 15.74 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	15.74
Intersection or Segment	Section 4.5: SR 169 from Southeast 214th Street to 218th Place Southeast
Date	8/6/2012
Day	Monday
Time	8:44 a.m.
Alcohol Involved (Sobriety Type)	Had NOT Been Drinking
Summarized Description	Northbound vehicle turned left in front of southbound vehicle moving straight. The northbound driver reportedly failed to observe the southbound vehicle.
Injury Type	Serious Injury
First Collision Type	From opposite direction - one left turn - one straight
Weather	Clear or Partly Cloudy
Roadway Surface condition	Dry
Lighting Condition	Daylight
Recorded Contributing Circumstances	Did Not Grant RW to Vehicle

Table 27. Details of crash on SR 169 at milepost 16.40 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	16.4
Intersection or Segment	Section 4.6: SR 169 from 218th Place Southeast to Cedar Grove Road
Date	12/2/2012
Day	Sunday
Time	1:20 a.m.
Alcohol Involved (Sobriety Type)	Had NOT Been Drinking
Summarized Description	Southbound vehicle lost control and ran off the road striking guardrail. The driver reportedly was driving on "bald" tires in wet conditions.
Injury Type	Serious Injury
First Collision Type	Fixed object, Guardrail - Face
Weather	Raining
Roadway Surface condition	Wet
Lighting Condition	Dark-Street Lights On
Recorded Contributing Circumstances	Operating Defective Equipment, Exceeding Reas. Safe Speed, Over Center Line

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.

Table 28. Details of crash on SR 169 at milepost 16.44 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	16.44
Intersection or Segment	Section 4.6: SR 169 from 218th Place Southeast to Cedar Grove Road
Date	8/8/2013
Day	Thursday
Time	5:57 p.m.
Alcohol Involved (Sobriety Type)	Had NOT Been Drinking
Summarized Description	Northbound bicyclist riding traveling on right shoulder turned left in front of a northbound motorcycle. The bicyclist rider reportedly made an abrupt left turn from the shoulder into the path of the northbound motorcycle.
Injury Type	Serious Injury
First Collision Type	Vehicle - Pedalcyclist
Weather	Clear or Partly Cloudy
Roadway Surface condition	Dry
Lighting Condition	Daylight
Recorded Contributing Circumstances	Did Not Grant RW to Vehicle, Failing to Signal

Table 29. Details of crash on SR 169 at milepost 17.02 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	17.02
Intersection or Segment	Section 4.6: SR 169 from 218th Place Southeast to Cedar Grove Road
Date	3/31/2015
Day	Tuesday
Time	4:14 a.m.
Alcohol Involved (Sobriety Type)	Had Been Drinking - Sobriety Unknown
Summarized Description	Northbound vehicle crossed over into southbound lane and struck a southbound vehicle. The driver of the northbound vehicle was reportedly under the influence of alcohol.
Injury Type	Fatal
First Collision Type	From opposite direction - both moving - head-on
Weather	Overcast
Roadway Surface condition	Wet
Lighting Condition	Dark-No Street Lights
Recorded Contributing Circumstances	Unknown Driver Distraction

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.

Table 30. Details of crash on SR 169 at milepost 17.43 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	17.43
Intersection or Segment	Section 4.6: SR 169 from 218th Place Southeast to Cedar Grove Road
Date	9/22/2012
Day	Saturday
Time	10:51 p.m.
Alcohol Involved (Sobriety Type)	Had Been Drinking - Ability Impaired
Summarized Description	Southbound vehicle crossed over into northbound lane and struck a northbound vehicle. The driver of the southbound vehicle was reportedly under the influence of alcohol.
Injury Type	Serious Injury
First Collision Type	From opposite direction - both moving - head-on
Weather	Clear or Partly Cloudy
Roadway Surface condition	Dry
Lighting Condition	Dark-No Street Lights
Recorded Contributing Circumstances	Under Influence of Alcohol, Over Center Line

Table 31. Details of crash on SR 169 at milepost 17.68 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	17.68
Intersection or Segment	Section 4.7: Cedar Grove Road Intersection
Date	5/4/2015
Day	Monday
Time	12:33 p.m.
Alcohol Involved (Sobriety Type)	Had Been Drinking - Ability Impaired
Summarized Description	Southbound vehicle making a permitted left turn to Cedar Grove Road was struck by a northbound vehicle moving straight. The northbound driver was reportedly under the influence of alcohol.
Injury Type	Serious Injury
First Collision Type	From opposite direction - one left turn - one straight
Weather	Clear or Partly Cloudy
Roadway Surface condition	Dry
Lighting Condition	Daylight
Recorded Contributing Circumstances	Under Influence of Alcohol

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.

Table 32. Details of crash on SR 169 at milepost 17.68 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	17.68
Intersection or Segment	Section 4.7: Cedar Grove Road Intersection
Date	1/17/2013
Day	Thursday
Time	6:55 p.m.
Alcohol Involved (Sobriety Type)	Had NOT Been Drinking
Summarized Description	Two pedestrians at the northbound bus stop at the intersection of Cedar Grove Road attempted to cross SR 169 from east to west were struck by a northbound vehicle. Conditions were reportedly foggy and the pedestrians did not use a crosswalk nor yield to the northbound vehicle.
Injury Type	Serious Injury
First Collision Type	Vehicle going straight hits pedestrian
Weather	Fog or Smog or Smoke
Roadway Surface condition	Dry
Lighting Condition	Dark-Street Lights On
Recorded Contributing Circumstances	Did Not Grant RW to Vehicle

Table 33. Details of crash on SR 169 at milepost 18.82 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	18.82
Intersection or Segment	Section 4.8: SR 169 from mile 18.64 to south of 196th Avenue Southeast/Southeast Jones Road
Date	6/17/2011
Day	Friday
Time	5:16 a.m.
Alcohol Involved (Sobriety Type)	Had NOT Been Drinking
Summarized Description	Southbound vehicle ran off the road and struck a bank of earth. The driver reportedly was asleep at the time of the crash.
Injury Type	Serious Injury
First Collision Type	Fixed object, Earth Bank or Ledge
Weather	Clear or Partly Cloudy
Roadway Surface condition	Dry
Lighting Condition	Daylight
Recorded Contributing Circumstances	Apparently Asleep

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.

Table 34. Details of crash on SR 169 at milepost 19.00 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	19
Intersection or Segment	Section 4.8: SR 169 from mile 18.64 to south of 196th Avenue Southeast/Southeast Jones Road
Date	4/20/2014
Day	Sunday
Time	9:40 p.m.
Alcohol Involved (Sobriety Type)	Had Been Drinking - Ability Impaired
Summarized Description	Northbound vehicle crossed over into southbound lane and struck a southbound vehicle. The driver of the northbound vehicle was reportedly under the influence of alcohol.
Injury Type	Serious Injury
First Collision Type	From opposite direction - both going straight - sideswipe
Weather	Clear or Partly Cloudy
Roadway Surface condition	Dry
Lighting Condition	Dark-Street Lights On
Recorded Contributing Circumstances	Under Influence of Alcohol, Did Not Grant RW to Vehicle

Table 35. Details of crash on SR 169 at milepost 20.34 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	20.34
Intersection or Segment	Section 5.4: 196th Avenue Southeast/Southeast Jones Road to Renton city limits
Date	9/26/2014
Day	Friday
Time	6:02 a.m.
Alcohol Involved (Sobriety Type)	Had NOT Been Drinking
Summarized Description	Pedestrian on northbound shoulder just south of the intersection of 174th Avenue Southeast attempted to cross SR 169 from east to west was struck by a northbound vehicle. Conditions were reportedly dark and raining and the pedestrian did not use a crosswalk nor yield to the northbound vehicle.
Injury Type	Serious Injury
First Collision Type	Vehicle going straight hits pedestrian
Weather	Raining
Roadway Surface condition	Wet
Lighting Condition	Dark-No Street Lights
Recorded Contributing Circumstances	Other

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.

Table 36. Details of crash on SR 169 at milepost 20.80 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	20.8
Intersection or Segment	Section 5.4: 196th Avenue Southeast/Southeast Jones Road to Renton city limits
Date	3/17/2014
Day	Monday
Time	11:45 a.m.
Alcohol Involved (Sobriety Type)	Had NOT Been Drinking
Summarized Description	Northbound vehicle ran off the road and struck a sign. The northbound vehicle subsequently crossed over to the southbound lanes and was struck by a southbound vehicle.
Injury Type	Fatal
First Collision Type	Fixed object, Wood Sign Post
Weather	Overcast
Roadway Surface condition	Dry
Lighting Condition	Daylight
Recorded Contributing Circumstances	On Wrong Side Of Road

9.2.3 Vehicle-pedestrian and bicyclist crash details (excluding fatal and serious; see previous section)

Table 37. Details of crash on SR 169 at milepost 14.17 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	14.17
Report Intersection or Segment	IS-MP 14.17
Date	6/29/2011
Day	Wednesday
Time	11:13 a.m.
Alcohol Involved (Sobriety Type)	Had NOT Been Drinking
Summarized Description	Eastbound vehicle making a right turn to southbound SR 169 struck southbound bicyclist in the crosswalk at Southeast 231st Street. Conditions were dry and overcast with daylight. The driver of the vehicle reportedly failed to yield right of way to the bicyclist.
Injury Type	Evident Injury
First Collision Type	Vehicle - Pedalcyclist
Weather	Overcast
Roadway Surface condition	Dry
Lighting Condition	Daylight
Recorded Contributing Circumstances	Fail to Yield Row to Pedestrian

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.

Table 38. Details of crash on SR 169 at milepost 14.26 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	14.26
Report Intersection or Segment	Seg-MP 14.17-15.06
Date	5/27/2015
Day	Wednesday
Time	7:04 p.m.
Alcohol Involved (Sobriety Type)	Had NOT Been Drinking
Summarized Description	Southbound vehicle struck southbound bicyclist on the right shoulder. Conditions were dry and clear. The driver of the vehicle was reportedly asleep at the time of the crash.
Injury Type	Evident Injury
First Collision Type	Vehicle - Pedalcyclist
Weather	Clear or Partly Cloudy
Roadway Surface condition	Dry
Lighting Condition	Daylight
Recorded Contributing Circumstances	Apparently Asleep

Table 39. Details of crash on SR 169 at milepost 15.07 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	15.07
Report Intersection or Segment	IS-MP 15.07
Date	12/17/2013
Day	Tuesday
Time	5:00 p.m.
Alcohol Involved (Sobriety Type)	Had NOT Been Drinking
Summarized Description	Westbound vehicle making a right turn to northbound SR 169 struck bicyclist crossing SR 169 from east to west at Southeast 218th Street/Southeast 216th Way within the crosswalk. Conditions were dark and dry. The driver of the turning vehicle reportedly failed to yield right of way to the bicyclist and was distracted.
Injury Type	Evident Injury
First Collision Type	Vehicle - Pedalcyclist
Weather	Overcast
Roadway Surface condition	Dry
Lighting Condition	Dark-Street Lights On
Recorded Contributing Circumstances	Fail to Yield Row to Pedestrian, Unknown Driver Distraction

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.

Table 40. Details of crash on SR 169 at milepost 15.07 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	15.07
Report Intersection or Segment	IS-MP 15.07
Date	2/22/2011
Day	Tuesday
Time	3:02 p.m.
Alcohol Involved (Sobriety Type)	Had NOT Been Drinking
Summarized Description	Westbound vehicle making a right turn from Southeast 216th Way to northbound SR 169 struck a southbound bicyclist in the crosswalk. Conditions were wet and snowing with daylight. The driver of the vehicle reportedly failed to yield right of way to the bicyclist.
Injury Type	Possible Injury
First Collision Type	Vehicle - Pedalcyclist
Weather	Snowing
Roadway Surface condition	Wet
Lighting Condition	Daylight
Recorded Contributing Circumstances	Fail to Yield Row to Pedestrian

Table 41. Details of crash on SR 169 at milepost 15.08 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	15.08
Report Intersection or Segment	Seg-MP 15.07-15.41
Date	9/24/2012
Day	Monday
Time	9:23 p.m.
Alcohol Involved (Sobriety Type)	HBD - Ability Not Impaired
Summarized Description	Southbound vehicle struck pedestrian crossing SR 169 from east to west just north of Southeast 218th Street/Southeast 216th Way. Conditions were dark and overcast. The pedestrian reportedly was inattentive to traffic conditions, wearing dark clothing, and not crossing at a marked crosswalk.
Injury Type	Possible Injury
First Collision Type	Vehicle going straight hits pedestrian
Weather	Overcast
Roadway Surface condition	Dry
Lighting Condition	Dark-Street Lights On
Recorded Contributing Circumstances	Other, Inattention

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.

Table 42. Details of crash on SR 169 at milepost 15.71 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	15.71
Report Intersection or Segment	Seg-MP 15.42-16.81
Date	11/25/2014
Day	Tuesday
Time	8:40 p.m.
Alcohol Involved (Sobriety Type)	HBD - Ability Impaired
Summarized Description	Southbound vehicle struck pedestrian crossing SR 169 from east to west. Conditions were dark and raining. The pedestrian reportedly was wearing dark clothing, not crossing at a marked crosswalk, and under the influence of alcohol.
Injury Type	Evident Injury
First Collision Type	Vehicle going straight hits pedestrian
Weather	Raining
Roadway Surface condition	Wet
Lighting Condition	Dark-No Street Lights
Recorded Contributing Circumstances	Under Influence of Alcohol, Did Not Grant RW to Vehicle

Table 43. Details of crash on SR 169 at milepost 17.68 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	17.68
Report Intersection or Segment	IS-MP 17.68
Date	5/20/2014
Day	Tuesday
Time	12:19 p.m.
Alcohol Involved (Sobriety Type)	Had NOT Been Drinking
Summarized Description	Northbound bicyclist on the shared use path struck a northbound commercial vehicle making a right turn to Cedar Grove Road. Conditions were dry and clear with daylight. The bicyclist reportedly was inattentive to traffic conditions.
Injury Type	Evident Injury
First Collision Type	Vehicle - Pedalcyclist
Weather	Clear or Partly Cloudy
Roadway Surface condition	Dry
Lighting Condition	Daylight
Recorded Contributing Circumstances	Inattention

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.

Table 44. Details of crash on SR 169 at milepost 17.68 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	17.68
Report Intersection or Segment	IS-MP 17.68
Date	8/3/2012
Day	Friday
Time	5:25 p.m.
Alcohol Involved (Sobriety Type)	Had NOT Been Drinking
Summarized Description	Southbound bicyclist on the shared use path struck a southbound commercial vehicle making a left turn to Cedar Grove Road. Conditions were dry and clear with daylight. The bicyclist reportedly disregarded the stop sign on the path and the "do not walk" signal at the crosswalk.
Injury Type	Evident Injury
First Collision Type	Vehicle - Pedalcyclist
Weather	Clear or Partly Cloudy
Roadway Surface condition	Dry
Lighting Condition	Daylight
Recorded Contributing Circumstances	Disregard Stop and Go Light

Table 45. Details of crash on SR 169 at milepost 17.68 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	17.68
Report Intersection or Segment	IS-MP 17.68
Date	3/10/2012
Day	Saturday
Time	9:30 a.m.
Alcohol Involved (Sobriety Type)	Had NOT Been Drinking
Summarized Description	Westbound vehicle making a right turn from Cedar Grove Road to northbound SR 169 struck a southbound bicyclist in the crosswalk. Conditions were wet and raining with daylight. The driver of the vehicle reportedly failed to yield right of way to the bicyclist.
Injury Type	Possible Injury
First Collision Type	Vehicle - Pedalcyclist
Weather	Raining
Roadway Surface condition	Wet
Lighting Condition	Daylight
Recorded Contributing Circumstances	Fail to Yield Row to Pedestrian

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.

Table 46. Details of crash on SR 169 at milepost 17.68 (Source: WSDOT Crash Data Mart)

State Route	169
Milepost	17.68
Report Intersection or Segment	IS-MP 17.68
Date	3/7/2015
Day	Saturday
Time	11:49 a.m.
Alcohol Involved (Sobriety Type)	Had NOT Been Drinking
Summarized Description	Westbound vehicle making a right turn from Cedar Grove Road to northbound SR 169 struck a southbound bicyclist in the crosswalk. Conditions were dry and clear with daylight. The driver of the vehicle reportedly failed to yield right of way to the bicyclist.
Injury Type	Possible Injury
First Collision Type	Vehicle - Pedalcyclist
Weather	Clear or Partly Cloudy
Roadway Surface condition	Dry
Lighting Condition	Daylight
Recorded Contributing Circumstances	Fail to Yield Row to Pedestrian

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.

1 **9.3 HSM predictive crash analysis**

2 **9.3.1 Summary of results**

3 **9.3.1.1 Intersection: SR 169 at Southeast 231st Street, milepost 14.17**

4 The below table summarizes the results of the predictive analysis for the intersection at Southeast 231st Street. The worksheets
5 for the analysis are included as part of the appendix. On average, the analysis indicates the potential for two fatal and injury
6 crashes per year at the intersection compared to 2.1 fatal and injury crashes per year for all like intersections. Based on the
7 analysis, it is anticipated that the intersection will operate similarly to other intersections that have the same roadway
8 characteristics and traffic volumes. In other words, the intersection of Southeast 231st Street is performing as expected.

9 *Table 47. Predictive analysis results for SR 169 at Southeast 231st, milepost 14.17 (Worksheets included in Appendix 8.2)*

Safety performance metric	Typical performance of similar intersections: Predicted average crash frequency (crashes/year)	Average performance of the intersection: Expected average crash frequency (crashes/year)	Potential for improvement: Excess average crash frequency (crashes/ year)
Fatal and injury crashes†	2.1	2.0	0.0
Total crashes‡	5.6	5.5	0.0

10 †Fatal and injury crashes refer to crashes involving any injuries (fatalities, serious injuries, evident injuries or possible injuries).

11 ‡ Total crashes represent all crashes (including property damage only crashes).

12 **9.3.1.2 Segment: SR 169 from north of Southeast 231st Street to Witte Road Southeast, milepost 14.29 to 14.95**

13 The below table summarizes the results of the predictive analysis for the segment from north of Southeast 231st Street to Witte
14 Road Southeast. The worksheets for the analysis are included as part of the appendix. On average, the analysis indicates the
15 potential for 1.3 fatal and injury crashes per year compared to 2.0 fatal and injury crashes per year at like locations. Based on
16 the analysis, it is anticipated that the segment will experience fewer crashes than intersections with similar roadway
17 characteristics and traffic volumes. In other words, the segment is performing as expected.

18 *Table 48. Predictive analysis results for SR 169 from north of Southeast 231st to Southeast Bain Road/Witte Road Southeast, milepost 14.29 to 14.95 (Worksheets included in Appendix 8.2)*

Safety performance metric	Typical performance of similar segments: Predicted average crash frequency (crashes/year)	Average performance of the segment: Expected average crash frequency (crashes/year)	Potential for improvement: Excess average crash frequency (crashes/ year)
Fatal and injury crashes	2.0	1.3	0.0

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.

Safety performance metric	Typical performance of similar segments: Predicted average crash frequency (crashes/year)	Average performance of the segment: Expected average crash frequency (crashes/year)	Potential for improvement: Excess average crash frequency (crashes/ year)
Total crashes	6.8	4.3	0.0

†Fatal and injury crashes refer to crashes involving any injuries (fatalities, serious injuries, evident injuries or possible injuries).

‡ Total crashes represent all crashes (including property damage only crashes).

9.3.1.3 Segment: SR 169 from Southeast 214th Street to 218th Place Southeast, milepost 15.34 to 16.40

The below table summarizes the results of the predictive analysis for SR 169 from Southeast 214th Street to 218th Place Southeast. The worksheets for the analysis are included as part of the appendix. On average, the analysis indicates the potential for 2.0 fatal and injury crashes per year compared to 1.8 fatal and injury crashes per year for all like segments. The segment has, on average, a potential for safety improvement of 0.2 fatal and injury crashes per year or two fatal and injury crashes in 10 years. Based on the predictive analysis, it is anticipated that the segment will experience more crashes than intersections with similar roadway characteristics and traffic volumes. In other words, the segment has a potential for crash reduction.

Table 49. Predictive analysis results for SR 169 from Southeast 214th Street to 218th Place Southeast, milepost 15.34 to 16.40 (Worksheets included in Appendix 8.2)

Safety performance metric	Typical performance of similar intersections: Predicted average crash frequency (crashes/year)	Average performance of the intersection: Expected average crash frequency (crashes/year)	Potential for improvement: Excess average crash frequency (crashes/ year)
Fatal and injury crashes	1.8	2.0	0.2
Total crashes	5.7	6.1	0.4

†Fatal and injury crashes refer to crashes involving any injuries (fatalities, serious injuries, evident injuries or possible injuries).

‡ Total crashes represent all crashes (including property damage only crashes).

9.3.1.4 Segment: SR 169 from 218th Place Southeast to Cedar Grove Road, milepost 16.40 to 17.68

The below table summarizes the results of the predictive analysis for the segment. The worksheets for the analysis are included as part of the appendix. On average, the analysis indicates the potential for 2.8 fatal and injury crashes per year compared to 2.3 fatal and injury crashes per year for all like segments. Based on the analysis, it is anticipated that the segment will experience more crashes than intersections with similar roadway characteristics and traffic volumes. In other words, the segment has a potential for crash reduction.

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.

38 **Table 50. Predictive analysis results for SR 169 from 218th Place Southeast to Cedar Grove Road, milepost 16.40 to 17.68 (Worksheets included in Appendix 8.2)**

Safety performance metric	Typical performance of similar intersections: Predicted average crash frequency (crashes/year)	Average performance of the intersection: Expected average crash frequency (crashes/year)	Potential for improvement: Excess average crash frequency (crashes/ year)
Fatal and injury crashes	2.3	2.8	0.5
Total crashes	7.2	8.8	1.5

39 †Fatal and injury crashes refer to crashes involving any injuries (fatalities, serious injuries, evident injuries or possible injuries).

40 ‡ Total crashes represent all crashes (including property damage only crashes).

41

42 **9.3.1.5 Intersection: SR 169 at Cedar Grove Road, milepost 17.68**

43 The below table summarizes the results of the predictive analysis for the intersection of Cedar Grove Road. The worksheets for
 44 the analysis are included as part of the appendix. On average, the analysis indicates the potential for 1.7 fatal and injury crashes
 45 per year compared to one fatal and injury crash per year for all like intersections. Based on the analysis, it is anticipated that
 46 the intersection will experience more crashes than intersections with similar roadway characteristics and traffic volumes. In
 47 other words, the segment has a potential for crash reduction.

48 **Table 51. Predictive analysis results for SR 169 at Cedar Grove Road, milepost 17.68 (Worksheets included in Appendix 8.2)**

Safety performance metric	Typical performance of similar intersections: Predicted average crash frequency (crashes/year)	Average performance of the intersection: Expected average crash frequency (crashes/year)	Potential for improvement: Excess average crash frequency (crashes/ year)
Fatal and injury crashes	1.0	1.7	0.7
Total crashes	2.9	4.9	2.0

49 †Fatal and injury crashes refer to crashes involving any injuries (fatalities, serious injuries, evident injuries or possible injuries).

50 ‡ Total crashes represent all crashes (including property damage only crashes).

51 **9.3.1.6 Segment: SR 169 from milepost 18.64 to south of 196th Avenue Southeast/Southeast Jones Road, milepost 18.64 to 19.04**

52 The below table summarizes the results of the predictive analysis for the segment. The worksheets for the analysis are included
 53 as part of the appendix. On average, the analysis indicates the potential for 0.9 fatal and injury crashes per year compared to
 54 1.1 fatal and injury crashes per year for all like intersections. Based on the analysis, it is anticipated that the intersection will
 55 experience less crashes than intersections with similar roadway characteristics and traffic volumes. In other words, the segment
 56 is performing as expected.

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.

57 *Table 52. Predictive analysis results for SR 169 from milepost 18.64 to south of 196th Avenue Southeast/Southeast Jones Road, milepost 18.64 to 19.04 (Worksheets included*
 58 *in Appendix 8.2)*

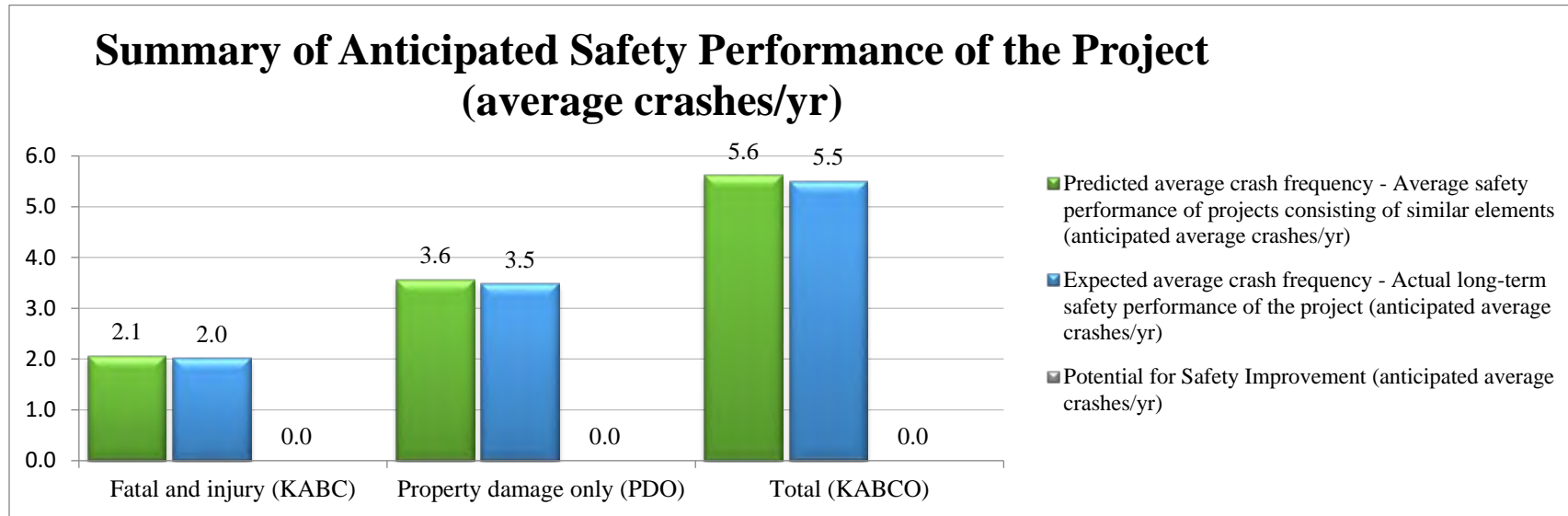
Safety performance metric	Typical performance of similar intersections: Predicted average crash frequency (crashes/year)	Average performance of the intersection: Expected average crash frequency (crashes/year)	Potential for improvement: Excess average crash frequency (crashes/ year)
Fatal and injury crashes	1.1	0.9	0.0
Total crashes	3.2	2.8	0.0

59
60

61 **9.4 Model inputs and outputs**

62 **9.4.1 SR 169 at Southeast 231st Street, milepost 14.17**

PROJECT SUMMARY



Project Element	Total Crashes/yr (KABCO)	Fatal and Injury Crashes/yr (KABC)	Property Damage Only Crashes/yr (PDO)
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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.

	Predicted average crash frequency $N_{\text{predicted}}$ (KABCO)	Expected average crash frequency N_{expected} (KABCO)	Potential for Improvement	Predicted average crash frequency $N_{\text{predicted}}$ (KABC)	Expected average crash frequency N_{expected} (KABC)	Potential for Improvement	Predicted average crash frequency $N_{\text{predicted}}$ (O)	Expected average crash frequency N_{expected} (O)	Potential for Improvement
INDIVIDUAL INTERSECTIONS									
Intersection 1	5.6	5.5	0.0	2.1	2.0	0.0	3.6	3.5	0.0
COMBINED (sum of column)	5.6	5.5	0.0	2.1	2.0	0.0	3.6	3.5	0.0

PROJECT SUMMARY -- Site-Specific EB Method Summary Results for Urban and Suburban Arterial Project

Crash severity level	$N_{\text{predicted}}$ (PROJECT)	N_{expected} (PROJECT)	$N_{\text{potential for improvement}}$ (PROJECT)
	Predicted average crash frequency - Average safety performance of projects consisting of similar elements (anticipated average crashes/yr)	Expected average crash frequency - Actual long-term safety performance of the project (anticipated average crashes/yr)	Potential for Safety Improvement (anticipated average crashes/yr)
Fatal and injury (KABC)	2.1	2.0	N/A
Property damage only (PDO)	3.6	3.5	N/A
Total (KABCO)	5.6	5.5	N/A

HSM1 Extended Spreadsheet for Part C Chapter 12 v.9

Discussion of Results

Given the potential effects of project characteristics on safety performance, results indicate that:

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.

1. It is anticipated that the project will, on average, experience 5.5 crashes per year (2 fatal and injury crashes per year; and 3.5 property damage only crashes per year).

2. A similar project is anticipated, on average, to experience 5.6 crashes per year (2.1 fatal and injury crashes per year; and 3.6 property damage only crashes per year).

63

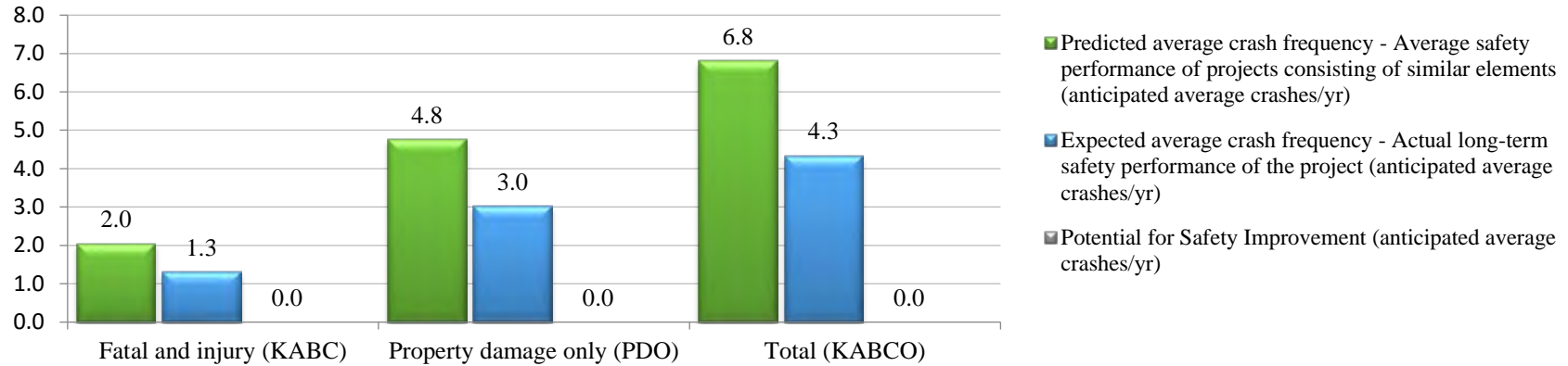
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66 9.4.2 SR 169 from north of Southeast 231st to Witte Road Southeast, milepost 14.29 to 14.95

PROJECT SUMMARY

Summary of Anticipated Safety Performance of the Project (average crashes/yr)



Project Element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency	Expected average crash frequency	Potential for Improvement	Predicted average crash frequency	Expected average crash frequency	Potential for Improvement	Predicted average crash frequency	Expected average crash frequency	Potential for Improvement
	N _{predicted} (KABCO)	N _{expected} (KABCO)		N _{predicted} (KABC)	N _{expected} (KABC)		N _{predicted} (O)	N _{expected} (O)	
INDIVIDUAL SEGMENTS									
Segment 1	5.4	3.4	0.0	1.5	0.9	0.0	4.0	2.5	0.0
INDIVIDUAL INTERSECTIONS									
Intersection 1	1.4	0.9	0.0	0.6	0.4	0.0	0.8	0.5	0.0

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.

COMBINED (sum of column)	6.8	4.3	0.0	2.0	1.3	0.0	4.8	3.0	0.0
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PROJECT SUMMARY -- Site-Specific EB Method Summary Results for Urban and Suburban Arterial Project

Crash severity level	N_{predicted}(PROJECT)	N_{expected} (PROJECT)	N_{potential for improvement} (PROJECT)
	Predicted average crash frequency - Average safety performance of projects consisting of similar elements (anticipated average crashes/yr)	Expected average crash frequency - Actual long-term safety performance of the project (anticipated average crashes/yr)	Potential for Safety Improvement (anticipated average crashes/yr)
Fatal and injury (KABC)	2.0	1.3	N/A
Property damage only (PDO)	4.8	3.0	N/A
Total (KABCO)	6.8	4.3	N/A

HSM1 Extended Spreadsheet for Part C Chapter 12 v.9

Discussion of Results

Given the potential effects of project characteristics on safety performance, results indicate that:

1. It is anticipated that the project will, on average, experience 4.3 crashes per year (1.3 fatal and injury crashes per year; and 3 property damage only crashes per year).
2. A similar project is anticipated, on average, to experience 6.8 crashes per year (2 fatal and injury crashes per year; and 4.8 property damage only crashes per year).

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.

68 **9.4.3 Multiple locations from milepost 15.34 to 16.40**

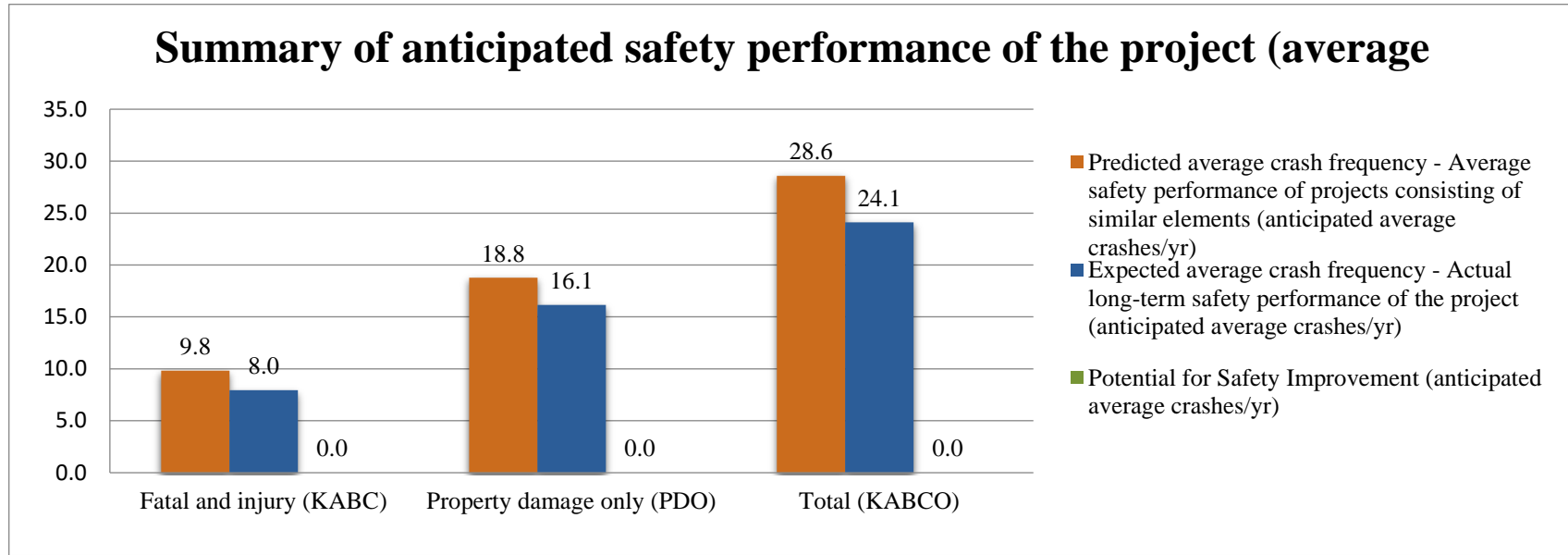
69 Document sections and the relevant “project element” in the table below can be cross-referenced using the following table.

Document Section	“Project Element” in Predictive Analysis Worksheet
SR 169 from Southeast 214th Street to 218th Place Southeast, milepost 15.34 to 16.40	Segment 1 and Segment 2
SR 169 from 218th Place Southeast to Cedar Grove Road, milepost 16.40 to 17.68	Segment 3
SR 169 from Cedar Grove Road to mile 18.64, milepost 17.68 to 18.64	Segment 4
SR 169 from mile 18.64 to south of 196th Avenue Southeast/Southeast Jones Road, milepost 18.64 to 19.04	Segment 5 and Segment 6
SR 169 at Southeast 214th Street, milepost 15.34, Intersection 1	Intersection 1
SR 169 at Maxwell Road Southeast (south connection), milepost 15.41	Intersection 2
SR 169 at Maxwell Road Southeast (north connection), milepost 15.75	Intersection 3
SR 169 at 218th Place Southeast, milepost 16.40	Intersection 4

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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.

PROJECT SUMMARY



Project Element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency	Expected average crash frequency	Potential for Improvement	Predicted average crash frequency	Expected average crash frequency	Potential for Improvement	Predicted average crash frequency	Expected average crash frequency	Potential for Improvement
	N _{predicted} (KABCO)	N _{expected} (KABCO)		N _{predicted} (KABC)	N _{expected} (KABC)		N _{predicted} (O)	N _{expected} (O)	
INDIVIDUAL SEGMENTS									
Segment 1	2.2	2.5	0.3	0.7	0.8	0.1	1.5	1.7	0.2
Segment 2	3.5	3.6	0.1	1.1	1.2	0.0	2.4	2.4	0.0
Segment 3	7.2	8.8	1.5	2.3	2.8	0.5	4.9	6.0	1.0
Segment 4	5.5	4.0	0.0	1.8	1.3	0.0	3.7	2.7	0.0

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.

Segment 5	1.4	1.2	0.0	0.5	0.4	0.0	1.0	0.8	0.0
Segment 6	1.8	1.6	0.0	0.6	0.5	0.0	1.2	1.1	0.0
INDIVIDUAL INTERSECTIONS									
Intersection 1	1.2	0.6	0.0	0.5	0.2	0.0	0.7	0.3	0.0
Intersection 2	2.6	0.5	0.0	1.1	0.2	0.0	1.5	0.3	0.0
Intersection 3	1.6	0.6	0.0	0.7	0.3	0.0	0.9	0.4	0.0
Intersection 4	1.5	0.6	0.0	0.6	0.3	0.0	0.9	0.4	0.0
COMBINED (sum of column)	28.6	24.1	0.0	9.8	8.0	0.0	18.8	16.1	0.0

PROJECT SUMMARY -- Site-Specific EB Method Summary Results for Rural 2-Lane Roads

Crash severity level	$N_{\text{predicted}}(\text{PROJECT})$	$N_{\text{expected}}(\text{PROJECT})$	$N_{\text{potential for improvement}}(\text{PROJECT})$
	Predicted average crash frequency - Average safety performance of projects consisting of similar elements (anticipated average crashes/yr)	Expected average crash frequency - Actual long-term safety performance of the project (anticipated average crashes/yr)	Potential for Safety Improvement (anticipated average crashes/yr)
Fatal and injury (KABC)	9.8	8.0	N/A
Property damage only (PDO)	18.8	16.1	N/A
Total (KABCO)	28.6	24.1	N/A

HSM1 Extended Spreadsheet for Part C Chapter 10 v.9.1

Discussion of Results

Given the potential effects of project characteristics on safety performance, results indicate that:

1. It is anticipated that the project will, on average, experience 24.1 crashes per year (8 fatal and injury crashes per year; and 16.1 property damage only crashes per year).

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.

2. A similar project is anticipated, on average, to experience 28.6 crashes per year (9.8 fatal and injury crashes per year; and 18.8 property damage only crashes per year).

71

72 **9.4.4 SR 169 at Cedar Grove Road, milepost 17.68**

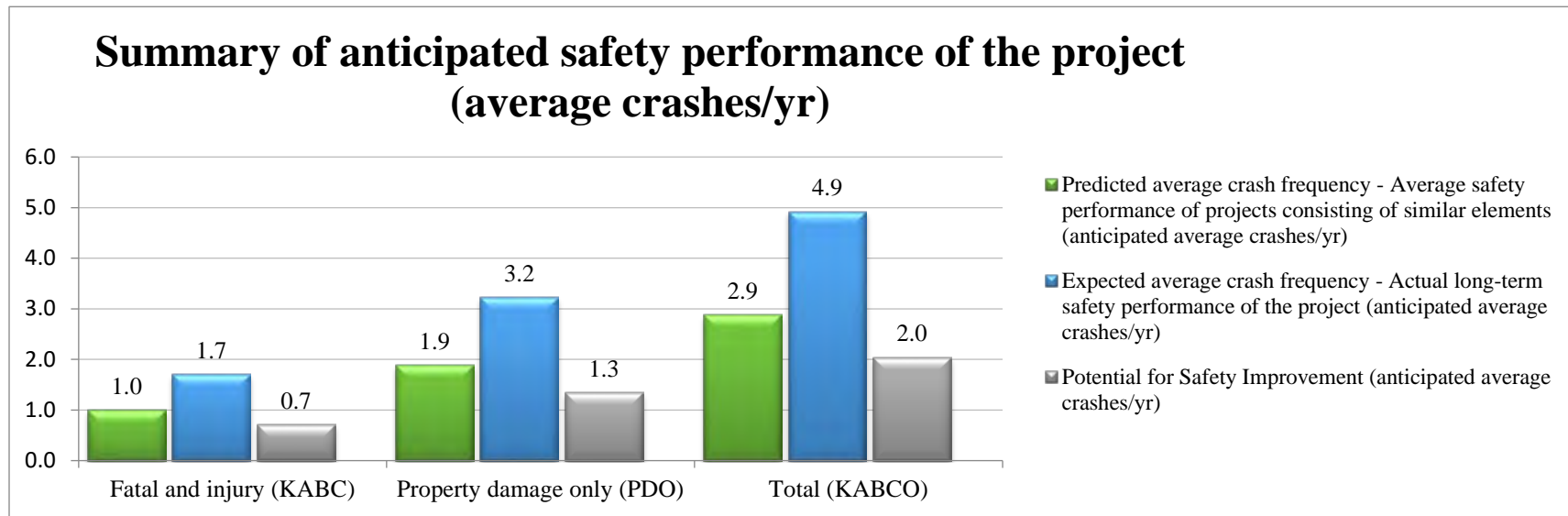
73 This intersection is a 3 leg Signal (3SG). It is assumed that this section of SR 169 is a rural 2-lane 2-way highway because of
 74 the rural nature of the area; the designation in the road log; and the 50 mph posted speed limit.

75 But the HSM does not have a Rural 2-lane 2-way highway, (3SG) model.

76 So, it is assumed that since this intersection is near an urban area, this intersection can be modeled using the HSM
 77 Urban/Suburban, (3SG) intersection model but instead of using the (3SG) model's severity distribution, the severity
 78 distribution of a HSM Rural 2-lane 2-way 4-leg signalized (4SG) intersection from Table 10-5 can be substituted.

79

PROJECT SUMMARY



Project Element	Total Crashes/yr (KABCO)	Fatal and Injury Crashes/yr (KABC)	Property Damage Only Crashes/yr (PDO)

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.

	Predicted average crash frequency $N_{\text{predicted}}$ (KABCO)	Expected average crash frequency N_{expected} (KABCO)	Potential for Improvement	Predicted average crash frequency $N_{\text{predicted}}$ (KABC)	Expected average crash frequency N_{expected} (KABC)	Potential for Improvement	Predicted average crash frequency $N_{\text{predicted}}$ (O)	Expected average crash frequency N_{expected} (O)	Potential for Improvement
INDIVIDUAL INTERSECTIONS									
Intersection 1	2.9	4.9	2.0	1.0	1.7	0.7	1.9	3.2	1.3
COMBINED (sum of column)	2.9	4.9	2.0	1.0	1.7	0.7	1.9	3.2	1.3

PROJECT SUMMARY -- Site-Specific EB Method Summary Results for Urban and Suburban Arterial Project

	$N_{\text{predicted}}$ (PROJECT)	N_{expected} (PROJECT)	$N_{\text{potential for improvement}}$ (PROJECT)
Crash severity level	Predicted average crash frequency - Average safety performance of projects consisting of similar elements (anticipated average crashes/yr)	Expected average crash frequency - Actual long-term safety performance of the project (anticipated average crashes/yr)	Potential for Safety Improvement (anticipated average crashes/yr)
Fatal and injury (KABC)	1.0	1.7	0.7
Property damage only (PDO)	1.9	3.2	1.3
Total (KABCO)	2.9	4.9	2.0

HSM1 Extended Spreadsheet for Part C Chapter 12 v.9

Discussion of Results

Given the potential effects of project characteristics on safety performance, results indicate that:

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.

1. It is anticipated that the project will, on average, experience 4.9 crashes per year (1.7 fatal and injury crashes per year; and 3.2 property damage only crashes per year).
2. A similar project is anticipated, on average, to experience 2.9 crashes per year (1 fatal and injury crashes per year; and 1.9 property damage only crashes per year).
3. It is anticipated the project has, on average, a potential for safety improvement of 2 crashes per year (0.7 fatal and injury crashes per year; and 1.3 property damage only crashes per year).

9.5 Crash diagrams

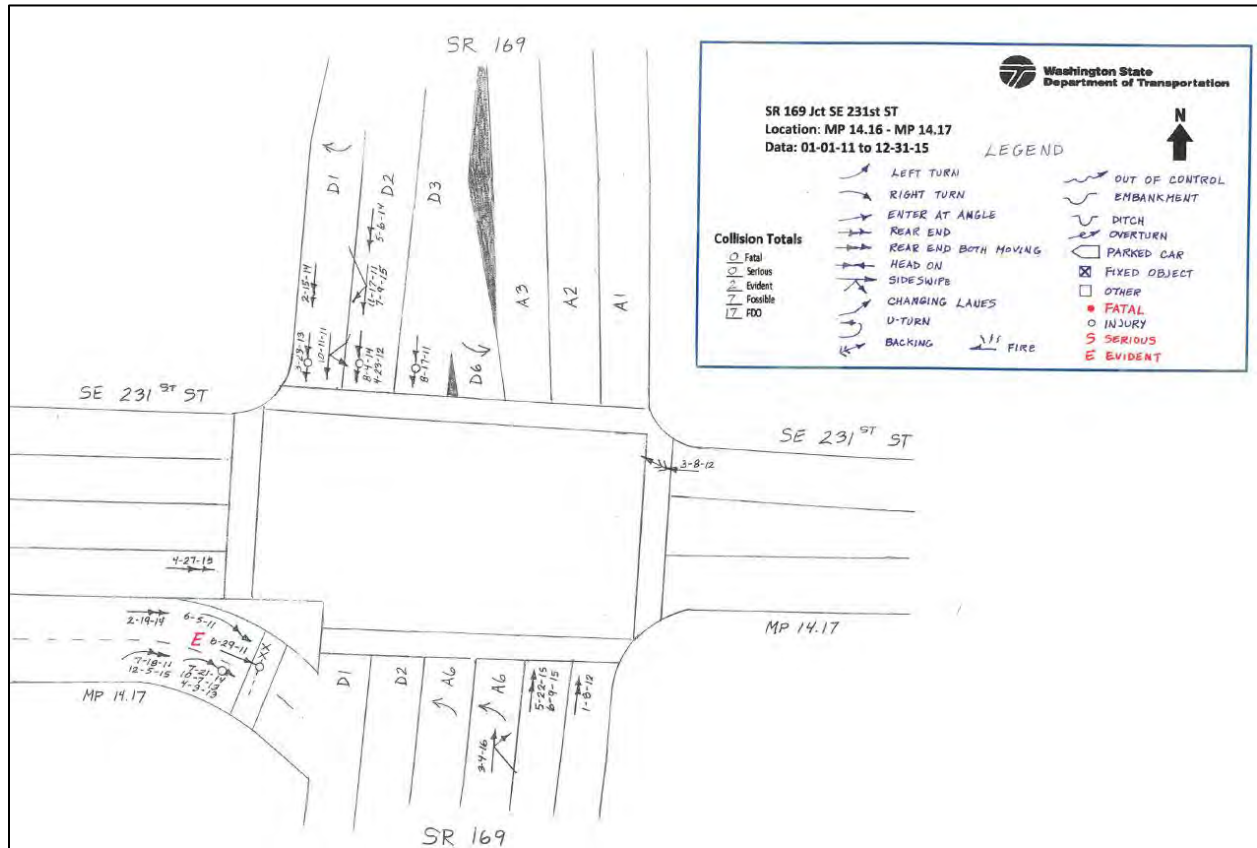


Figure 20. Crash diagram of intersection of SR 169 and Southeast 231st Street, milepost 14.17 (Source: WSDOT Crash Datamart)

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.

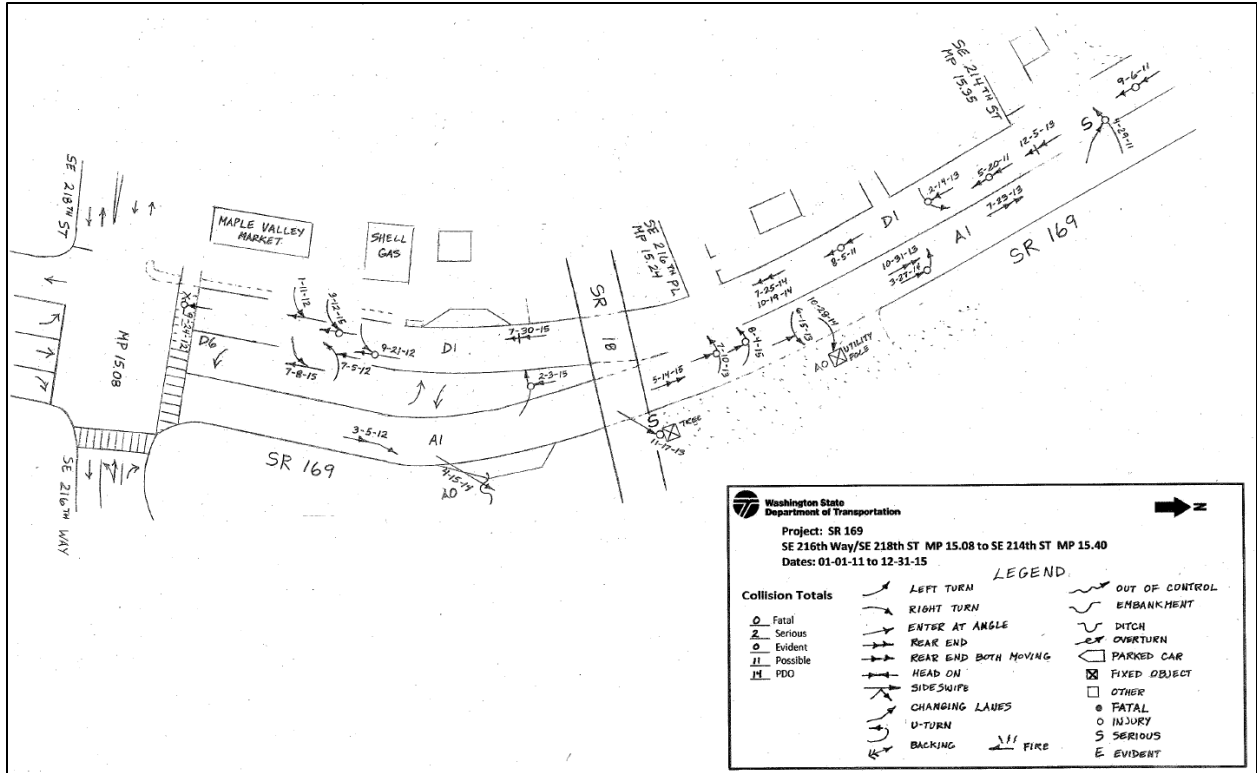


Figure 23. Crash diagram of segment of SR 169 from Southeast 218th Street/Southeast 216th Way to Southeast 214th Street, milepost 15.08 to 15.40 (Source: WSDOT Crash Datamart)

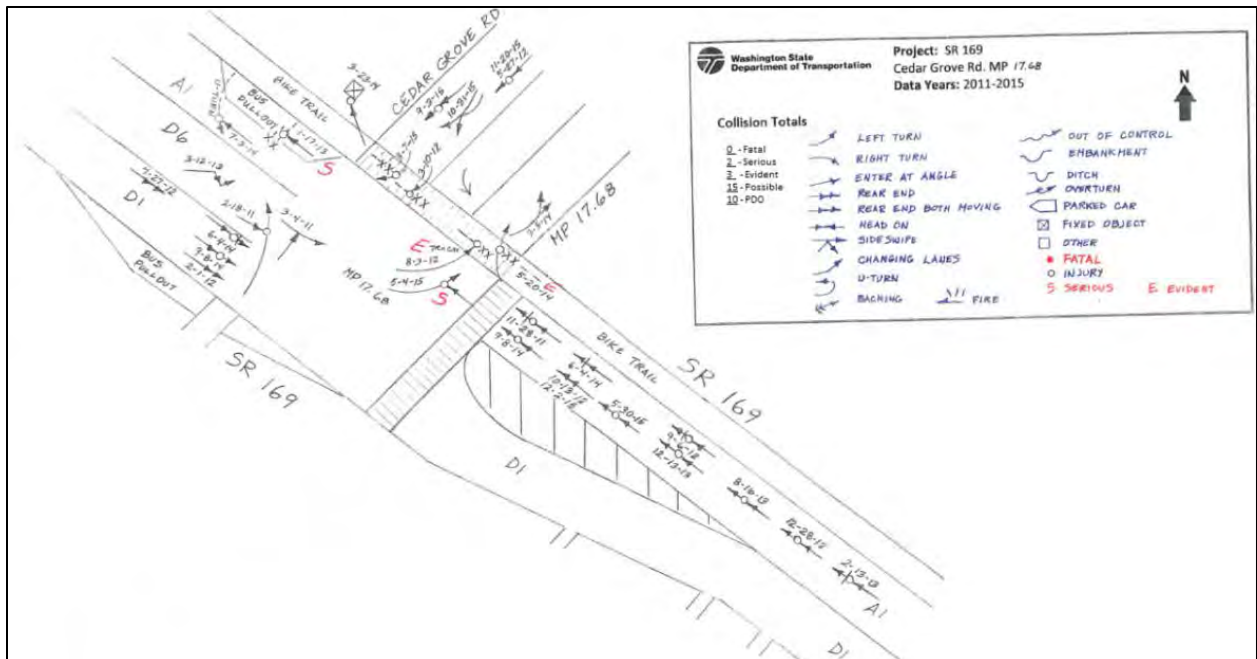


Figure 24. Crash diagram of intersection of SR 169 and Cedar Grove Road, milepost 17.68 (Source: WSDOT Crash Datamart)

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.

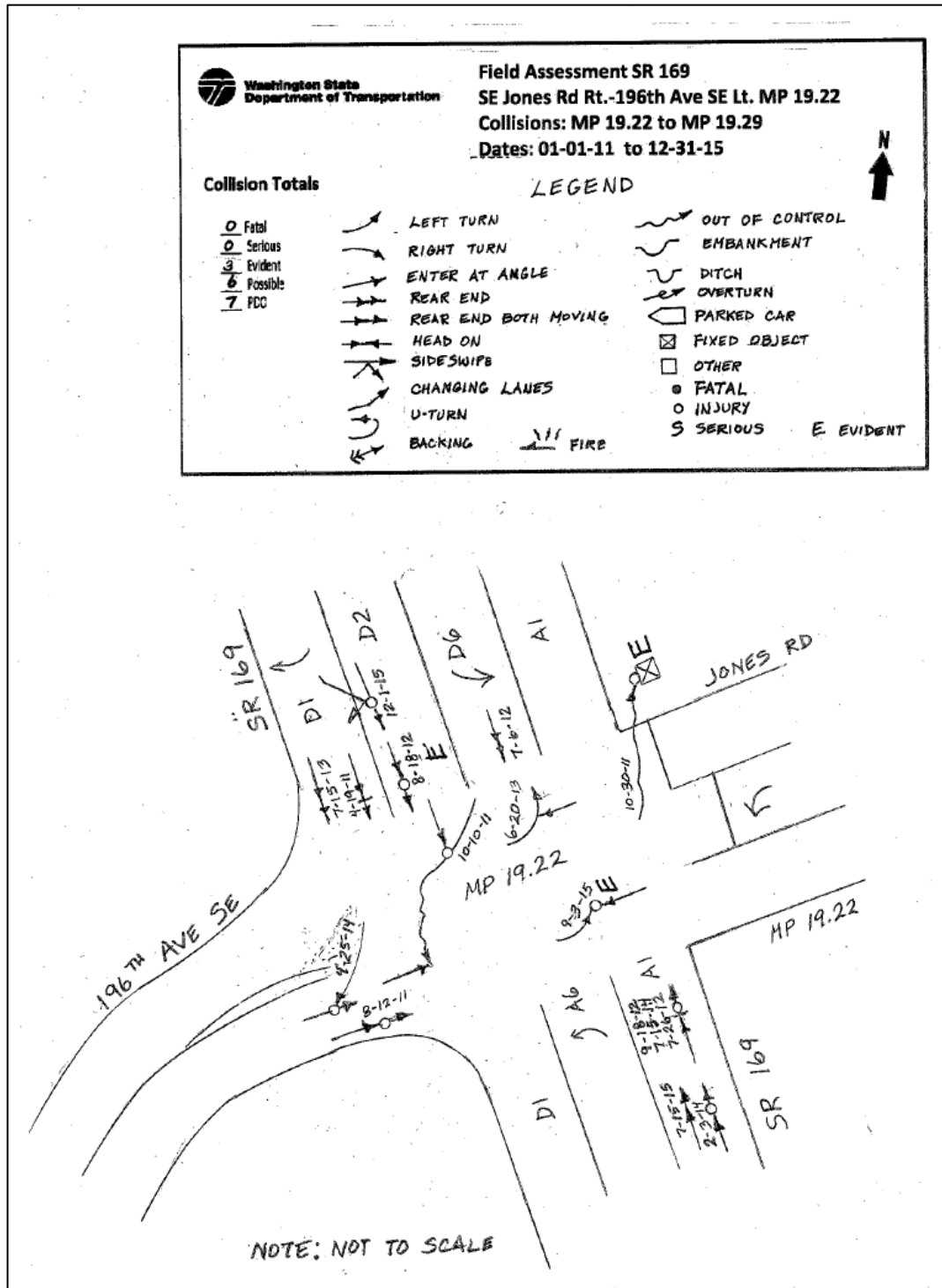


Figure 25. Crash diagram of intersection of SR 169 at 196th Avenue Southeast/Southeast Jones Road, milepost 19.22 (Source: WSDOT Crash Datamart)

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9.6 Recent safety investments

9.6.1 Projects

- Corridor Roadside Safety Improvements: Installed Centerline and Shoulder rumble strips, completed August 2010
 - Centerline rumble strips milepost limits
 - 14.59 – 14.83
 - 15.26 – 17.20
 - 17.89 – 18.51
 - 18.61 – 19.03
 - Shoulder rumble strips milepost limits
 - NB: 15.31 – 18.80
 - SB: 15.29 – 18.59
- Right turn lane: MP 15.07 – Southeast 216th Way – Installed NB right-turn lane, completed Summer 2008

9.6.2 Low cost enhancements

- MP 14.17 – Southeast 231st Street – Added 2 new signal coordination plans for a.m. & p.m. peak. Signal will be coordinated from 5 a.m. to 7 p.m., completed October 2011
- MP 15.16 – Improved access management adjacent to Bus stop on west side of SR 169 by blocking vehicles from driving through the pavement behind the bus stop island, completed August 2010
- MP 15.23 – Southeast 216th Place – Installed advanced intersection warning signs in both directions, completed June 2009
- MP 15.34 – Southeast 214th Street vicinity – Better defined the Southeast 214th Street intersection and access to the adjacent fruit stand by removing continuous access on the south side through installing vegetation, and by installing an island to locate the stop sign for Southeast 214th Street. Completed 2010
- MP 15.32, 17.40 – Installed ‘DO NOT PASS ON SHOULDER’ signs on NB SR 169, completed May 2014
- MP 15.41, 15.75 – Maxwell Road Southeast (both connections) – NWR Traffic is working with King County to revise the two Maxwell Road Southeast intersections, both currently two-way narrow roads, into a one-way couplet. In progress
- MP 18.64-18.83 – Installed guideposts along outside of curve, completed January 2016
- MP 18.89-19.00 – Installed chevrons along the curve in both directions, completed September 2012

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9.7 Outreach summary

State Route 169 runs between the cities of Renton and Enumclaw and is a vital north-south commuter and freight route in the Puget Sound region. Rapid growth and development in the area have resulted in peak-hour congestion that places significant demand on the highway system. The SR 169 safety study evaluated safety performance and identified potential safety investments and recommendations for improvements in unincorporated King County between the city limits of Renton and Maple Valley.

While several cost-effective safety changes have been made to SR 169 in the past, the project sought public input for additional ways to reduce serious injuries and fatal crashes along this corridor. WSDOT engaged and obtained public feedback from stakeholders and the communities most affected by this corridor via an in-person open house and online survey process. This section summarizes these outreach methods, who was reached, and feedback received.

9.7.1 Outreach methods

The SR 169 safety study engaged stakeholders and community members via an in-person open house and online survey. Outreach methods included the following:

- **Open house.** WSDOT held an in-person open house at the Lake Wilderness Lodge in Maple Valley on Wednesday, Sept. 14, 2016 from 5:30 to 8:30 p.m. Eight informational display boards arranged throughout the room provided an overview the project. Project staff were available to answer questions and listen to feedback from the public. Attendees were able to provide input directly on a large map of the corridor by writing comments on sticky notes. Attendees could also provide comment via written comment forms and via laptops linked to the online survey.
- **Online survey.** An online survey, open from Sept. 7 to 21, 2016, provided community members with the opportunity to submit detailed feedback on their safety experiences in the corridor. Several notification methods (outlined below) included a link to the survey. The project webpage (www.wsdot.wa.gov/planning/Studies/SR169SafetyStudy) also provided a link to the survey. Respondents were able to answer questions about their usage of the corridor and their safety experience as well as provide open-ended feedback.
- **Notifications.** Notifications publicizing the open house and online survey included a media release, WSDOT social media posts, and an email sent to approximately 50 stakeholders and media outlets. An open house flyer was distributed to approximately 54 businesses, community centers, and other organizations throughout the corridor area. Cities and neighborhood groups in the corridor publicized the open house and survey via their networks as well. In addition, project staff engaged key stakeholders in one-on-one conversations about corridor safety.

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- **Webpage.** WSDOT hosted a webpage for the SR 169 safety study. The webpage included information about the project, a corridor map, information on the open house, project contacts, and a link to the online survey. A link to the webpage was included on project materials and in the media release.

To aid in gathering meaningful and actionable public feedback, WSDOT divided the study corridor into four segments based on geography and roadway characteristics. This segmented approach was particularly useful for the online survey, where such division allowed for more detailed, precise, and analyzable public feedback. The segments were divided as follows:

- Renton city limit to Southeast Jones Road
 - One to two lanes northbound
 - Two lanes southbound
 - Center divider/center turn lane
- Southeast Jones Road to Cedar Grove Road
 - Two-lane road
 - Travels through Cedar Mountain
 - Natural topography
- Cedar Grove Road to SR 18
 - Two-lane road
 - Residential/commercial use
- SR 18 to Maple Valley city limit
 - Two-lane road
 - Mixed use

9.7.2 Audiences reached

The SR 169 safety study primarily engaged stakeholders and businesses along the corridor and community members in and near Maple Valley. WSDOT was particularly interested in hearing from daily users of the corridor. Open house attendees consisted largely of elected officials and interested community members. The online survey received the largest response from the following groups:

- Maple Valley residents
- Ages 35-49
- Women
- Monday-to-Friday commuters

9.7.3 Feedback received

This section lists major themes of public feedback on the SR 169 safety study. Generally, comments from the public focused on adding lanes, congestion, aggressive driving, and location-specific concerns.

ONLINE SURVEY

- Majority (54 percent) of respondents are a daily Monday-to-Friday commuter on SR 169.
- Top three overall safety concerns on SR 169:
 - Number of lanes (45 percent)
 - Congestion (36 percent)
 - Concern about a specific location (23 percent)
- Top safety concern by segment:
 - Renton city limit to Southeast Jones Road: Number of lanes (31 percent)
 - Southeast Jones Road to Cedar Grove Road: Number of lanes (53 percent)
 - Cedar Grove Road to SR 18: Number of lanes (53 percent)
 - SR 18 to Maple Valley city limit: Congestion (48 percent)
- 65 percent of respondents reported having a “close call” along SR 169.
 - Aggressive driving (59 percent) was the top reason listed for an incident or close call along SR 169.
- Top three factors that could contribute to serious and fatal crashes on SR 169:
 - Not enough lanes (48 percent)
 - Aggressive driving (41 percent)
 - Rear-end collisions (38 percent)
- Top three recommendations that respondents felt would reduce the potential for serious and fatal crashes on SR 169:
 - More lanes (54 percent)
 - Medians (31 percent)
 - Lighting and signage (24 percent)

For a topline report of survey responses, see Appendix 8.6. For verbatim comments, see Appendix 8.7.

OPEN HOUSE

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- Written comment cards (two) focused on congestion and the need for more public transit and less development to reduce congestion.
- Location-specific comments on the roll plot (51) focused on:
 - Aggressive or unsafe driving
 - Congestion
 - Signage and striping
 - Necessary unsafe movements, such as merging, turns, and crossings
 - Road conditions, especially flooding
 - Visibility and lighting
 - Adding roundabouts at intersections

Electronically-submitted comments (three) to project staff focused on congestion (including its effect on emergency response times), adding traffic lanes, and light timing.

9.8 Survey topline report

Thanks for your participation in this questionnaire about your experience traveling on State Route 169. Your opinion is important: WSDOT wants to hear from anyone that regularly uses SR 169 between the city limits of Maple Valley and Renton – whether you’re a driver, pedestrian, bicyclist or bus rider.

Feedback and suggestions from this survey will be included in a report from WSDOT to the State Legislature regarding the safety performance of SR 169. Your input may be used to help shape future safety investments along the corridor in the coming years.

This study is voluntary and completely anonymous. WSDOT values your privacy; individual answers and comments will only be known to the research firm helping us with this project. Thanks again for your help in completing this brief questionnaire. We look forward to learning more from you.

1. Please enter your home city and zip code in the boxes shown below. (N=1221)

Algona	1%
Auburn	1%
Bellevue	<1%
Black Diamond	4%
Bonney Lake	<1%
Bothell	<1%
Bremerton	<1%
Buckley	<1%
Burien	<1%
Covington	4%
Des Moines	<1%
Edmonds	<1%
Enumclaw	6%
Everett	<1%
Fairwood	<1%
Federal Way	<1%
Fife	<1%
Fircrest	<1%
Hobart	<1%
Issaquah	<1%
Kent	4%
Kirkland	<1%
Lacey	<1%
Lake Tapps	<1%
Maple Valley	65%
North Bend	<1%
Olympia	<1%

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Pacific	<1%
Puyallup	<1%
Rainier Beach	<1%
Ravensdale	3%
Redmond	<1%
Renton	9%
Seatac	<1%
Seattle	1%
Snoqualmie	<1%
Tacoma	<1%
Tukwila	<1%
Woodinville	<1%

2. What is your age? (N=1224)

1	Under 21	1%
2	21-34	16%
3	35-49	52%
4	50-65	26%
5	Over 65	4%
6	Prefer not to answer	1%

3. Do you consider yourself: _____? (N=1196)

1	Female	61%
2	Male	37%
3	Transgender	<1%
4	Prefer not to answer	2%

Your SR 169 Trips

4. How many days per week do you travel on SR 169? (N=1202)

0	<1%
1	5%
2	6 %
3	8%
4	8%
5	32%
6	13%
7	25%
Other	4%

5. Which of the following describe how you use the SR 169 corridor? (N=1211)

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1	Daily Monday-Friday commuter	54%
2	Daily traveler for non-commute trips	16%
3	Occasional trips during the week	17%
4	Occasional trips during the weekend	6%
5	Commercial driver	1%
6	Other, specify (coding is underway)	7%

6. Considering the trip you make most often in a typical week, please enter the city where the trip starts and the city/ZIP where the trip ends. (N=1172)

Start: ZIP

98038	56%
98042	5%
98058	5%
98022	5%
98010	4%
98051	2%
98059	2%
98092	1%
98057	1%
98056	1%
98055	<1%
98118	<1%
98321	<1%
98938	<1%
98002	<1%
98025	<1%
98031	<1%
98034	<1%
98109	<1%
98168	<1%
98188	<1%
97949	<1%
98001	<1%
98004	<1%
98006	<1%
98027	<1%
98030	<1%
98032	<1%
98033	<1%
98039	<1%
98045	<1%
98047	<1%
98052	<1%
98065	<1%

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98083	<1%
98102	<1%
98106	<1%
98108	<1%
98115	<1%
98148	<1%
98178	<1%
98372	<1%
98374	<1%
98391	<1%
98396	<1%
98403	<1%
98466	<1%
98922	<1%
99038	<1%
99058	<1%

End: ZIP

98038	11%
98055	3%
98027	3%
98052	3%
98056	3%
98057	2%
98108	2%
98058	2%
98168	2%
98188	2%
98059	2%
98101	2%
98006	2%
98022	2%
98042	2%
98104	2%
98005	2%
98004	1%
98134	1%
98032	2%
98109	1%
98029	1%
98124	1%
98033	1%
98007	1%
98040	1%

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98118	1%
98121	1%
98001	1%
98008	1%
98010	1%
98021	1%
98119	1%
98045	<1%
98092	<1%
98122	<1%
98144	<1%
98148	<1%
98275	<1%
98011	<1%
98012	<1%
98065	<1%
98072	<1%
98103	<1%
98106	<1%
98117	<1%
98126	<1%
98158	<1%
98178	<1%
98203	<1%
98204	<1%
98321	<1%
98022	<1%
98009	<1%
98015	<1%
98023	<1%
98025	<1%
98026	<1%
98031	<1%
98034	<1%
98039	<1%
98051	<1%
98075	<1%
98077	<1%
98102	<1%
98105	<1%
98107	<1%
98112	<1%
98116	<1%
98125	<1%
98133	<1%

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98136	<1%
98161	<1%
98166	<1%
98177	<1%
98195	<1%
98198	<1%
98201	<1%
98390	<1%
98401	<1%
98499	<1%
98926	<1%
98934	<1%
99038	<1%

7. How many miles is the trip you make most often in a typical week? (N=1164)

0-10	11%
11-20	16%
21-50	37%
50+	35%
Other	1%

8. Considering the trip you make most often, when do you travel on SR 169?

First Leg (N=1170)

1	Between 6 a.m. and 9 a.m.	56%
2	Between 9 a.m. and 3 p.m.	29%
3	Between 3 p.m. and 7 p.m.	8%
4	Between 7 p.m. and 12 a.m.	1%
5	Between 12 a.m. and 6 a.m.	6%

Second Leg (N=1173)

1	Between 6 a.m. and 9 a.m.	2%
2	Between 9 a.m. and 3 p.m.	17%
3	Between 3 p.m. and 7 p.m.	74%
4	Between 7 p.m. and 12 a.m.	8%
5	Between 12 a.m. and 6 a.m.	1%

Your Perceptions of the Corridor

9. Thinking about the SR 169 corridor from Maple Valley to Renton, do you have any safety concerns? List your top three, if you have any. Please describe the location and your concern, using cross streets or intersection names, etc. (N=895)

1	Number of lanes	45%
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2	Congestion	36%
3	Location-specific concern	23%
4	Lighting and signage	20%
5	Turn lanes	17%
6	Medians	15%
7	Speed	14%
8	Environmental factors	11%
9	Distracted driving, aggressive driving	10%
10	Accidents/head-on collisions	5%
11	Weather factors	3%
11	Curves	3%
13	Shoulder space	2%
14	Bike paths, sidewalks	2%
15	Blind driveways	2%
16	Pedestrian crossings	2%
17	Other	5%

10a. There are four main segments WSDOT is considering for safety investments. For each one, please list your top three safety concerns, if you have any.

Renton city limit to SE Jones Road (N=565)

1	Number of lanes	31%
2	Location-specific concern	25%
3	Congestion	24%
4	Speed	23%
5	Lighting and signage	15%
6	Medians	14%
7	Reckless drivers	12%
8	Turn lanes	9%
9	Weather factors	7%
10	Curves	5%
11	Environmental factors	4%
12	Traffic light issues	4%
13	Shoulder space	2%
14	Lack of visibility	2%
15	Pedestrian crossings	2%
16	Gravel/debris	1%
17	Other	5%
18	None	8%

10b. There are four main segments WSDOT is considering for safety investments. For each one, please list your top three safety concerns, if you have any.

SE Jones Road to Cedar Grove Road SE (N= 636)

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1	Number of lanes	53%
2	Congestion	32%
3	Environmental factors	25%
4	Lighting and signage	21%
5	Medians	17%
6	Location-specific concern	13%
7	Speed	12%
8	Turn lanes	12%
9	Blind curves/spots	7%
10	Weather factors	4%
11	Other	5%
12	None	2%

10c. There are four main segments WSDOT is considering for safety investments. For each one, please list your top three safety concerns, if you have any.

Cedar Grove Road SE to SR 18 (N=652)

1	Number of lanes	53%
2	Congestion	33%
3	Turn lanes	24%
4	Lighting and signage	16%
5	Medians	13%
6	Speed	11%
7	Location-specific concern	9%
8	Reckless drivers	6%
9	Pedestrian crossings	4%
10	Shoulder space	3%
11	Environmental factors	3%
12	Number of driveways	3%
13	Sidewalks, bike paths	2%
14	Traffic light issues	2%
15	Accidents/Head-on collisions	2%
16	Visibility concerns	2%
17	Weather factors	1%
18	Other	5%
19	None	2%

10d. There are four main segments WSDOT is considering for safety investments. For each one, please list your top three safety concerns

SR 18 to Maple Valley city limit (N=537)

1	Congestion	48%
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2	Number of lanes	42%
3	Location-specific concern	17%
4	Traffic light issues	12%
5	Turn lanes	12%
6	Speed	9%
7	Lighting and signage	8%
8	Reckless drivers	6%
9	Medians	4%
10	Pedestrian crossings	2%
11	Weather factors	1%
12	Accidents/Head-on collisions	1%
13	Curves	1%
14	Alternative routes	1%
15	Environmental factors	1%
16	Other	5%
17	None	4%

11. In the last year, have you been personally involved in any of the following? (N=898)

1	A “close call” along SR 169	65%
2	An incident where police responded at the scene	7%
3	An incident, but no police response occurred	7%
4	None of the above	31%

11a. If yes, please explain what occurred with as much detail as you can provide (i.e. location/what happened, was there a personal injury, what could have improved safety conditions). (N=512)

1	Aggressive driving	59%
2	Distracted driving	6%
3	Poor visibility	7%
4	Inattentive driving	5%
5	Objects in the way	5%
6	Weather factors	4%
7	Pedestrian crossings	3%
8	“I’ve just seen close calls”	3%
9	Being re-routed due to accidents/road blocks	2%
10	Too much development/housing/buildings	2%
11	Other	4%

12. Thinking about the SR 169 corridor from Maple Valley to Renton, list any factors you think could contribute to serious and fatal crashes on SR 169. (N=754)

1	Not enough lanes	48%
2	Aggressive driving	41%

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3	Rear-end collisions	38%
4	Poor visibility	27%
5	Dividers/barriers/guard rails	21%
6	Weather factors	10%
7	Distracted driving	6%
8	Blind curves/corners/sharp turns	6%
9	Inattentive driving	4%
10	Objects in the way	3%

13. List any recommendations that you feel would reduce the potential for serious and fatal crashes on SR 169. (N=681)

1	More lanes	54%
2	Medians	31%
3	Lighting and signage	24%
4	More turn lanes	22%
5	Widen the roads, shoulders	21%
6	Improved traffic control	10%
7	Slower speeds, general	8%
8	More patrols and enforcement	7%
9	More development/fix roads, bridges, rail	5%
10	Environmental improvements/stabilization	3%
11	More access to transit	2%
12	Alternative routes	2%
13	Less development/growth	2%
14	De-icing, sanding	1%
15	Consolidate driveways	1%
16	Limit construction types by time of day	1%
17	Higher speeds to ease congestion	1%
18	Other	4%

14. In your experience, do you agree or disagree with the following statements about WSDOT's project performance? WSDOT meets my expectations by: _____ (~N=850 for each)

Providing opportunities for me to learn and give input in ways that are comfortable for me

Agree	40%
Neutral	40%
Disagree	19%

Using the public's input to inform project design and other decision-making

Agree	34%
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Neutral	38%
Disagree	28%

Using a variety of ways to keep the public informed and aware of what to expect during construction

Agree	49%
Neutral	28%
Disagree	23%

Completing projects on time

Agree	23%
Neutral	41%
Disagree	37%

Completing projects without cost overruns

Agree	16%
Neutral	49%
Disagree	36%

Providing the public with transparency in project details such as costs, scope and decision-making

Agree	24%
Neutral	41%
Disagree	36%

15. Have you ever gone to WSDOT's website looking for information? (N=872)

1	Yes	84%
2	No	16%

16. Do you receive any electronic emails or alerts from WSDOT? (N=875)

1	Yes	24%
2	No	76%

9.9 Verbatim comments

9.9.1 Verbatim survey responses

Question 9

Thinking about the SR 169 corridor from Maple Valley to Renton, do you have any safety concerns? List your top three, if you have any. Please describe the location and your concern, using cross streets or intersection names, etc. (N=895)

Number	Response ID	First Concern	Second Concern	Third Concern
1	38	Too many cars	no median	
2	49	Reckless speeding between 154th Pl SE and SE Jones Rd	Slow left lane camping from 154th Pl SE to SE Jones Rd	Unsafe passing at intersection of Cedar Grove Rd SE
3	55	between 405 and Maple Valley	excessive speeding	
4	61	between cedar grove rd and 196th Ave SE	between SE 216th Way and cedar grove rd	
5	63	One lane each way	no divider	bad lighting
6	64	Lack of shoulder for cars on side of the road	Not well lit.	Exit signs need more visibility.
7	66	Near Jones Road where hwy goes from 4 lanes to 2. Aggressive drivers tend to cut people off	Near the park and fruit stand where left turns across traffic cause sudden stops from drivers	
8	67	southbound lanes merge into one lane		
9	68	Hill near intersection with SE 196th Street - the hillside north of the intersection with SE 196th St is obviously failing. This could be devastating for drivers not only if they are on the road when it collapses, but until the road could be rebuilt.	Driveways all along the corridor are dangerous. Since this is only a two-lane road most of the way, people having to stop their entire lane to try to take a left turn is dangerous. People travelling at 50 mph (if they're lucky to get up to the speed limit	
10	70	Congestion between 196th and Maple Valley	Landslides	No alternative routes when there's an accident
11	71	Lack of room for improvement	Residential encroachment	No turn lanes
12	73	congestion	no lane dividers	speed with one lane each way
13	74	Heavy Truck Traffic entering and exiting	Heavy Traffic, back ups	No separate lanes for directional travel

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Number	Response ID	First Concern	Second Concern	Third Concern
14	77	too few lanes as you approach maple valley	cliff is right alongside the road, trees falling and landslides frequent	heavy truck traffic, high speeds
15	80	road falling into the river	landslides on the road	
16	82	Merging traffic 169 EB before 196th ave SE. Too many drivers don't realize it is a turn only lane, and lurch over unpredictably without signaling.	169 WB turning traffic into Foley's Produce or 214th st cause backups into the intersection. No turning lane.	No turning lanes along various residential drives. Many near-miss accidents have been witnessed by me.
17	86	Very dark road during the night and early morning	Not enough lanes going each way for the amount of traffic	Hill stability along the river
18	90	Single lane between MV and Jones Rd.	No divider/barrier	Insufficient lighting
19	92	Parts of the road too narrow for the amount of traffic.	Through maple valley need a middle lane for cars turning into & out of businesses	No sidewalks very dangerous for pedestrians
20	93	169 and 140th way, drivers constantly cutting the corner to make the light in both directions.	169 and 196th Ave se, the turn lane can surprise people when rounding the corner, causing them to cut back into main traffic so they're not forced to turn up the hill.	
21	94	How close you are to oncoming traffic if in the left lane- right before/after the 405 interchange		
22	95	Single lane	Light timing	
23	101	The off ramp from I-405 merging with other traffic heading south	The decrease from two lanes to one going south	Cedar Grove Rd intersection
24	103	Need more lanes		
25	109	The two lanes merging onto 169 from Hwy 18 traffic at 231st. this is confusing	the entrance to Taco Time/Stan Parente Salon from 169. its dangerous for people coming and going out of these businesses to pull right into hwy traffic.	turn lane too short from 169 to Wax Road, causes backup

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Number	Response ID	First Concern	Second Concern	Third Concern
26	111	Too crowded	Inability to make left turns	People passing when illegal
27	112	Between Cedar Grove and Jones Rd, the part where it looks like the hillside might slide down at any moment	In front of the Red Dog Saloon - seems like there are accidents there frequently	
28	113	intersection at single lane	4 corners intersection	Black Diamond future traffic
29	114	Hard to see lines on road		
30	115	Inadequate number of lanes	Narrow shoulders	Numerous driveways
31	116	No lighting in the area very dark	Only 1 to 1.5 lanes	the potential land slides
32	117	Backups at stoplights	Impatient drivers making reckless moves	
33	119	Large trucks- construction vehicles	No divider	
34	120	By the Taco Time headquarters - very congested & stop and go	By Foleys, anytime after 3, it's stopped at Foleys and even further back.	Going through lower Maple Valley into the 4 corners area.
35	121	heavy congestion between se 276th st & se 214	landslides between Jones Rd & se 170th	left turns onto & off of highway between 214 & 193
36	124	One lane congestion		
37	126	intersection 154th and 169	where it goes down to one lane each way at 196th	the whole stretch that is only 2 lanes people make left turns , no left turn lane
38	128	Long backups at 140th light going north in PM		
39	129	Vehicles holding up traffic by driving well below speed limit	Vehicles tailgating	Slope by Jones Rd
40	130	no barrier separating direction	calibration of lights when doing speed limit	trucks/buses should remain in slow lane
41	131	Speeding	Speeding	Speeding
42	132	169 from 216th intersection to Cedar Grove Road	From Cedar Grove Road to Jones Road	Through Maple Valley from Witte Road to 4 corners
43	133	Between 154th and 140th there is a lot of cutting off and sudden stops	Any and all two lane sections with out a center median or shoulder are dangerous with all the large truck traffic.	Metro bus pull off and merging is aggressive, not enough merging space.

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Number	Response ID	First Concern	Second Concern	Third Concern
44	136	Jones Rd. to Cedar Grove	Cedar Grove to Hwy 18	Witte Rd. and SR 169
45	137	why doesn't the orange line extend all the way to 405? that's a particularly busy stretch of road		
46	138	Lack of lighting. Poor lighting when dark out.		Curves between 196th Ave SE and Cedar Grove Road. No barrier.
47	139	Maple valley to Jones with 1 lane	Jones to Renton with no barrier	Lack of lighting thru out
48	141	Entering the highway from non stoplight intersections	The width of the highway to accommodate the number of cars travelling per day	
49	144	Number of driveways and side streets closer to Renton.	Jones Rd and Cedar Grove Rd, busy intersections, drivers try to run red lights. Several close calls near SR 18 overpass.	Drivers passing in no pass zones, or in the middle of intersections... or while crossing the Cedar River bridge, which is narrow.
50	145	1 lane... Would be nice to see 2 both ways	Changes in speed limits often. Keep it more steady	
51	147	High Speeds between Renton and 196th intersection	need a northbound right turn lane on the bridge over the Cedar just north of the MV city limits	
52	148	Road width. Many areas squeeze to two lanes.	Speed people travel	No barrier to on coming traffic
53	149	The location where the highway changes from 4 to 2 lanes creates sudden backups around a blind turn.		
54	151	Narrow one roads	Not enough lights at intersections	
55	152	Testy Chef Intersection	Curveves prior to freeway	
56	154	Land slide	Needs more lanes	Needs center barrier

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Number	Response ID	First Concern	Second Concern	Third Concern
57	155	Drivers failure to merge at 169/SE 231st St. The lane should end with the turn lane, people do not merge properly and promotes angst and "revenge" driving.	Entire length of 169 - new housing in Maple Valley and Black Diamond will bring the most commuters yet - a large part of this road is a single lane - infrastructure should be improved to support expanding population instead of hoping for the best.	
58	156	Traffic flow causes frustration	Lights don't have left turn blinking arrow	turn light needed at Maple Woods/Ridge entry
59	157	Traffic jams with only 2 lanes	Icy roads between jones rd to Golf course	
60	158	169 and 288th		
61	161	Ceder grove RD	231st	196th
62	162	169 in front of Sharis heading west where 2 lanes merging into former bus lane. Been hit by car there merging into lane I was in	Traffic backed up on 169 trying to get onto 405 northbound in the mornings. It is very slow due to the traffic control light. And causes a lot of congestion on 169.	
63	165	Only two lanes - can't safely handle the traffic and aggressive driving results	Lack of median or barrier	Dim lighting at night
64	169	Cedar Grove Rd to 196th. Its Narrow, winding and the section near 196th has a hillside with potential for a mud slide	Entire corridor. Only 2 lanes. Future growth of this region is only going to make it worse. Action must be taken ASAP to widen this corridor to 4 lanes (two each way) all the way to Maple Valley at Four Corners.	Undivided highway with potential for head on collisions north of hwy 18.
65	171	Potential land slide	Needs to be at least 2 lanes from Maple valley to 405	Too much congestion by Foley's fruit stand area
66	172	NO street light especially evening drivers for most 169 until get to renton	Needs 2 lanes whole 169	

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Number	Response ID	First Concern	Second Concern	Third Concern
67	173	Any left turns across the highway without traffic lights (SE 28th ST and 169, SE 216th Place, SE 214th ST)	3 recent fatalities between about Jones Road and 154th Pl SE	Rush hour backups coming southbound into Maple Valley (lots of rear end collisions)
68	174	Drivers running through red lights - SE 240th St and Hwy 169	Drivers running through red lights - Four corners area - Hwy 169	
69	175	No divided highway	Too many commercial hauling trucks	Dangerously windy two lane road
70	176	intersection from 288th to 169, hard to see cars turning onto 169 heading North	entering onto 169 heading South from Rock Creek Parking lot	congestion heading north on 169 just past 4 Corners
71	177	The lighting is poor and hard to see wild animals		
72	179	intersection at fire station where intersecting road goes over 18	traffic light at cedar grove rd	area from foodbank to cedar grove
73	180	cedar grove road	154 PL SE	S curve right after SE 5th Street
74	182	too many lights	should be a freeway	not enough lanes at 405
75	183	Intersections with trail	Dangerous over taking by impatient drivers	Sudden stoppage at Red lights
76	185	More lanes are need in both directions	More barriers are needed between lanes	
77	186	Extra lane in both directions from Cedar Grove to Black Diamond	Divided highway - Too many sleepy / distracted drivers coming over the median	Safety.
78	188	Stuck light in front of Renton mega church in early morning	Traffic not staying in lines in the curves	Drunk drivers around 3am
79	190	2 lanes each direction all the way through maple valley	Better lighting	
80	191	No divider	Two lanes for most of it	Poor lighting
81	192	More lanes		
82	193	Turning left onto 169 from 260th during peak travel times is hazardous due to no center lane and no		

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Number	Response ID	First Concern	Second Concern	Third Concern
		traffic light for the high stream of traffic traveling south.		
83	194	Northbound 169 when bottlenecks 2 lanes to 1	Southbound 169 when bottlenecks 2 lanes to 1	Any left hand turn when traffic suddenly stops
84	195	Lack of highway lighting between maple valley and jones rd		
85	198	169 & Witte Rd SE	169 and SE 231st ST	169 & Cedar Grove Rd
86	199	intersection of 169 and 154th Pl SE backs up for several blocks every morning leaving drivers stopped in the eastbound lane waiting to enter the left turn lane	at the same intersection (above) there are pedestrians crossing 169 to reach a bus stop on the westbound side. I have seen several close calls with cars.	the intersection of Petrovitsky Rd, Hwy. 18 and 169 is busy, confusing, too many lights/lanes/decisions to be made in a short span
87	204	No Guard Rail	Needs more lanes	Needs more light
88	205	Everything between witte road and 196th is awful. Too congested, too many always merges. Needs to be wider.	The 196th cuts down to one lane with little notice/signage, too many almost wrecks.	Awful road.
89	208	lack of shoulders	lack of fog lines	not enough lanes of travel
90	210	North of Jones road west bound	Cedar Grove rd- Jones rd (soo dark!!!)	Cedar Grove to Maple valley market area (people passing+ narrow)
91	211	Rear End Collisions	Two-Lane Road	Possible Landslides
92	212	Intersection between 169 and Cedar Grove Road	Poor lighting/visibility along the entire stretch (particularly during poor weather)	Not having 4 lanes to allow for safe passing of slower vehicles
93	213	Dark	Needs divided sections	
94	215	Dark poor lighting between cedar grove and 196th	No walkway to trail entrance from 196th even though crosswalks	Northbound near 196th road is significantly narrow and uneven
95	218	Merging from two lanes to one lane in both directions	Lack of turn lanes for left hand turns	Unsafe passing lanes
96	219	Between Maple Valley and Renton. Very scary to drive on and should be two lanes on		

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Number	Response ID	First Concern	Second Concern	Third Concern
		each side with a divider or turn lane		
97	220	The whole road where it is one lane in each direction. Traffic can easily cross the center line.		
98	221	169 and cedar grove. Traveling north bound there should be a long turn lane for cedar grove	169 and SE 216. The entire area is dangerous with the curve and people entering and exiting the market and gas station at multiple points	Make the entire corridor 4 lanes!!!
99	222	The stretch of 169 heading from the intersection at 196th to Renton from Maple Valley.		
100	223	Passing		
101	230	Traffic from 4 lanes to 2 lanes	Bottleneck between 405 and Renton	the takeoff of people from two lanes to four lanes.
102	231	169 & Witte road	169 & 216th	169 & Jones Rd
103	232	High speed of vehicles 169-Jones Rd to 140	NO sanding or de icer 169-Jones Rd to Renton city line	Aggressive drivers southbound where 169 constricts to two lanes
104	233	Somewhat congested. Turn lanes needed.	Better light timing at Cedar Grove Road.	
105	234	Too much traffic	2 lane areas need widened	
106	238	traffic	not enough lanes for traffic congestion	
107	239	Speeding all along 169 between 405 and 196	No road divider	Not enough lighting during dark hours.
108	240	That hillside just around Jones rd.		
109	241	No barriers from oncoming traffic.	Dimly lit where road is only 2 lanes	
110	243	There are too many Garbage trucks. The Cedar Grove landfill was supposed to close in 2000. It is 16 years past that date	The slope near Jones road is a huge hazard. Shore it up or widen the road there before people die	There is a nasty mix of fast and slow until the road becomes 2 lanes. Once it becomes two lanes the slow traffic wants to race. Please just widen the road
111	244	not enough lanes	lack of lighting	congestion

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Number	Response ID	First Concern	Second Concern	Third Concern
112	245	section above cedar river 2 lanes	231st and SR169 intersections	Extra commercial traffic
113	246	Congested single lane	Drivers that go too slow	Drivers speeding and cutting in at the last minute
114	248	Maple Valley -- Road goes from two lanes and squeezes down to one for a 2 mile stretch.	Maple Valley - 169 & 244th. There is no traffic signal to allow for people to leave a heavily populated neighborhood	Needs to be 2 lanes in each direction the whole stretch
115	249	Difficulty turning left onto 169 from residential neighborhoods, particularly during rush hour.		
116	250	Number of cars	Inability to pass safely	
117	251	Congestion	Stop and go	Travel time
118	255	Traffic volume, poor roads, darkness	Landslide danger	Bussers standing in the dark on the highway
119	256	Cedar Grove to Jones Rd Slope on West Side	Lighting along the entire route is almost nonexistent	Maple Valley City Limit to Jones Rd is in need of more lanes
120	257	No sidewalks in front of Rock Creek Elementary school	Unsafe merging (gutter balling) after intersection at KFC/Taco Bell	No median blocking left turns into Thrive at same location people are turning left onto 276th/Maplewoods. There is going to be a head on collision if you don't make the first opening an exit only..
121	258	Too few lanes	Hillside near jones road	
122	259	No barriers between lanes	The speed limit	I never see patrols and lots of drunks
123	261	No turning lanes along the entire stretch of the corridor	Road is not lit at night	Mud slides
124	262	The section between the Maple Valley firehouse and Jones road is a dangerous drive because it is a 2 lane stretch. My drive time starts between 4:30-5am, and I encounter cars crossing		

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Number	Response ID	First Concern	Second Concern	Third Concern
		the center lane weekly. I occasionally work weekends and during that co		
125	264	Head on collisions (I had 2 friends/neighbors died this year this way on 169)	Heavy turning traffic	Speed
126	265	Left turn backups at 140th, 156th, 196th and Cedar Grove	Residential turning movements between 196th and 216th area	
127	266	Everyone goes about 10 mph over the speed limit where 169 has two lanes	People get into the turning lane early by the Maple Valley Market and almost hit people going the other way in the turn lane	
128	267	Tailgating	Dark at night	Overcrowded, waiting time
129	268	Overall traffic volume increasing number of accidents in areas with only one lane of travel in each direction		
130	269	No median barrier when the road goes from 2 to 4 lanes.	No guard rails protecting the trail	
131	270	Speed		
132	271	Single lane in each direction	Lack of center barrier	
133	272	The section between Witte Road and Cedar Grove Road...too many cars, not enough space	The turn into and out of the street between A Matter of Style and Foley's Produce...it can be close to impossible to get in and out of there during peak travel tims.	
134	273	Cedar grove area no barricade	No barricade high speed rates	
135	275	Landslide before 196th	Narrow lanes	Lots of traffic/people not paying attention
136	276	Lanes aren't wide enough around corners past Cedar Grove.	Hillside between Cedar Grove and Jones Road seems very unsafe	Going towards MV there needs to be a sign indicating the right turn only lane (on to 196th) WAY earlier than when

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Number	Response ID	First Concern	Second Concern	Third Concern
				you are rounding the corner.
137	277	minimal safe crossings	freight carrier going high speed in opposite directions	high speed to sudden stops when traffic has to turn
138	278	Getting cut off when the two lanes go down to one in both locations coming into Maple Valley	Significant traffic	
139	281	Jones road along the bluff to the south	Intersection with Cedar Grove RD	Old Maple Valley to 163rd
140	286	Head on collision	Mud slides	
141	288	No center divider between MV and Jones Rd	Narrow shoulder between MV and Jones Rd	Few streetlights
142	289	Section that changes from 2 lanes to 1 lane traveling towards maple valley lots of accidents hard to see at night		
143	291	Very few dividers	Speeders	Many accidents
144	297	Cars pulling out from side roads	Single lane seems to always have an accident on it	Cars attempting left turn and cars attempting to pass on shoulder
145	298	Where SR 269 is one lane each direction, there are frequent slowdowns, and impatient drivers sometimes try to pass in an unsafe manner	Landslides from unstable hillsides block traffic	
146	299	196th ave se(Jones rd)/maple valley hwy and south	The curves by the river apts in renton	
147	303	Just need more lanes	less businesses	wider roads
148	304	Not adequate lighting	Safety concerns due to only two lanes of travel	Not divided highway
149	306	Heavy traffic	Slow or fast drivers= dangerous passing	Heavy traffic
150	308	The entire route is dangerous with high speeds and no center barrier.		
151	309	Cutdown from 4 lanes to 2 lanes near 196th/Jones Road		

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Number	Response ID	First Concern	Second Concern	Third Concern
152	310	congestion all along the 2 lane section causes bottlenecks and impatient drivers	Backup to turn left at intersection to I405 S	Poor lighting/markings/reflectors along 2 lane section
153	311	Need a barrier in the middle		
154	316	Congestion, stop and go... leaving maple valley until it opens up into 2 lanes	Backup getting out of maple valley, intersection with hwy 18	Limited lane and shoulder space
155	318	speed limit signs are not always clearly visible	traffic lights are not always clear when stopped behind trucks	road markings in maple valley to be a bit clearer, near the north park and ride
156	320	Cedar Grove intersection, long backups and sudden stops	Slow travel lots of stop and go between Cedar Grove and Maple Valley	Poorly lit
157	321	196th Ave. And hwy 169	288th and hwy 169 maple valley	Cedar Grove and hwy 169
158	322	Too many travelers not enough lane	Two way traffic	Poor roads in rough weather conditions
159	323	Turning left out of lake forest estates (maple valley) and at times turning right during rush hour	The intersection with jones road heading south and road narrows	Need a wider road through maple valley, and or alternate roads, lower speed, traffic lights
160	324	SR 169/196th Ave SE	SR 169/154th Pl SE	SR 169/SE 214th St
161	326	not wide enough,needs another lane	no retaining walls,frequent mud/rock slides	no turning lanes at traffic lights,creates backup
162	327	Dark roads	No barriers between lanes	Too much traffic
163	328	Congestion		
164	329	Too many neighborhoods with entrances	Not enough turn lanes	
165	330	Hwy 169 and 253rd Street needs a light	Hwy 169 and Rock Creek Elementary needs light	Entire corridor needs to be two lane both directions to increase traffic flow
166	331	Drivers stopping in lane to make left turns	Cars parked on the shoulder for trail access	
167	332	The long stretch between 192nd and the church needs a center median/barrier to stop	Rumble strips are needed along many areas to alert drivers	There should be some type of barrier between the Hwy and the trail to prevent cars from

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		traffic from crossing into oncoming lanes		leaving the roadway and endangering trail users during an accident
168	338	Near hwy 18, especially coming from Renton into maple valley, the lights need to be synced so that the backups aren't as large	Overall area needs widened desperately to allow for passing slow cars going well below speed limit causing backups	Widened shoulders
169	343	2 lane stretch between Maple Valley and Kent, heavy traffic, not enough lanes	The landslide risk between maple valley and	Lighting is minimal and animals roam the area frequently
170	351	Traffic backs up which makes other people drive crazy and try to pass		
171	352	People blow through the crosswalk at Baker and 169 in Black Diamond all the time even with the blinking light		
172	354	Speeding Cars		
173	355	Entering and exiting driveways	No turn lane for those people	The light at cedar grove doesn't seemed to be timed accordingly for the north/south flow. There is also no turn lane north bound to help get people off the road for Thru traffic
174	357	Sight distance at Jones road (the light is around the corner and traffic backs up)	A center turning lane would help near SE 214th both for access to Foley's and the trail.	
175	359	169 & 154th Pl SE	169 & SE 276th ST	169 from 196th to SE 216th
176	361	News to be 4 lanes all the way		
177	362	I avoid that area		
178	364	The erosion alongside the road near Jones Road as well as near the 405 interchange		
179	365	Drivers going under the speed limit		

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Number	Response ID	First Concern	Second Concern	Third Concern
180	367	Kummer Bridge		
181	368	Maple Valley to 196th		
182	369	Two lane bumper to bumper traffic	Driveways	One accident will shut everything down
183	371	Where it is 4 lanes it needs to have a center barricade.	Hwy 169 needs to be rerouted around the City of Maple Valley. The traffic and congestion within the city limits is too much of a conflict with people who are commuting and wanting to get home vs. people going shopping.	With the amount of traffic it takes too long to get out of the neighborhoods that don't have signalized intersections to Hwy 169.
184	372	241st & 169	Hwy 18 & 169	Curves between Renton community center and golf course
185	373	Trying to get out of our neighborhood	Turning left out to 169 is dangerous	No middle median to go on or light
186	377	Four lane needs to extend from four corners to hwy 405		
187	379	All of SR 169 from Maple Valley, prior to Rock Creek Elementary (around SE 264th St), to SE Jones Rd in Renton where the road becomes two lanes, is a safety concern. There is no turn lane for most of that stretch, so cars turning cause the entire roadway		
188	383	Inconsistent number of lanes	Speeding and other reckless driving	Lack of lanes to accommodate traffic in MV area causes accidents
189	386	Cad man dump trucks leaving lager rocks on the roadway. I have had two go thru my bumper now. Around the cad man pits near black	The traffic cutting you off in maple valley around petrovitsky and 169.	

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Number	Response ID	First Concern	Second Concern	Third Concern
190	387	From Foleys market all the way to Renton	Mudslides and potential rocks may fall in certain areas	There are no barriers on certain. Areas of 169
191	388	2 lanes and no shoulder/turn lane with steep ditches North of 18 and South of Cedar Grove. I was in a rear end collision there that totaled my car because the driver behind me had nowhere to go	Winding 2 lane section with small shoulder, no turn lane, and guard rail by the river and ridge north of Cedar Grove Rd. VERY dangerous in the dark and rain	
192	390	Road too narrow and dark Too many semis when first coming into Maple Valley		
193	391	Too much traffic	Roads are two way only	
194	393	Green River Bridge	169 & 288th	
195	394	No sidewalks anywhere in Maple Valley. I see kids walking on the side of the busy fast highway		
196	395	Sliding hills		
197	396	Intersection with Witte Road	Bike trail crossings with cross streets	Limited sight distance passing 196th Ave SE driving northbound
198	397	ROAD RAGE due to never-ending backups on this road....	NEED MORE LANES!!!!	
199	398	Traffic congestion in Maple Valley/Black Diamond	Single lanes/No shoulder. Complete shutdown of road due to traffic accidents.	Embankment/Slope landslide areas
200	399	no barriers preventing people from crossing center line	people trying to make left turns without turn lanes	
201	400	196th where SB goes from two to one lane. Many cars wait until the last minute to merge over. Signing about the lane ending should be earlier before the curve.	Cedar Grove Road. At least two fatalities in the area.	
202	404	Heading south where it goes from 2 lanes to one lane SB people	Congestion around Four Corners	

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Number	Response ID	First Concern	Second Concern	Third Concern
		make sudden lane changes		
203	406	Where the road changes to one lane toward Maple Valley from Renton. Few people seem to know this!	The stop and go traffic is dangerous; you can't see what's up ahead.	
204	407	Slow 2 lane traffic resulting in road rage driving	Poorly timed traffic lights and bus routes	
205	408	Left turns	Merging on to the highway	median
206	411	169 should be 4 lanes all the way into Maple Valley to accommodate all of the projected growth in MV and Black Diamond!	Northbound evening approaching 140th Way SE. There is always a huge backup on 169 turning left onto 140th. Suggest two left turn lanes.	Reconfigure 154th PL SE going N off of 169 to accommodate two left turn lanes from southbound 169.
207	413	Lack of street lights from Cedar Grove road and on	lack of sufficient shoulder space if you have a flat tire, run out of gas, or an accident from Maple Valley to New Life Church	
208	414	Just South of Jones Rd (falling rocks)	Just North of Cedar Grove Rd (floods)	Corner at 154th - turn lane is insufficient as people use the shoulder in the morning.
209	415	Road is very narrow between 196th and where it splits to four lanes in Renton	High volume of traffic at all times and in all places	There is a bike lane marked on the highway so there are sometimes Riders there instead of the trail which is even more dangerous
210	416	From 196th to 216th - 2 lanes without good lighting, people passing and lack of a good shoulder to swerve into	240th to 260th Volume of traffic with large developments needing to turn across the due to the sheer volume of traffic have to do quick acceleration into the center turn lanes causing traffic to slam on brakes, swerve, etc. and semis who ride into the cen	

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Number	Response ID	First Concern	Second Concern	Third Concern
211	422	No barrier!!! from 169/Kent Kangley all the way down to Renton water park	barrier!! we need a barrier!!	
212	424	Not on map - MOST concerned with Roberts/169, Auburn-Blk Diamond Rd, and Ravensdale-Blk Diamond intersection. So dangerous.	Interchange around 169, Hwy 18 and Petrovisky. Again, really dangerous.	
213	426	Heavy traffic, stop and go		
214	429	Intersection of 169 and 196th	right turns between renton and 196th	
215	432	Slow drivers holding up everyone from maple valley when the speed turns 50 to when the speed shows to 35	Speed through black diamond needs to be 25 mph	Ravensdale black diamond road is hard to turn out from
216	433	Corner of 169 and SE 260th street in Maple Valley		
217	434	Going from 4 lanes to 2 lanes	stop light coordination	
218	435	162nd St	SE 216th Way	Maxwell Rd
219	438	There aren't very many sidewalks in black diamond.	Between maple valley and Renton, there's a nasty dust cloud on the west side of the highway when it gets dry out due to the soil/gravel business there	Not enough room between the road and the line that separates the road from the area referred to as the walkway.
220	439	Left turners into the fruit stand by Hwy 18 if heading north. Can't see very far ahead because of curve.	Severly backed up traffic at 169/405	Being able to turn into and out of safely the Wilderness shopping center using the entrance by the gas station and Azafran (I believe this is 237th))
221	442	lack of sidewalks		
222	443	169 and 196th/Jones	From 196th to 231st	Witte & 169, nearest 18
223	446	169 and 272 all the way to renton traffic and not enough lanes for safe travel	Skinny portions of road shared with big rigs and big metro buses make various portions nerve racking	Poorly painted lines give horrible visibility when it rains and lack of street lights on the

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Number	Response ID	First Concern	Second Concern	Third Concern
				highway from maple valley to renton
224	447	The curve about half mile from 405 heading towards Maple Valley - very small lanes and tight wall		
225	449	Lack of Traffic Lights	Lack of Lanes	
226	451	2 lane highway with no middle lane or barrier		
227	453	Too many cars	Lights not working	Bad drivers
228	456	Speed of vehicles	Pedestrian safety on South side of 169	
229	458	Intersection by New Life Church	Turn in to Foleys Produce	Merge to one lane in Maple Valley
230	460	South of SE Jones/196th Ave Se. The area approx 1/4 mile south of these cross streets concerns me due to the mudslide potential. There is often debris in the roadway in the SE bound lane and the potential for the road giving way towards the river in the N		
231	461	Accidents quite frequently on the stretch between Maple Valley Market and Cedar Grove Rd	Back up on the Four Corners intersection	Heavy traffic going into Maple Valley from Renton
232	462	Only 2 lanes between 196th and Black Diamond	Landslide possibilty	Too many large waste trucks on highway
233	464	All areas where it is single lane each way		
234	466	Four Corners, congestion from new houses and new schools	All of it, roads need to be expanded to allow for all of the traffic	
235	467	2 lane highway	No center barrier	Speeding
236	469	From maple valley until it turns to 4 lanes.		
237	470	The intersection of Hwy 169 and Hwy 18 (via SE 231st St) is	There are a lot of bicyclists in Maple Valley and I would like	Hwy 169 needs to be 4 lanes all the way from

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Number	Response ID	First Concern	Second Concern	Third Concern
		very slow and congested.	to see a safer way to bicycle through the intersections of Hwy 169 and Wax Road/SE 231st St.	Renton to Maple Valley.
238	473	School Traffic out of Tahoma SD office	Narrowing of lanes at MV Fred Meyer	Amount of lanes for amount of traffic
239	476	lack of turn lane for most of this corridor	lane that ends on 169 just past 213st	
240	477	196th/Jones Road & SR169	Cedar Grove Road & SR169	
241	478	Speed	Semi trucks	Passing motorists
242	480	The corner past Classic's, very narrow and no median, lots of oncoming traffic.	The 405 off ramp, people are forced to change lanes in a short distance in heavy traffic.	The stretch by the Maple Wood golf course, the light backs up traffic especially in the summer, lots of stop/go.
243	485	There is only one lane at certain parts, causes a lot of unnecessary traffic.		
244	486	overall traffic volumes		
245	490	No middle barrier anywhere along the route	Two lanes with heavy traffic from jones road all the way to maple valley	
246	492	Narrow Road		
247	493	people running red lights	frequent stops	lanes are not wide enough in some spots
248	494	SR 169 and Jones Road, I have been rear-ended there going north bound and have seen many other people get in accidents as well. Both directions are bad. Going south bound where the road reduces from two to one lane and there is a coner, I believe there sho	SR169 going south right before the Maple Valley grocery. This is a choke point and curve in the road where I have seen several accidents because people didn't slow down at the corner and light was red.	The section of 169 from Joans road to 405 should have more barrier between the north and southbound lanes.
249	496	Jones Rd to 154 Pl SE		
250	497	timing of lights at 196th	timing of lights before I-405	the merge onto 140th from 169
251	498	No barriers between traffic on curve parts of the road.		

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Number	Response ID	First Concern	Second Concern	Third Concern
252	500	Large trucks going to the landfill	narrow 2 lane road	slides of trees and rocks
253	501	The 2 lane stretches before and after Cedar Grove Rd. Needs median! Too many oncoming accidents	Medians! The oncoming lanes all need some type of barrier. Everyday i see people drifting over the center line.	De-icer during winter months! The stretch after Jones Rd heading into Renton is always so slick and dangerous.
254	504	safety of bike riders and walkers bewtween Four Corners and the other end of MV	169 and Jones road intersection	
255	512	Between Jones Road to SE 216th Way: need more street lights for winter driving	228th Ave SE/169: end of merge lane, many cars cut off traffic on right lane causing congestion	
256	513	Need more lanes	Traffic congestion	
257	516	SR 169 and 288th street	SR 169 at Rock creek	
258	524	Turning traffic	Lack of a good shoulder	Not all sections are well lit
259	525	Turning left onto 169 from 288th street (there is no light there)		
260	526	The entire two lane stretch portion is scary. Sped limit is too fast for the type of road this is. There is no barrier between the lanes and it makes it very easy for someone to swerve and cause a head on accident with ease. The other option is driving i	The incredibly deep muddy slope on the right hand side heading from Renton to Maple Valley as soon as it turns into 2 lanes. That looks like a serious slide issue.	The biggest issue is the one lane in each direction at any point on 169. It is just not enough. Need more lanes ASAP.
261	528	Lack of shoulders on most of the road	The road should be 2 lanes in both directions from Renton to Maple Valley	No median from Maple Valley to Renton
262	531	SR 169 & 196th SE	Narrow 169 (only 1 lane each way) not adequate for volumn	169 & SE 231st backs up for miles
263	534	Potential rock slides just south of the light at Jones Road/196th	Lack of center turn lane on long steaigt away between Cedar Valley Road and Foley's Produce stand.	

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Number	Response ID	First Concern	Second Concern	Third Concern
264	536	congestion at 169 and 154th Pl during am commute requires drivers to use shoulder against jersey barrier to stay out of traffic		
265	537	backup turning up 154th	backup getting onto 405 in the AM	
266	539	Long back ups. Near Jones road	Trucks slowing traffic	Blind corners and making left turns
267	542	head on accidents	accidents	rocks being thrown from large trucks
268	543	general slick winter time conditions on the section between 196th Ave SE and 154th Pl SE		
269	544	196th to hwy 18	Witte rd to 272nd	
270	545	Single lane road for large stretches	Dump truck traffic is heavy and disruptive	Lack of bus routes
271	546	All of 169		
272	547	Only one way in and out of Maple Valley if you get past certain alternatives have been caught many times because of accidents. Detours are long.	Trucks. So many speeding 18 wheelers on this little two lane road.	No turn lanes for a lot of businesses off the highway.
273	549	the intersection where MVHWY goes from 4 lanes to 2 near Jones Road	section btw Cedar Grove Road and Hwy 18 interchange	section of MVHWY in Renton btw 405 and MV golf course win and curves btw river and hill where mused slides occur and road is narrow
274	550	Too narrow	Needs widening	Should be four lanes all the way
275	551	excessive speed on 2 lane highway	very dark at night.	gridlock during commute hours
276	553	making left hand turn from Lake Forest Estates in morning	number of crashes by park-n-ride by 18 & 169	congestion onto 169 off of I-18 in Maple Valley
277	554	Density of traffic - too many cars - too much stop and go	Large dump trucks - drive side-by-side, follow too close, slow starting and stopping interrupts traffic flow	Only two lane most of the distance ...way too small for the number of cars and trucks

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Number	Response ID	First Concern	Second Concern	Third Concern
278	555	169 and Jones Rd, where 169 drops to single lanes	169 near Maple Valley Market/Testy Chef	169 just past wilderness village, turns to one lane
279	557	One lane road - dark	Congestion	Bad drainage by bridge (water on roadway) little bridge coming out of maple valley
280	558	Need barriers to separate NB/SB lanes		
281	559	From maple valley till cedar groves road, passing , slamming on brakes	The cut over to maxwell, people pull out without gauging the speed	Anytime a school bus stops, you have to hold your breath a car doesn't crash into it or pass it!
282	561	People waiting at the bus stop	People walking on the side of the road	
283	562	Rock Creek Elementary. Cars trying to get in and out of the school	SR 169 and Witte Rd SE. Cars heading north on Witte Rd SE turing left onto SR 169 and trying to make the light before it turns red.	
284	567	Traffic is bad all through through maple valley, at the cedar grove intersection. People turning left, and entering / exiting driveways cause issues too.	Hillside is a landslide waiting to happen.	left turns and cars entering / exiting driveways are dangerous.
285	568	Excessive congestion causes accidents	Road rage from frustrated commuters	Schools along the road
286	570	Black Diamond, traffic is slow and busy and with the new growth coming there will be even more accidents and slow downs	Maple Valley Witte Road and 169 area - very congested with people getting confused in lanes, causing accidents	By the golf course it slows down too much, impedes traffic and people still speed to get to freeways
287	571	Poor lighting	One lane of traffic each way	Increasing traffic usage
288	573	169 and SR 18		
289	574	Mud Slides between Cedar Grove Rd and Jones Rd	Too many cars on two lane road from Kent-Kangley to Jones Rd.	
290	578	No barrier in between on coming traffic	Poorly lit	Landslide concern
291	580	Not enough lanes	No passing lanes	

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292	582	Lighting	construction trucks	mudslides on the southern end
293	583	169 needs two+ lanes in each direction all the way from Renton through Maple Valley.	Some sort of raised onramp from northbound 169 to northbound 405 to ease 169 traffic into Renton?	Hill stability/slide risk in several areas.
294	584	No center turn lane from SR18 to Jones Rd	The sliding cliff between Cedar Grove Rd and Jones Rd	Lack of overhead lighting between SR18 and Jones Rd
295	586	Dangerous lanes both directions	Lack of entrance or exit safety	Lack of commuter load to lanes needed
296	587	Traffic congestion is every where		
297	589	Head-on collision	Insufficient lighting	Hillside slide
298	591	Drunk drivers from the bars on route	Slickness and darkness of road when raining and at night	Back up when there is a crash
299	594	169/Se 276th Street - In at least 4 occurrences there have been close calls with pedestrians crossing that intersection (speed 50 mph), one of which was my daughter, age 12 who was riding bikes with her brother. This is not a safe intersection. It is als	169/SE 271st Place - There is a NEW street at this intersection, which is access to the NEW Tahoma High School (still under construction). There was an almost fatal motorcycle and vehicle accident, right at this light in June, 2016. This new Light that	169 Between Cedar Grove Rd & SE Jones Road. This area is one of my least comfortable areas to drive on 169. There are many accidents on this road. Some more scary than others. This area bottlenecks often during rush hour times, or if there's a mid-day
300	597	Kent Kangeley	HWY 18	Jones road Curve
301	598	214th area near Foley's Market. Hard to get out of that street.	Where 169 goes from 4 lanes to 2 lanes and there is always a bottleneck.	The right turn lane on to Cedar Grove Rd is too short. It causes a back-up for people headed to Issaquah from Maple Valley.
302	599	3 stop lights Wilderness Village area	traffic volume - two lane roadway	
303	601	Southbound one thru lane/R lane blind turn into R turn only at light...perhaps 196th?	Heavy traffic just north of MV/Hwy 18 w/ unprotected left turns towards Food bank/Foleys' Produce	
304	604	Not enough lanes throughout corridor	Not enough transit options	
305	606	Maple Valley	Four Corners	Black diamond

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Number	Response ID	First Concern	Second Concern	Third Concern
306	608	Head on collision at jones rd and 169	Land slides along 169 going south	
307	609	The hill sides between cedar grove road and jones road	The narrow part once you travel under hwy 18 that has both right and left hand turns	
308	610	Traffic is very bad in the section that is one lane both directions.	Also becomes unsafe and extremely backed up at the 405 interchange as people are switching lanes a lot.	
309	613	n/a	n/a	n/a
310	614	Speed	two lanes, especially during dark and rainy nights	
311	617	Slow drivers create roadrage. Ticket drivers going 40mph in a 50		
312	619	There needs to be divider or wider road. Way to scary and dangerous		
313	620	no middle turn lane	driveway egress	slow drivers
314	622	169/Witte Road-Handles heavy commuter traffic, narrows to one lane W. T. F.	169/214th Narrows to one lane, handles heavy commuter traffic.	169 from MV to Black Diamond...area has grown exponentially, one lane each way. Many, many accidents.
315	623	Excessive speeding on the length of the route	Freight/shipping vehicles the length of the route	Overcrowding the length of the route
316	624	Leaving neighborhoods with no lights and almost no safe gaps in traffic to turn.	Concerns about head-on collisions with only two lanes and no jersey barrier or medians.	Entering and leaving driveways is becoming increasingly dangerous.
317	625	No barrier between lanes- golf course to 405 interchange especially on curve adjacent to the new cedar river park.		
318	626	No street lights	Paint striping too light	
319	628	The entire way between 231st in Maple Valley until you get to the 4-lane portion in Renton	Cedar Grove intersection	Slide areas near 196th

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320	632	the portion up against a steep hillside where rocks and soil keep coming down		
321	635	Congestion	Narrow lanes	Dark road
322	637	Traffic	Lack of adequate turn lanes	Poorly timed lights
323	639	Lanes are too close together	Need more lanes	Need center turn lanes
324	642	Lack of two-way center turn lane between Maple Valley (216th) and 196th.	Falling cliff landslide hazard south of 196th.	Poor visibility of underpass entrances to Maxwell Rd. from Hwy 169, especially the southernmost one.
325	644	Land slides from the south side of the road	Traffic joining from driveways like the one at the bar	People joining 169 from the maple valley market area
326	646	Speeders	No division between north/south lanes	Headons
327	648	texting drivers	speeding	traffic volume increase
328	649	People passing when they should not, curves or not enough space, the section that is one lane each way	Large trucks uncovered loads the whole road	When the road narrows to one lane leaving Renton, people try to get around slow moving vehicles no matter what they have to do.
329	650	SR169 traffic running light at SE Jones RD	Traffic congestion turning north onto 154th Pl SE	
330	652	speed limit to fast for the amount of cars on the road	congestion at stop lights for long periods	glare or no visible lines on the road during rainy and icy conditions can be difficult to know if you are in the correct lane especially when getting closer to the I405 line are less visible.
331	653	not enough lanes	the flow of traffic doesn't flow	the stop lights make the drive long for commuters that want to get from point a-b fast
332	654	Too much traffic	Roads can not accommodate traffic	Over crowding
333	656	MVHY & 156th, going up into renton highland, the traffic that pulls on		

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		the side of the road that backs up, drivers need to stay in lane instead of pulling to side, semi's fly by at 50 MPH inches from your car, there will be a disaster soon. I contacted cit		
334	657	Two lane undivided highway from Hwy 18 to Jones Rd	Lack of lanes and congestion from Witte Rd to SE 280 th	
335	658	two lanes	unstable slopes by 196th/Jones Rd	sight distance 196th/Jones to Cedar Grove
336	663	Hillside crumbling south of 196th ave SE	Only one lane in each direction from 196th all the way to Maple Valley and beyond. Risk of serious head on crashes	narrow lanes and shoulder
337	664	jones road		
338	669	Head on collisions in the one lane portions. Roads too close, no barriers. Area around jones rd the worst.	Traffic backups through maple valley due to one lane and stoplight timing.	Bad congestion at 152nd due to no designated right turn lane and too many cars "cheating" the turn
339	672	Needs better lane divisions for opposing traffic directions, especially in the north curves	Needs better lighting throughout	Goes down to single lane going into Maple Valley, so bad traffic backups
340	674	road width	speed	hidden driveways
341	675	Narrow shoulders and heavy traffic force bike traffic to Cedar River Trail	No direct access to Jones Rd from Cedar River Trail	Awkward crosswalk and pushbutton arrangement at Jones Rd.
342	677	cedar grove signal	jones road curve	straight away from jones road to new life church
343	678	Need for more barriers between opposing directions of traffic throughout the entire corridor	Need for widening to 4 lanes between jones road and 231st St	Widen to 4 lanes between 240th and Kent Kangley
344	682	Traffic coming through black diamond into maple valley when new	Too many cars on road during peak times	

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		developments go in black diamond		
345	684	The middle/turn lane is pretty useless and very scary to actually use, especially near the gas station out in the middle of "nowhere" on the bare stretch. The lane rarely gets used, and is easily crossed making potential accidents much worse. Would be mor	Sharp turns and narrow streets when the road is 2 lanes.	Large commercial trucks carrying gravel and debris and shooting that debris onto car windshields. We once had to replace a windshield.
346	685	169c		
347	686	Unstable hillside just south of 196th intersection	No center turn lane south of 196th; occasional turning traffic can cause backups or drivers who use the shoulder to go around	
348	687	169 & Wax Rd.	169 & Witte Rd.	169 & 231 Ave
349	688	Crowded	Need more lanes	Better traffic
350	689	Aggressive drivers	Bikes on roadway	large number of heavy trucks
351	690	people walking on the side of the road	people waiting on at the bus stops between maple valley and renton on the shoulder	
352	692	169 -> Maxwell under Trail one lane roads. I live off Maxwell, and have been nearly Tboned (or Tboned others) coming through those one lane roads. A convex mirror would add safety and visibility.	169xCedar Grove light	169xJones road - Having lived near this street for 12 years, I'm well versed in the right turn only lane coming towards Maple Valley. But SOOOO many people drive fast up that lane and scoot over before the light it is a dangerous part of the road.
353	696	No barrier between lanes	Not enough lanes to handle traffic	
354	698	Jones road narrow lanes, turn, lack of lighting, hillside seems to be falling down	All along the corridor the left turns that need to happen, vehicles go from 55-0 very	Going northbound just south of the 18 entrance the left turns back up even farther south than

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			abruptly. sharp right turns are also dangerous being just a 1 lane.	this study goes. When the lane merges going northbound lots of merging slow down happens. The asshole factor really makes merging scary!
355	702	Drainage - When it rains, water pools up very fast on the road. It makes me feel very, very unsafe as I hydroplane my way down the highway at a slower than speed-limit rate while others are more than happy to speed 5 over. I feel I am causing a safety haz		
356	703	We need a 4 lane hwy from MV to Renton. The traffic can back all the way into MV. The average speed is 10 miles an hour until it opens up to a 4 lane.	The hillside between Cedar Grove and 196th needs to be taken care of. There is debri/rocks quite often on the road. The road is also sinking on the riverside. I can see this as a prime area where the hill will give out and the road will go into the river	It would be great if the two lights (Cedar Grove and 196th) could be replaced with roundabouts
357	706	Not wide enough	not well lit	not much of a shoulder
358	707	Traffic congestion	Turning traffic	Freight movement
359	709	169 and SE 244th St	169 and SE 240th St	169 and north of SE 216th Way
360	710	Single lanes		
361	713	169 should be 4 lanes the whole way		
362	717	lack of left turn lanes		
363	718	Rock Creek Elementary School - left turn from parking lot onto SR 169	SE 231st Street - congestion	SE Wax Rd - congestion
364	720	Needs 2 lanes each way, 1 accident blocks EVERYONE, very few alternate routes	all 3 stop lights (Cedar Grove, Jones Rd, 154th) hold things up too much, need longer turning lanes.	Jones Rd. and 169 section is scary as hell, waiting for washout to take it out someday.

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Number	Response ID	First Concern	Second Concern	Third Concern
365	722	area where 169 goes under 18	Jones Road area	Close to Royal Arch Park
366	723	one lane traffic w/residential stops	new marijuana shop crazier drivers recently	Errosion - Mud Slide area
367	724	No turn lane and sudden stops	Potential head on collisions with no center turn lane present	Hillside errosion north of Cedar Grove turn.
368	725	One lane each way	Just south of jones rd, the rock wall that falls and crumbles	Not a divided highway
369	726	SR 169 & Cedar River	Sr 169 & 154th	
370	731	too much traffic	too few lanes	too many large trucks
371	733	Too many cars for size of roads.	Rear ending cars, motorcycles	Sidewalks needed for walking safety
372	734	260th	Rock Creek Elementary School	
373	737	Single lane for most of leg; prefer double entire length	Passing zones are to infrequent	
374	740	curve near 405, east side	All main lights	heading east, prior to going under the hightway 18 bridge, up to a mile back depending on traffic
375	741	volume of traffic	narrow, single lane highway	poor visibility at night, sections of ice
376	742	Maple Valley Four Corners	to 405	
377	745	Should be four lane road the whole way	Need Traffice Light at SE 250th PL	Should be barrier preventing left turns at 225th Ave SE
378	746	trees falling on road (wooded areas)		
379	748	Traveling south when it turns from 2 lane down to 1 lane	Pulling out of the Foley's parking lot	
380	752	one lane sections, no dividers	narrow shoulders	no turn lanes
381	753	Barrier between Jones/196th to 18 overpass	Need 2 lanes all the way both directions	
382	754	Jones Road Hwy 169 single lane	May Valley Road Hwy 169 single lane	
383	756	From Cedar Grove Rd to Jones Road - landslides from above and road sinking as cliff erodes below,	216th St to Cedar Grove Rd - narrow, no shoulder, and ditch on the north side of the road, high speed and	Intersection with Cedar Grove - cars turning right onto Cedar Grove do not have a turn lane to slow down in so this

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		winding narrow two lane traffic including huge trucks going 50. Deaths have occurred from head-on collisions in this area.	sudden stops with no space to take evasive action. Lots of rear-end collisions have happened in this stretch	impedes all traffic. People often travel on the shoulder to get to the corner to turn right. Bikes and pedestrians on the trail have to wait
384	758	Not enough lanes	Merges into one lane	Maple Valley lights not synced well
385	759	The intersection at 140th Way left turns from 169 / People cutting trying to cut in and car half in lane of traffic	In the morning same issue making left turns at approx 154	Speeds not clearly marked coming from major commute route to 169 / cars going different speed by over 15 miles different
386	761	All single lane sections need another lane	Head on collision	Merge at Jones Rd
387	765	It's all crappy and slow after the speed change to 40		
388	766	Volume too busy for lanes	Too dark between Maple Valley and Jones Road intersection	
389	770	Unsafe passing areas Cedar Grove Rd. to SR-18	Large number of driveways throughout	Poor roadway lighting and pavement markings throughout
390	771	Congestion	Slowdowns	Stoppage and rolling stops
391	772	2 lane highway	Poor lighting	Congestion
392	773	Single lanes!	Single lanes!	Single lanes!
393	775	169 at Cedar Grove Road	169 at Maple Valley Food Bank/Foleys	169 at Jones Road
394	776	More street lights	Replace black plastic on hills	Longer left turn Lane at Cedar Grove Road
395	778	Narrow lanes No of 140th intxn	Heavy dump truck traffic	Undivided lanes @ s-curves by cedar river
396	780	The hazards to cyclist		
397	782	169 between Maple Valley and Cedar Grove Road where there is one lane each way	169 through Maple Valley	
398	784	SR169 & SE 253rd Place is seriously dangerous and badly in need of a traffic signal.	SR169 through the City of Maple Valley needs to be widened for better flow and traffic safety.	Better timing of signals in Maple Valley during AM/PM rush hours.
399	785	Two lane roads	Speeding	Drunk drivers

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400	786	When it shrinks to two lanes. Head on collisions	People consistently drive 5-10 miles below the speed limit encouraging passing	
401	787	no turn lanes available from Enumclaw through Black diamond.		
402	789	Intersection with Cedar Grove Road	Neck down from 4 lanes to 2 near Jones Road	16300 block-- near the bluffs
403	790	low visibility at dawn and dusk	motorists switching lanes quickly if traffic starts to slow	
404	791	Tired drivers crossing over in the two lane areas	Turning traffic into Royal Arch park	Landslides near 196th
405	792	No center divide	Single lane most of the route	
406	793	154th intersection at 169		
407	794	The twists up to 405	corner at Testy Chef	Whole corridor from Kent-Kangly to 18
408	797	Stopping for left turns with no lights	high traffic volumes lead to stop and go	no barriers between on high speed two lane stretches
409	798	Major flooding issues and noticeable erosion between SE Jones Rd and Cedar Grove Rd	Traffic congestion between Cedar Grove Rd and 216th	lack of proper median turn lanes and a right turn lane onto Cedar Grove Rd heading Westbound
410	803	Cars that turn into the turn lane on the lane section of the highway.	The narrowness of the 2 lanes from MV to Jones road.	Motorcycles that speed, especially fall and winter when there is black ice.
411	804	The S curve near the Renton Community Center area, with no median	The turn onto Cedar Grove, Eastbound	The intersection at 216th, where the lanes seem to run into each other
412	805	Too many cars	Big trucks speeding	School buses stopping and going
413	806	having a two lane road little to no speration	it is very dark	Not safe for people making turns
414	807	Icy roads on 169 from cedar grove to jones road during winter	Congestion and blocked intersections at 169 and 231st	
415	809	Residents trying to get out of their	Speed of gravel trucks and uncovered loads	

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Number	Response ID	First Concern	Second Concern	Third Concern
		neighborhoods between Hwy 18 and Four Corners		
416	811	Black ice on road near red dog saloon.	Merging down to one lane from two heading toward maple valley from Renton.	
417	813	Lack of Street Lights	Hwy 18 an 169	Very hard to see road in dark and rain between maple valley and Renton
418	814	Narrow lanes in parts of 169	One way in and one way out.	Road should be widened to help ease the congestion.
419	817	People consistently drive above the speed limit on all portions of the corridor.	There are too many cars on the road.	There are left hand turns with no turn lanes.
420	818	South bound Lanes in the curves of river view park	SB traffic turning left north of Hwy 18 to cross under the bike path onto Maxwell Rd to beat backed up traffic to the light at 216th	Traffic commuting from Fairwood to Renton Highlands (left turn lanes on 169 between 140th and 156th
421	819	on coming traffic/ no barrier	lighting at night	speed
422	820	Extreme congestion during peak commuting hours at Witte to Jones am and opposite direction in evening	Extreme congestion during peak commuting hours 140th to 405 in am and opposite direction in evening	
423	821	single lane between hwy 18 and 196th SE is dangerous		
424	823	No stop light signals at 288th St SE and 169	No merging lanes on 169	Speed from the light at the maple woods neighborhood going south goes to 50 MPH
425	824	The 2 lane portion, from MV to Jones Rd. Concerned about head on collision, car crossing over		
426	826	Oncoming traffic	Slow traffic	traffic jams

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Number	Response ID	First Concern	Second Concern	Third Concern
427	827	Merging from one lane to two lanes and then back again	Sheer increase in volume of traffic leads to more bad and aggressive driving	
428	828	Jones road	Wax road	Kent-kangley
429	830	Traffic light desperately needed 154th and Jones road for school traffic	Traffic going up the hill (154th) extremely heavy in mornings	Left turn at 4 way intersection onto 154th from 169 takes 8 light cycles to get through most days
430	832	taking left turns on the 2 lane section is very difficult to enter or exit a side street	must be two lanes all the way	accidents blocking highway make it difficult to find an alternate route home
431	833	The entire hwy has the same issues no area is better than another	All lanes are too small, too close to on coming traffic, no barriers between on coming traffic, too many cars driving at a fast speed	The area has grown so much in the last 10 years. No updates have been made. Look at population of maple valley black diamond area 10 years ago to today. Doubled in size only one real way in and out. Needs major attention. Spend 5 days driving it during
432	834	Ice on road-way between Jones Rd and 154th. Not enough sun light hits roadway during winter months	Volume of drivers. Maple Valley is the major choke point of 169.	
433	835	entire highway from Black Diamond north to Jones Road due to slow moving traffic and left turns where there are no refuge lanes.		
434	836	needs one more lane each way	better road lightning	better traffic signals due to left turns along the road
435	838	The section of highway at the cedar river that includes the intersections of Witte Road, 216th Place, the produce stand, Grocery, Gas, and Maple Valley Food Bank. Lots and	The stretch of road between the produce stand in the south and Cedar Grove Road in the north is narrow, with no turn lanes. Many tight driveways and small roads tie	The intersection at Cedar Grove Road. Except for the light at Cedar Grove, this intersection is essentially uncontrolled, with residential driveways, a

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Number	Response ID	First Concern	Second Concern	Third Concern
		lots of slow and stopped cars making LH turns in and out of those locations impair	directly on to the highway forcing highway traffic to slow significantly for cars turning	recycling yard, and a very large gravel lot at the tavern. Only a left turn lane for south-bound traf
436	839	I turn left up 156th, the big hill opposite the church. Due to insufficient lanes to turn or head up the hill, we are often sticking out into traffic, people jump lights and block oncoming traffic, etc. Having people be ticketed who use the New Life Chirc		
437	840	Turns on and off the HWY across oncoming traffic without lights IE. business and residential driveways	no separation from fast moving LARGE frieght and commercial trucks	During rush hour - back ups on other streets like Petrovisky when 169 is backed up by HWY 18 on/off ramps
438	841	Left-turning traffic along the two-way portion near the south end of the corridor (both directions)	Two-lane to one-lane heading southbound	(Not on orange part) Turning left from SE 260th St onto southbound 169 is very dangerous
439	843	Jones Rd to Cedar Grove...narrow rd with mudslides	SE 240th St to SE 260th St.-lack of traffic signals for entering traffic from housing	
440	845	Lack of turn lanes, dangerous for left turns off of and on to SR 169	Especially dangerous near Foley's produce just west of highway 18, where bike path users are also trying to cross the highway to the produce stand	
441	846	Junk and cars left alongside the highway	too much traffic in general	landslides on both sides just south of 196th
442	847	Only two lanes until Jones road	Trucks spew rocks. Had three rock chip repairs	Traffic! Never drive on it after 4 We use Prtrovisky and my husband takes 18 from Bellevue area or cuts through traffic jammed Issaquah/Hobart road. Anything to avoid 169

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443	848	Way too much traffic for a 2-way undivided highway	169/18 interchange is a disaster - should be where 18 actually crosses 169	future growth of black diamond will make these problems worse.
444	849	Cycling safely	Single lanes contributing to the congestion	169-18 intersection confusion
445	850	Starting before Cedar Grove and continuing until almost Hwy 516 or the Kent Kangley intersection	280th to 288th	
446	851	Cedar Grove Rd. Must be upgraded due to Cedar Hills landfill traffic.	Entire 2 lane section needs to be 4 lane. Extremely dangerous due to stop and go with many rear enders.	Entire 2 lane section extremely dangerous due to turning and entering traffic.
447	853	amount of traffic	landslide risk	number of lanes
448	854	People driving under the speed limit		
449	856	Intersection at Cedar Grove Rd- large trucks and dump trucks using the shoulder on the side heading west to turn onto Cedar Grove. This marked as illegal, but is still happening. Some of these trucks travel at a high rate of speed.	Intersection near Maple Valley office for King County Sheriff. Traveling off Highway 18 and then attempting to turn on 169 to head to Renton is a problem. The lights are set to favor 169 so much that traffic backs up on the cross street and drivers are	I worry about school bus stops along the road
450	857	Landslide potential	Only two lanes & a lot of passing	
451	858	Left hand turns into businesses and homes where there is no turning lane.	Entire stretch needs to be widened to four lanes.	
452	859	Where it narrows from 4 lanes to 2 lanes at 196th	Between 196th and Maple Valley where the road is narrow and only 2 lanes.	The curves just after 405
453	860	SE 260th ST & 169 does not have light or turn lanes to assist left turns	No clearly defined bike routes along 169 through maple valley- black diamond	

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Number	Response ID	First Concern	Second Concern	Third Concern
454	861	No shoulder for bikes south of Black Diamond		
455	862	Traffic signal timing between the 3 lights centered on Mcdonalds in the noth end of town.	The traffic congestion fear at four cornners oce the new high xshool opens.	
456	864	Industrial vehicles turning right from E-18 across SE 231st onto N-169 that make right turns on red lights	So much industrial traffic (double rock-carrying dumptrucks, semis, etc. that are heavy and hard to stop on short yellows downhill OR do not stop for yellows but barrel through anyway	Left turns on 169 north of MV city limits - you go from 50 to 0 to wait for them - I personally think ALL ARTERIALS in MV should be 5 lanes NO EXCEPTION
457	865	Traffic turning onto 154th often causes traffic to backup to Ron Regis park		
458	869	Two lane road between Maple Valley and Jones Rd	No barrier between northbound and southbound traffic on two lane road between Maple Vallley and Jones Rd	No left turn lanes on two lane roads bwtween Maple Valley and Jones Rd
459	870	Congestion, especially at the Highway 18 connection	Too few lanes - 4 lanes needed from current end point all the way into Maple Valley	Area south of Maple Valley city center, Four Corners and Black Diamond needs attention. Traffic control signal or roundabout needed in Black Diamond at intersection of Ravensdale road and 169
460	872	Turn lane on SR 169 EB to 154th Pl SE NB, Traffic backs-up to 149th Ave SE blocking intersection and interfering with through traffic traveling at a high rate of speed. Typically occurs around 0630 hrs	Turn lane on SR 169 WB to SB 140th Way. Long delays at light to make the southbound turn, drivers will often attempt to cut the line and come to a stop in the through lane on 169 causing other traffic to stop rapidly. Drivers	

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Number	Response ID	First Concern	Second Concern	Third Concern
			will also use the straight th	
461	874	The extremely narrow corridor with numerous curves between I405 and the golf course feels like a demolition derby in the afternoon, especially with people turning right into the businesses near 405.	coming from petrovitski in the afternoons over the highway 18 overpass and onto 169 sb, people race up in the left lane to avoid the backup then dive in at the last minute into the right lanes. Cause a huge amount of frustration and road rage. It would be	People haul up in the right lane past wilderness village southbound way over the 35 mph speed limit to avoid the back up in the left lane southbound in the afternoon. The excessive speed and last minute dive in right before it narrows down from 4 lanes to
462	877	Morning traffic trying to get up 154th from Hwy 169. Unsafe and illegal U-turns impacting school traffic at Renton Christian School.	Erosion on hillside near 196th.	
463	878	Intersection at Jones Rd	Intersection of 169 and Hwy 18	S curves near 169 and 405
464	879	To many drivers stay in the left lane blocking traffic between Renton and where two lanes end.		
465	880	Single Lanes		
466	881	Landslides		
467	882	South of 196th Ave SE - SLIDE DANGER - Destabilized Hillside	SE 240th St to 244th Ave SE - lower speed limit to 35 MPH; merging and turning danger	SE 240th St to SE 264th St - need regular speed and commercial vehicle enforcement; currently almost non-existent
468	883	Left turns to businesses and residences that stop the flow of traffic where highway is only two lanes (btw Cedar Grove and 18)	Two lanes reducing to one lane heading towards MV; second lane turns into a left turn only lane without much warning at 196th Ave SE	Steep eroding hillsides next to winding road btw Jones Rd/196th Ave SE and Cedar Grove
469	885	SR169 from Four Corners to Wilderness Village, it is a two lane road.	From Maple Valley at the Cedar River Bridge all the way to Cedar	SR169 at Wilderness Village and continuing on to the Fire Station and King County

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			Grove Rd, it is a two lane road.	Sheriff's is always a bottleneck.
470	887	MV Hwy from 196th Ave SE to Cedar Grove Road	MV Hwy SE 231st ST to SE 240th ST	
471	888	congested 2 lane highway from 196th to four corners.	narrow curvy road from 196th to Maple Valley	Narrow S curves as you enter Renton. We need a 4 lane highway from 196th to four corners.
472	889	Dangerous	Dark	Highly congested
473	890	Lack of center barrier on the 2 lane section from 18 to Jones Rd	Truck traffic to/from Cedar Grove	Low level of speeds enforcement between 140th and 196th
474	891	Too many people	Too much traffic	Too many housing developments
475	893	Biggest Concern is flying rocks from dump trucks. I have replaced 2 windshields.		
476	894	Stop and go rear ending collisions		
477	895	Back ups at all intersections		
478	896	Very dark in stretches	Having a tavern on it	Lights need to be better synchronized
479	898	Land Slide	Too Many semi/dump trucks traveling to fast for a two lane road	Only two lanes with no middle barrier
480	900	High speed limit	Only a two lane highway	Hill and cliff danger
481	901	hwy 18 interchange area	2 lane high speed highway portion	
482	902	Undivided road making head-on collisions possible	Slides in narrow area between Cedar Grove intersection and 196th	Lack of good shoulders to use in emergency
483	903	The two curves just past the Classic Tavern in the right lane. Lots of vehicles hit the bulwark there. Curves are too narrow and tight.		
484	905	Needs a barrier the entire way to maple valley	Too dark	Too curvy
485	907	Not enough capacity between 196th and	Merge from 4 lanes to 2 at 196 th	

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		Maple Valley (cause for tail gating, road rage , poor traffic flow)		
486	908	Double lane turns to single lane and then back to double lane. Traffic slows quickly and then speeds up then slows again.	Turns onto and off of 169	The hillside on the south side of 169 near 196th
487	909	Cedar Grove/ Hwy 169 intersection	Witte/ Hwy 169	SE 240th /Hwy 169
488	910	Hillside stability .25 miles East of Jones Rd. and 169 intersection	The extended delays extending from intersection 216th way and 169 (stoplight) back to Cedar Grove rd. and 169 intersection(Eastbound in the after 2:30pm weekdays)	Cars pass on the two lane road heading Westbound between 216th way and Jones rd.
489	911	Impatient drivers overtaking vehicles ahead of them with oncoming traffic.	Use of the shoulder to get around turning vehicles.	
490	912	Left hand turns	Fluctuating speeds	Congestion
491	913	Intersection of Cedar Grove Road and 169. I have been rear ended going north bound while stopped at the light. There are many many accidents here.	The whole section that goes right along the mountain side just south of where it become 4 lanes.	
492	915	Speed (people go 50 on a regular basis in the 40 zone)	Lack of center barrier	Narrowness of road with regard to semis, dump trucks, cement trucks, etc.
493	918	too many large trucks	garbage trucks construction trucks weave and go over lines	inane traffic light sequencing
494	920	Congestion between 405 interchange and 140th.	Lane reduction past Renton	
495	921	Traffic	4 Corners	
496	924	Narrow Lanes	Not enough lanes	Business and Residential driveways
497	925	area of previous rock slide near Maple Valley		

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498	926	Needs two in both directions and a turn lane		
499	929	Intersection at MV Hwy and Wax Rd, I see people run through red lights, and cutting people off making left turns.	Should be widened from 196th to Maple with center turn lane.	Embankment needs to be stabilized south of 196th.
500	930	There should be barriers separating the two lanes when the speed increases to 50 mph		
501	931	No safe crossing for pedestrians along the highway. Bus riders, people using recreation path must run between traffic to cross.	Traffic wants to move faster than posted 50mph so bunches up. No reaction time when someone slows to turn off or enters highway.	No separation between opposing traffic; need physical barrier to reduce head on traffic collisions; need more lanes of travel in each direction and for turning.
502	934	S. of 196th Ave rocks falling into travel lanes		
503	935	need additional lanes	improve traffic light timing for north south travel	restrict trucks going to transfer station
504	937	# of cars	passing	1 lane roads
505	939	the curves to the south of 196th/jones road intersection	merging down to 2 lanes of traffic	no center barrier between lanes of traffic
506	940	Roads have not been improved	with the additions of more people and business moving	into the area. roads need to be expanded
507	941	By Jones Road	stretch between Jones Road and Maple Valley Food Bank	two lane no shoulder, head on collisions, large semis, etc
508	942	196th Ave SE & SR 169	216th & SR169	
509	943	Too many backups & slowdowns during rush hour---just north of 169 & 18, at Cedar Road, at 154, at Maplewood Golf Course, at 169/405 interchange	Signal synchronization at the above	School buses stopping along the entire route.

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510	945	Needs to be 4 lanes. I see close call collision passing.	Large gravel trucks leave debris on 169 causing rocks flying into windshields. Happen to me 5 times.	
511	946	corner before Jones rd	cedar grove Rd to Jones Rd	Bridge right out of Maple Valley going to Renton
512	947	Merging from 2 lanes to 1 west of Wilderness Village	216th and 169, that curve	
513	948	No side walks	Too congested	not enough lanes for traffic
514	953	One lane most of the way	Bad intersection at Sr 169 and Wax Rd	Bad intersection at Sr 169 and Witte Rd
515	954	169 and Kent Kangley 272	169 and SE 280th St	169 and SE 231st ST
516	955	narrow road - dangerous when semi truck next to you	no shoulder	
517	958	Only one lane (in each direction) with no center lane	Speed limit seems high for only two lanes and no center lane	No middle barrier
518	961	Cedar grove stop light		
519	962	2 lanes to one	narrow going into Renton	Truck traffic
520	964	No traffic light at SR 169 & Roberts Rd.!!!!	Merging traffic from two lanes to one northbound on SR 169 & SE 264th St	Merging traffic from two lanes to one southbound on SR 169 & around 228th Ave SE
521	965	narrow road around turns		
522	966	Cedar Grove Rd to 196th SE	SE 216th to Cedar Grove Rd	SE 228th to SE 244th
523	967	traffic volume		
524	968	Needs a center barrier	needs lower speed limit	Needs more state patrols
525	969	Cedar grove	152nd	140th
526	971	Slide area	Jones road	Where the gravel trucks enter
527	972	Volume of vehicles	Congestion	Over crowded
528	973	196th-Cedar Grove narrow area	Maxwell road underpasses	SE 214th intersection rear-enders
529	974	SR 169 and 152nd Ave SE. fatality accident here and several other accidents at this location	169 and 140th Ave SE, continual accidents from people coming down the hill (140th) too quickly and hitting	169 closer to city limits if you are heading east, the curve in the road, I have witnessed several head on accidents here

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			cars at bottom of hill on 169	and additionally the hillside above here is major slide risk and often slides onto 169. if this hillside gives out completely it wil
530	975	Unstable hillside & single lane road near 196th Ave SE	rear-end collision danger near Cedar Grove intersection	
531	976	Speed is a major problem on this road. Where the road goes from two lanes to one lane and vice versa, many people drive too fast and recklessly trying to pass people driving the speed limit or the large dump trucks that frequent this road. Speed and rec	Bottlenecks at 18 - Traffic gets too congested where 169 meets 18. There is too much volume and not enough lanes for cars exiting 169 to get to 18. The traffic for 18 backs up 169 in both directions significantly at rush hour.	
532	979	SB SR 169 & 196th Ave SE	NB & SB btwn SE 5th St & Classics Sports Bar	NB btw 140th Way SE & 154th Pl SE
533	980	Where it gets winding with dirt cliff on one side and river drop off on the other side, it's waiting for a natural disaster!	There are deep trench on the both sides where it gets pretty straight, between Ceder Grove and HWY18 overpath. I've seen cars slipped off and dropped in there during snow storms years ago.	There are too many drivers who does not know that driving past left-Turing vehicle on the right driving on the side is against the law. Those turning cars may create a bit of traffic, but it is dangerous driving pass on the side, I wish WSDOT will post a
534	981	between 196th and Witte Rd. Many driveways and small road intersections.	154th pl is a problem in the morning as there is a lneup of cars way in excess of the length of the turn lane.	
535	982	broken windshields from trucks	congestion between Cedar Rapid store and cedar grove road	
536	983	cars turning against traffic out of driveways or sidestreets		
537	984	Landslides		

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Number	Response ID	First Concern	Second Concern	Third Concern
538	985	Narrowing of road	2 lane highway	Rocky ledge that frequently falls into road
539	987	Between McDonald's and 4 corners backups	Rogue deer along 169 north of 18 crossover	The tight curves past the golf course
540	989	from Jones rd South on R169		
541	990	The stoplight at the intersection of 280th, past Four Corners. With Glacier Park traffic, I sit at this light for a long time every day	Traveling south on 169 when it goes from 2 lanes to 1 lane, people merging late	The whole road should be 2 lanes to accommodate the semi trucks
542	992	Where it goes to 2 lanes there are no barriers	People turning left on cedar grove rd ignoring red light	Long backup into Maple Valley
543	993	Two lanes	High speed travelers	Traffic backs up for miles
544	994	accidents near the P & R in Maple Valley due to the merging in to one lane at that location		
545	995	Entrance to Rock Creek Elementary, when school starts and when school is letting out. A light is needed to help control traffic.	Entrance to Rock Creek Elementary, Saturday's for Farmer's Market	Speed in front of Rock Creek Elementary, large commercial traffic not slowing down and being impatient.
546	996	Sudden traffic stops due to cars entering or leaving roadway	#1 above is exacerbated due to heavy traffic in both directions	
547	999	The curves just south of Jones road	The 2 lane traffic from Jones road to Maple Valley	
548	1000	Only 2 Lanes	Minimal lights	Backups
549	1003	two lanes only		
550	1004	Pulling onto 169 from 214th street	Turning across 169 onto 214th street	suden stop and go traffic, almost rear ending someone.
551	1005	Too congested at 4 corners.	Need four lanes to Renton.	
552	1006	Opposing traffic safety dividers please		
553	1009	Accident		
554	1010	Traffic/congestion		
555	1011	214th St and SR 169- it is VERY dangerous	The sliding hillside area, very dangerous all	My husband commutes everyday on this road.

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Number	Response ID	First Concern	Second Concern	Third Concern
		trying to pull on 169 from our road, 214th. Long waits, crazy drivers (I almost got hit head on by driver trying to pass at intersection), and the place where the school bus picks my child up!!	times of the day, especially during rain!!	This needs to be 4 lanes...to much traffic for only 2 lanes only increases the danger involved in driving this road daily!!!!
556	1012	Next to KFC at Lake Wilderness heading east where two lanes become one		
557	1014	Congestion	Blind driveways	Truck traffic
558	1018	Lane merge at Jones Road	Multiple points of access from Jones Rd to Hwy 18	Excessive lane changing on 169 in Maple Valley
559	1019	Entire route has high head on danger without center barrier with needed higher travel speeds for commuting route.	High night danger from no center barrier or any street lighting on most own it to reduce oncoming headlight blindness to road dangers.	Sharp curves that create blind road dangers ahead based on required higher speeds on a commuter highway road.
560	1021	only two lanes	dark... low lighting	mud slides
561	1022	Over sized gravel haulers	Speeders	Last minutes lane changes
562	1024	Jones rd corners	narrow lanes	no turn around space
563	1029	Narrow road	Dark Road	too many cars
564	1030	196th Ave SE & SR 169		
565	1032	154th back ups to go up hill	4 corners bottleneck	
566	1034	When the road southbound goes from 2 to 1 lane before going around the area by the river.	Winding s curve around the same area, especially in Winter and heavy rain. Needs two lanes in each direction.	Further south past cedar grove, cars turning across traffic to enter their driveways or business'. Maple Valley desperately needs a four lane 169!!
567	1035	The large number of big trucks that use this roadway.	Too many drivers speed; not enough police to enforce the speed limit.	
568	1037	Speed in single lane area too high and not well controlled	Passing in single lane area not safe during peak hours	

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Number	Response ID	First Concern	Second Concern	Third Concern
569	1039	as shown on the map, should be 4-lanes with barrier.	consider middle turn lane	
570	1040	169 and 216th at maple valley market. Very dangerous coming in and out of the parking lot. I was in an accident there from someone pulling out in front and trying to cross to the other lane.	All of the driveways along the highway.	
571	1042	barrier	speed	
572	1044	The long stretch by sunset materials is extremely icy in winter months	The back up of traffic from 7-9am from hwy 18 to 4 corners	Too many traveling & not enough lanes
573	1045	road rage	cellular usage	
574	1049	169 between Hwy 18 overpass and Cedar Grove Rd	169 between Cedar Grove Rd and Jones Rd Bridge	169 between 140th and I405
575	1051	Speed limit too fast through Maple Valley	No barriers for oncoming traffic in most area	Need traffic lights to exit larger subdivisions (253rd PL)
576	1052	head on collisions	on coming traffic crossing the center line	Huge company trucks
577	1055	Between 196th and the Park and Ride in Maple Valley, there are a lot of cars that cross the center line.	The light to turn left from 169 onto 196th (when headed north), often skips a rotation. I've seen a lot of cars turn left on the red because they don't have the patience to wait.	The two lane hwy between 196th and 216th gets extremely congested in the afternoons.
578	1057	no shoulder	accidents cause terrible delays	
579	1061	Two lane portion between Maple Valley and Jones Rd	Stop light at Cedar Grove Rd	The medians at Four Corners
580	1062	Pulling off 169 for river access near Cedar Grove. Sometimes cars don't want to slow down behind you.		
581	1063	the entire corridor - no dividers between oncoming traffic		

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Number	Response ID	First Concern	Second Concern	Third Concern
582	1064	wax road and 169 congestion and overload	se 216th and 169 southbound in the afternoon and evening would be nice to add lanes	Left turns anywhere in the corridor that are not at an intersection add center turn lane?
583	1065	over loaded lumber trucks	truck and trailers using both lanes	spill-over on trucks and trailers.
584	1067	In mornings the left to go up 154th Pl SE gets very backed up causing drivers to be erratic and also going to make u turns by the school. It is very frustrating when I drop my kids off at the school in the mornings Around 630/7am.	In afternoon the left to go up 140th Pl SE is very backed up.	
585	1068	Driveway (people trying to pullout of their driveway)	Tailgating	People passing on the 2 lane sections
586	1070	not wide enough	limited turn out spots	
587	1074	People drive way too fast	The road is incredibly shiny when wet	No safety barrier
588	1076	Congestion	Driveways and cross streets	Distracted Drivers
589	1077	Hill side falling south of 196th st	Not wide enough. Lots of congestion causes rear end collisions	No barriers. Speed is fine wider shoulders would be helpful in two lane portion from 231st-196th
590	1078	When 169 turns to one lane at 196th with no median barrier	Lighting down hole highway from Renton to 132nd	
591	1081	Safety	Congestion	Time ,quality of life
592	1084	Blind driveways	Two lane highway	
593	1085	Intersection at 154 Pl SE a lot of traffic and back up for a single turn lane to go up the hill	Traveling southbound towards Maple Valley at 196 Ave SE where it goes from 2 lanes ton1 lane straight and 1 lane turns right. A lot of people race to the last minute and even gone straight from the turn lane instead of turning right when at a stop light.	At about the SE 195 traffic going into Maple Valley seems to back up quite a bit

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Number	Response ID	First Concern	Second Concern	Third Concern
594	1086	Turning left onto 169 at rush hour is dangerous from Rock Creek Elementary and the new neighborhood next to RCES		
595	1087	Rear end collisions, southbound, just past the cedar river bridge, near se 207th	Lack of street lights (it's too dark)	Mudslides near Jones rd.
596	1088	just south of the of 196th ave SE intersection, the road seems unsafe in earthquake and the west side of the road is prone to mudslides.		
597	1089	One lane road especially winter/rain	TONS of Rock/Garbage/yard waste trucks	Deer and other animals
598	1090	No divider on the single lane portions of the highway make driving at night very hazardous, with blind corners and blinding lights of oncoming traffic.	No left turn lanes into residential areas in high traffic zones, specifically the approach to Maple Valley, after the bar and before the food bank.	Some kind of deterrent to keep deer from crossing the highway by the gas station west/north of 196th Ave. I have had 3 near misses in the early morning and evening hours, and have seen many deer that didn't make it.
599	1094	Speed	Turning	Oncoming traffic
600	1095	Needs more street lights.	Needs room to pull off when it goes down to 1 lane heading east.	
601	1096	Left turn up the hill (156th?) backs up past the previous two stop lights and traffic enters oncoming turn lanes to wait	Should put 405 directional before the s turns so people know which lanes to be in	If you need ideas for 405 I got those too! Those merges are a disaster hahaha
602	1097	Two lane undivided areas not as safe as 4 lane divided area	Lack of sidewalks	Timing of stop lights in Renton cause stop and go
603	1099	Garbage trucks	Compost trucks	Cedar Grove Road & HW169
604	1100	More lanes		

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Number	Response ID	First Concern	Second Concern	Third Concern
605	1102	Left turn from SE 224th St onto SR169	Left turn from Rock Creek Elementary onto SR169	Two lane high speed north of MV to Renton
606	1105	A suicide lane is needed on the two lane portion of the 169 to accommodate turning traffic.	A barricade would be good all along the 4 lane portion of the 169 to prevent south or north bound traffic sliding into each other's lane. This is especially needed during the winter months when the southbound lanes are covered in ice due to lack of sun hi	Ideally it would be great if the 169 was a four lane highway all the way from Renton to maple valley. Especially with the growth expected in Maple Valley and Black Diamond.
607	1107	Not enough lanes	Hidden driveways	Speed
608	1109	405 and 169. Exited from north 405 at exit 4 get on 169 and immediately use the first light signal as a u turn. Incredibly dangerous for those of us traveling into downtown Renton or toward maple valley		
609	1111	mudslide risk opposite of river	recklessly passing or racing vehicles	hazards caused by semi truck/trailers and other large or oversized working vehicles
610	1112	Traffic light congestion makes people "antsy"	Traffic often backed up couple miles headed into maple valley and a lot of driveways where people try to exit	
611	1113	Corner by the riviera	Long straight away by old aquabarn	
612	1115	improve the curve where the landslides are occurring near the river wayside park.	better light timing at 140th, especially to go up the hill- south	expand the area with the land slides and where fatal metro bus accident occurred this last year.
613	1119	169 and Wax Road	169 and Witte Road	169 and Cedar Grove Road
614	1120	Aggressive drivers	Trucks	Speed

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Number	Response ID	First Concern	Second Concern	Third Concern
615	1121	se 237th st and 169. Accidents happen due to cars turning onto SE 237th	coordinate 16347-16803 area and 169; landslide problems	The entire corridor gets extremely backed-up causing driver stress and road rage
616	1122	Slow drivers between 196th and 201st pl se where drivers slow down because the road is not straight		
617	1123	Stretch between Ron Regis park and 196th. My friend was killed here in a head on collision when she was only 20.	Windy part between golf course and Henry Moses. I witnessed another head on fatality here where a teen boy was killed	The entire highway needs a median and barrier to prevent head on collisions
618	1125	154th in Renton right turn lane not long enough in the mornings. Cars backed up into the northbound lanes in the morning.	Green river valley bridge both directions. Slow moving vehicles that don't have a place to get out of the way. Also the bridge being too narrow for bicyclists and cars.	
619	1127	One lane for many miles	Passing drivers in no pass zone	Speeding
620	1129	People not slowing down soon enough at the lights		
621	1130	Intersection of Maple Valley Hwy and 154th PL SE		
622	1133	Jones Road/196th where the road narrows from 4 lines to 2 lanes.	Cedar Grove Road - difficult to access businesses	Foley's produce stand - difficult to access businesses
623	1134	Not enough lanes/capcity	Better lines of sight	This concern should have happened years ago, before building permits in the MV area were approved
624	1135	2 lane Rd	Inpatient drivers	Large traffic volume
625	1137	People driving over the speed limit	Cars driving too close together	People merging into the left turn lane going up to Issaquah at the last minute
626	1138	I am closer to the 169 / 519 area. Traffic LIghts need to be added on the arterials that intersect	Traffic lights along the cooridor are not timed well and cause	Road should be widened to 4 lanes (2 each way) with left

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Number	Response ID	First Concern	Second Concern	Third Concern
		with 169 closer to the MV / Black Diamond line.	significant gridlock. 169 / Hwy 18 area	term lanes along the entire length.
627	1141	Cars from MV not stoping at light to go up 154th PL SE. A no turn on red would fix this problem.	People coming from Fairwood hill going up 154th PL SE taking a right into 152 AVE SE then turning into New Life church parking and doing a uturn to go straight up the hill	All of the traffic in the Renton Highlands cause by MV traffic that should be using the freeways, notspeeding through school zones.
628	1143	When you're driving into Maple Valley after you pass the 196th turn there is no barrier all the way into Maple Valley. I continually see drivers swerve into oncoming traffic	Once you are in Maple Valley most of the neighborhoods don't have lights. So people are having to turn across traffic into lanes that are going 50 miles an hour	
629	1144	No center barrier between lanes with high speeds	Sharp corners with no middle barriers and drivers crossing over	Not wide enough! One lane in and out makes drivers impatient and then poor decisions are often made
630	1145	one lane each direction with no passing lanes		
631	1146	Slow traffic because of too many cars	Unsafe drivers	Too many lights
632	1147	that it's a two lane road from SE 231st st to SE Jones Rd	No turn lanes from SE 231st st to SE Jones Rd to go either left of right	The amount of Semi and large trucks that stay in the left lane from SE Jones Rd to Sunset Blvd
633	1148	I think the speed limit definitely should be dropped to 35 or 40 in between the light that gets you up the Fairwood hill and the light that takes you up the Renton Highlands. It is so scary to be stopped at a light trying to make a turn and some eyes are	I think the speed limit definitely should be dropped to 35 or 40 in between the light that gets you up the Fairwood hill and the light that takes you up the Renton Highlands. It is so scary to be stopped at a light trying to make a turn and some eyes are	That huge backups for making left-hand turns up both the Fairwood hell in Renton help during peak commute times.
634	1151	Need interchange at 140th Ave SE	Add lanes to SR 18	Increase speed limit

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Number	Response ID	First Concern	Second Concern	Third Concern
635	1152	Center rumble strip would be helpful	Lower speed limit	
636	1153	Everywhere there is a second lane for a short time, drivers merge at the last minute. 169 @ Hwy 18 in Maple Valley is one example.	The stretch just north of 196th that is always so icy on winter mornings.	The volume of traffic is outrageous along the entire stretch.
637	1154	Missing middle turn lane		
638	1155	Road rage/speeding drivers in the east/south direction to get to the 196th AVE SE light	Stop lights (turn lanes) that don't respond for motorcycles causing unsafe turning instead of having to wait for other vehicles to help trip the sensor	Higher speed highway without adequate right and left turn lanes that cause sudden slow downs and crashes at intersections
639	1157	Right hand turn traffic and pedestrians in crosswalks. People don't pay attention	Often gridlocked	No alternate routes
640	1159	need to be able to pass slow moving vehicles, needs to be four lanes as it is after Renton to 196/Jones Road	Left turn lanes	Shoulders for break downs
641	1160	The interchanges at I-405 suck	There aren't enough turn lanes	There is very little enforcement on this road
642	1162	only two lanes from MV to Jones Road	Roberts Drive/169 intersection in Black Diamond is extremely dangerous when trying to get onto 169.	
643	1163	405/169		
644	1165	School buses stopping traffic to drop off children during peak drive times	Northbound bottle necking past SE231st	No coordination of signals from SE 231st to SE 240th SE, making trucks stop on uphill grade
645	1166	Undivided road with high speed limit	Aggressive driving	
646	1167	Witte Road Junction too tight	Cedar Grove junction too tight	405 junction too tight
647	1173	Cutting off cars	Sudden traffic stops	
648	1176	single lane each way until 196th	mudslide hazard	bottlenecking from 231st until 196th
649	1177	curves near stoneway		

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Number	Response ID	First Concern	Second Concern	Third Concern
650	1178	People go 40 in the 50 zone and then between where New Life Church is and the road becomes single lane everyone goes 60+, then when it goes to one lane they all slow to 40 causing road rage	No shoulder in areas with high accident rates, yesterday alone going from Renton toward Maple Valley, an accident in the right lane caused almost a 30 minute back up (from 405 to the golf course)	Signs for right turn only when second lane ends traveling toward Maple Valley is right before light, causing many people to merge very quickly. Saw a very close miss there yesterday because of this issue
651	1180	Not enough lanes, people get impatient and lane switch.	Busses congest the right lane.	
652	1181	Merge by park and ride and Sheriff office	South bound merge at Jones road	Intersection of 169 and Cedar grove
653	1182	single lane for part of the highway	timing of lights in Renton	amount of cars and trucks
654	1183	SR 169 and Cedar Grove Rd	SR 169 and Jones Rd	SR 169 and SE 216th Way
655	1184	People stopping to make left hand turns throughout the corridor when it is only 2 lanes is very dangerous	The two lane portion of the corridor is no longer sufficient	All of the heavy gravel hauling trucks on a 2 two lane road
656	1186	Dark. No street lights	Narrow roads. No median between lanes. Ditches off to the side.	High speed
657	1188	between hwy 18 over pass and hwy 18 interchange		
658	1191	No Barrier between directions	Narrow between MV and Jones Road	Very Dark at night
659	1193	Between Black Diamond and 4 corners....the left turn from SE 288 onto 169	The single lane going north before the intersection with 169 and Witte Road	The entire length of 169 from intersection of 169 and SE231 north to Jones Road.....needs to be 4 lanes with left turn lanes
660	1196	People speeding - whole corridor	Left turns -Cedar Grove Rd to SE 216th Way	Right turns - whole corridor
661	1197	Jones Road to Kent-Kangley		
662	1199	Line of sight is blocked	Turn lane	
663	1201	2 Lane Congested Road	Where it goes from 4 lanes to 2 lanes	Needs barrier between opposing lanes

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Number	Response ID	First Concern	Second Concern	Third Concern
664	1202	Needs to expand to four lanes from 232nd St to SE Jones Rd	264th st needs to be punched through to SE Summit Landsburg Rd to relieve congestion at 4-corners	Needs to expand to four lanes from 264th St to Witte Rd SE
665	1203	Turning left onto 169 from any of the intersections between 260th Ave SE and 244th Ave SE		
666	1204	253rd pl entering the highway	Cedar road merging	
667	1205	Road capacity exceeded	SR169 needs to be 5 lanes	By - pass the city of Maple Valley
668	1206	Lack of Lanes	Lack of Lanes	Lack of Lanes
669	1207	Heavy lane changes right at 405	Traffic coming off 405 and doing u turns causing cars across many lanes.	
670	1208	Two lanes become one	Large double haul trucks uncovered	Four corners to whyte road congestion
671	1212	SE 216th	Cedar Grove Rd Intersection	Under Hwy 18 underpass
672	1213	Cedar Grove RD to SR 18 People passing on the right as I attempt to enter my driveway and other businesses. Should have atleast a double left turn lane for businesses and residences.	Cedar Grove RD to SR 18 people speeding especially trucks	School bus stops are about every 50 yards apart even if there is no students to pick up. Why not have school bus stops along the highway.
673	1214	turning out of Rock Creek Elementary onto SR 169		
674	1218	Maple Valley Market to Jones Road		
675	1219	MV Hwy@231st Ave SE access from neighborhood	Across from Rock Creek Elem.	Land slide prone area between Cedar Grove Rd & 196th Ave SE
676	1220	Volume	No middle turn lane or barrier	Light at cedar river rd
677	1225	Landslide	heavy commercial traffic	centerline separation
678	1226	231st Street, where SR 169 goes from two north-bound lanes to one.	North-bound SR 169 from 231st Street (Maple Valley) to SE Jones Road. No way to	SR 169 north-bound, just north of SE 264th Street where two lanes merge into one. SR 169

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			safely pass with only one lane.	needs to be at least two lanes in each direction from Black Diamond to Renton.
679	1227	Too dark at night	One lane is not safe because ppl get impatient	
680	1228	Congestion near SR 18 and 231 streer	People driving erratically through congestion from 231st street to Kent-Kangley due to the back ups.	
681	1229	Unstable hillside between Jones rd and cedar grove	Lights out of sync from SE 280th ST through 4 corn set	Terrible backups at 516/169 intersection
682	1232	From Red Apple Market to Witte Rd		
683	1235	no lane dividers	increasingly heavy traffic	too many semi/dump trucks
684	1237	1 lane road	No median	ICE
685	1238	from se 216th way to se jones road, people passing in the 2-lane part.		
686	1239	We need barriers the whole length of the highway		
687	1240	jones rd to sr 18		
688	1241	cedar grove	jones rd to 140th way	
689	1242	Need more officers on the road.		
690	1243	Narrow, curvy, dark road between SE Jones Rd and Cedar Grove Rd SE. Danger of off-side and head-on accidents. Widening and lighting would increase safety.	Southbound 169 just prior to SE Jones Rd, the right lane ends without sufficient advance warning due to curve in road. Danger of accidents from late merging and vehicles going straight thru intersection from right turn only lane. Much earlier warning of	From park and ride just north of SE 231st St it is very difficult to turn left (north) in unending northbound morning traffic and pedestrians cutting across 169 to bus stop. Lengthening middle turn lane farther north would allow safer turn-out and merge.
691	1244	stretch of one lane road from Maple Valley to Jones Road	Intersection infront of New Life Church	

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692	1246	Icy road during the winter	Land slides	No barrier after jones road
693	1251	253 way Se	231 Ave SE	
694	1252	slow / erratic drivers	buses forcing stops or swerves	impatient and distracted drivers
695	1253	Not enough lanes; people passing in a no passing zone	The river, no barriers on the side of the road	
696	1254	The section where it goes down to 2 lanes	the double lane heading south suddenly turns into a turn lane. Often notice too late. Too hard to merge back into only lane heading south	Just south of the Henry Moses Aquatic complex on 169, the road winds heavily, cars are going fast and there are no shoulders or median to prevent a really bad accident
697	1255	No barriers	Dark roads	
698	1257	Exiting The Highlands at Lake Wilderness		
699	1258	Between Cider river and Jones rd, rock fallen	Between Jones rd and 154th, many accidents	
700	1259	From Maple Valley to 196th it is un-divided with most of it at 50mph, a wider divided highway is safer.		
701	1263	Where it is a two lane highway. It gets so congested and the safety is concerning. Why is it not four lanes to and through maple valley.		
702	1264	From hwy 18 exit onto 169, that whole intersection is usually a mess and scary during high traffic times.	The same intersection near fire station, when heading north, when it goes to one lane is unsafe,	
703	1265	Going toward Maple Valley where 169 going to a one lane road at Jones road. All the way till the king county police station/ fire station		
704	1270	Jones road intersection (154th including 149th)	140th (going up the hill from the east in the pm)	161st area

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Number	Response ID	First Concern	Second Concern	Third Concern
705	1271	There are a few turns to the east that cross under the Cedar River Trail (old RR) that have limited sitelines and no turn lanes	West turns across traffic into the Shell/Maple Valley Market	Accessing 169 from SE 253rd when turning across heavy traffic flow heading opposite direction (Northbound in AM, Southbound in PM) is near impossible causing poor decisions or requiring to head wrong direction only to turn around safely and then head into
706	1272	Poor lighting on the narrow 2 lane corridor heading to Renton from Maple Valley, from 216th? (on my tablet, the map doesn't show any cross streets) and where the hiway widens to 5 lanes.	The left turn in to the maple valley food bank or the Arch park (from MV to Renton) stops traffic heading out of MV; cars heading to MV are moving quickly so cars trying to make that left turn into a difficult driveway generally wait longer than normal wh	
707	1273	Landfill Truck Traffic	bicycles on road with no shoulder	
708	1274	Turning onto and off highway at locations other than those with traffic lights	Stop and go traffic and high potential for rear endings due to lack of attention	Land slides from the slopes are scary
709	1275	Narrow lanes	Congestion	Dangerous at night
710	1276	169 & cedar grove rd	Only two lanes without barriers	Two lanes for such high speed
711	1277	Wish SR18 was a safe alternative (maybe you should study that?)	2 lane road	hillside sluffing off
712	1278	Children so close to road for bus stops	Cars parked on the side of road for river access	
713	1279	single lane roads		
714	1281	speed needs to be lowered to 35pmh along the whole section of highway		
715	1282	Access roads to Maxwell from 169		

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Number	Response ID	First Concern	Second Concern	Third Concern
716	1283	SR 169 is very high speeds and one lane roads which causes much road rage. There are many twists and turns. Head-on collisions are a constant worry.	Landslides on the west side of SR 169 are a concern.	Barriers are needed between lanes to avoid head-on collisions.
717	1285	169 @ Jones Rd headed towards maple valley. 169 reduces down to 1 lane with a right turn only at Jones Rd. Many people travel in the right lane as far up as the actual turn and cut people off to move over into the left lane so they can continue on 169.	169 @ SE 231st St headed towards renton, two lanes drop down to one and people should be using the zipper method to merge together, however those in the left lane tailgate and won't let those in the right lane merge over.	169 @ SE 240th St headed towards maple valley, again, two lanes drop down to one with the right lane becoming a turn only. People use the right lane to travel as far as possible and then cut off those in the left lane so they can stay on 169. It's not a m
718	1286	we live 17819 renton maple valley hwy, we dont let are kids drive out of the driveway due to traffic people dont slow down, they actually speed up so they dont have to slow down	Ive been hit coming out of my driveway at 17819 maple valley rd	One of our kids was almost hit walking the garbage down to the end of the driveway (17819 maple valley rd) by someone driving over the white line, the mirror hit them hin the arm and we had to take him tothe hospital , the car didnt stop.
719	1287	not getting to my destination in time	frustration in making turns without signals	
720	1288	Getting out of my Driveway on 169	Needs a Turn Lane	Move 169 HWY to 196th St away from the River to expand the roads
721	1289	Only two lanes, people in a hurry and passing unsafely	Mud slides (where it has already occurred)	
722	1290	lack of enough lanes	speed	no barriers between lanes
723	1292	Enter/exit from residences along 169 just east of 140th - Pioneer Place, Molasses Creek and new construction at Elliott Farms - near	Morning speeders westbound 169 use center turn lane to reach 140th left turn light. Makes left turn from Pioneer Place, Molasses Creek and	We need another route between 169 and 900. New signal lights going in due to construction at top of 142nd & 156th and further along Coal Creek Pkwy means

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Number	Response ID	First Concern	Second Concern	Third Concern
		impossible. Center turn lane backed up to Jones Road with cars wishing to turn left onto 140th afternoon rush 'hour' means	new construction Elliott Farms onto 169 Westbound dangerous while navigating eastbound 169 traffic as well as 140th	back up and even longer waits for cars trying to turn up 154th from 169 eastbound. Morning's, the car
724	1293	No Passing Zones-a slow driver or large truck can cause a 4-mile back up	Poorly times lights- Particularly within Maple Valley. All NB 169 lights need to be green 99% of the time in the morning and all SB lights need to be green 99% of the time in the evening. All other traffic merging from different side streets have at least	Semi trucks-double-decker semis drive aggressively on 169. Limit the amount or times semis are allowed on 169.
725	1294	should be 2 lanes each direction		
726	1296	Overcrowding causing risky driving behaviors	Risk of Slide onto road/losing access	Single lane is a safety issue
727	1297	witte rd & 169	renton to 4 corners	
728	1300	Not enough lanes	Unrestricted access to the highway	no refuge lanes for left turns
729	1301	Intersection of 169 and the light at New Life Church	Th elight going up 140th - turning left there feels hazardous with the high speed of traffic traveling right next to you. It can take several cycles through the light to get through that intersection, so you can be sitting there a while while people blow	
730	1302	The Cedar Grove Road intersection. There needs to be a way for trail users to cross Cedar Grove Road safely. (Tunnel?)		
731	1303	weather		
732	1304	169 and 140th	maplewood golf course	
733	1305	Speeding between I405 and 140th Way SE	Speeding down 140th Way SE and	Speeding

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Number	Response ID	First Concern	Second Concern	Third Concern
			merging/turning onto Hwy 169	
734	1308	no left turn lanes	only one lane in each direction	too many commercial vehicles
735	1309	2 lane undivided road up to Jones rd.		
736	1310	southbound 169 at Jones road when it narrows down to 1 lane before the stop light. Extremely fast drivers merging over as they near the stop light.	169 along Cedar River - extremely icy in the fall/winter	Recently on 169 very congested every day of the week passing through the lights that say "signal change" Why did this change, it became worse that it has been?
737	1311	many 2-lane sections instead of 3-lane or more		
738	1312	Speed, especially the stretch between Cedar Grove and Maplewood Golf Course. Cars routinely travel at 70 MPH or higher.		
739	1314	196th Jones Road Cedar grove	Cedar Grove to Dorry Don	154th
740	1316	No 2 way left turn throughout	No right turn lane northbound at cedar grove rd	No right turn lane northbound at jones rd
741	1318	The wall of dirt sliding onto the road from the hill where there have been multiple slides before	How it goes from two lanes to one lane at jones road going into maple valley from Renton	That it's a two lane highway
742	1319	Getting onto 169 from cross streets	Cars traveling at a high speed in the city of maple valley	
743	1320	Between 196th and Jones Rd.	Between MV and 196th	Between Kummer Bridge and SE 400th St.
744	1321	Large semis	Two lane road	Traffic backup
745	1322	169/231st st light. Back up really bad. People turning right onto 169 have to push thru because the light at Wax road doesn't coordinate with the 169/231st light. Takes	No left lane to turn into dance expressions, causes traffic to back up	merge from 2 lanes to 1 lane is a danger. People cut others off. Not to mention the traffic back up.

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Number	Response ID	First Concern	Second Concern	Third Concern
		over 15 minutes to go 5 miles.		
746	1323	Accidents just South of Witte Road		
747	1325	road is too narrow; needs more lanes	80 year old bridge between Black Diamond and Enumclaw	Dump Trucks that drive too fast and look old and unsafe uncovered loads on any vehicle
748	1326	It is two lane for too long		
749	1327	No median	High congestion	Need more lanes of travel
750	1328	High traffic	High traffic coming from Renton to 169	Lots of stress
751	1329	Two way traffic with no turn lane	Speed--many people driving very fast	Sightlines
752	1331	Speeding	Traffic	Two Lane Country Road
753	1332	Overcrowded @ RT. 18 cutoff		
754	1333	The water that builds up when it rains in the southbound lanes near Riverview park		
755	1335	land slides	falling trees	
756	1339	Mile before and after Riverbend Mobile Home Park. The road stays frozen in the winter and there have been numerous accidents, a fatality and people whose vehicles ended up in the Cedar River	Cedar Grove Rd to Four Corners. It is so congested now and takes much longer to traverse than even a year ago.	
757	1340	between witte road and 196th - poor overhead lighting, no barrier from oncoming traffic, limited shoulder and lots of driveways.		
758	1341	The bridge by the bingo hall in Renton. Before sharis.	Drivers passing on the one lane area in maple valley after foleys produce	Where it merges to one lane in front of the police station in maple valley

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Number	Response ID	First Concern	Second Concern	Third Concern
759	1343	Large semi trucks from Renton to Cedar river road	Would like 2 lanes from Jones road to Maple	Shaded roadway from Jones road to ball field
760	1344	Between Jones Road and Maple Valley, there's no divider or center lane (no protection if oncoming semi/car crosses center line)	West of Jones Road, shady area keeps it icy/slippery during cold months	Eastbound approaching Jones Road, insufficient warning that right lane becomes turn lane only, so everyone's in a mad dash to move to the left lane, often while approaching a red light.
761	1345	Inadequate lighting - se 231st > north	Inadequate turn lanes - 240th > north	Inadequate/unsafe shoulder for accident/emergency - se 231st north
762	1346	Packed at 5:30 am		
763	1347	Dark	Traffic	Lack of road signs
764	1350	Volume of traffic	Road Rage from ever increasing delays	Road narrowing from 4 lanes to 3
765	1351	North 405 on ramp.	South 405 on ramp.	Slower traffic using passing lane.
766	1352	Lack of capacity with only two lanes for population growth	Intermittent sidewalks for school on highway & children walking on side of highway (Rock Creek, Belmont Woods, & new High School)	Land slide issues that force traffic onto other roads that are already over capacity such as Issaquah Hobart Road (Issaquah to Ravensdale) & Highway 18 which is also 2 lanes
767	1353	169 & SE Jones street. The through street drops down to just one lane at this area and folks will fly up on the right side lane and at the last minute merge into the left lane causing even more congestion and frequently causing accidents.		
768	1354	Everywhere people turn left and right back up for miles.	This corridor should just be treated as a real freeway with off ramps not traffic lights	People getting rear ended at traffic lights that shouldn't be here at all

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Number	Response ID	First Concern	Second Concern	Third Concern
769	1357	Between Jones Road and turnoff to Renton Highlands		
770	1358	Exceptionally long wait on Hwy 169 and 154th Street - I get to the intersection at approx 6:45 and at this point the wait is 15 minutes on average to make it through the stop light to turn left onto 154th- the long wait causes drivers to become reckless t	The long wait on 154th going up the hill into highlands has a very long back up created by the lack of a traffic light at 154th and 128th. Again, the long wait causes drivers to become reckless to try and get around the back-up. Highly ercommend the insta	While going east on hwy 169 at the intersection of hwy 169 and 154th street there is a BUS stop- the bus stopping right next to such a busy intersection causes drivers to sweve around the slowing bus without checking thier blind spot contributing to many
771	1359	SR 169 & Cedar Grove Road	SR 169 between Cedar Grove Road & Kent Kangley	
772	1360	One lane road for each direction of traffic on 169 and all the driveways and turns with no turn lane causing quick sudden stops at 50 Mph which then lead to a long back up	Bus stops along 169 and it's one lane traffic in either direction	
773	1361	Mudslides/dirt wall giving away	One lane road leads to dangerous passing	Big trucks/construction trucks always on it but don't do speed limit, too slow, dangerous passing
774	1362	Drivers trying to cross/enter highway safely	Number of drivers on the 2 lane road at onve	
775	1363	At sr 18	At cedar grove road	At transition from 1 lane to 2 lane
776	1364	congestion at stoplights near Maplewood golf course.	slow moving traffic	other people trying to pass
777	1365	need 4 lanes,separate	turn lane where appropriate	better traffic mg,t and cedar grove and jones rd intersections
778	1366	One lane in each direction, mostly along the Cedar River		

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Number	Response ID	First Concern	Second Concern	Third Concern
779	1368	196th and MV hwy	Cedar Grove Rd and MV Hwy	Maxwell Rd and MV hwy
780	1369	Renton between 140th SE and I-405	Maple Valley Northbound past sheriff's department going from 2 lanes to 1 lane.	
781	1370	Entering and Existing maple valley QFC onto 169	244th street by Belmont woods taking left onto 169.	No connecting side walk along 169 from four corners to lake wilderness
782	1374	head-on accident potential, portion from Jones road to Cedar Grove.		
783	1377	The 2 lane stretch between 196th and the Maple Valley city limits. Lots of tailgating. Would be nice to have 4 lanes thru there		
784	1380	154th Pl SE - extremely long lines of standing traffic waiting to turn onto 154th (blocking/interfering with through traffic in adjacent lanes)	196th Ave SE - southbound through traffic merges from two lanes to one, many unsafe attempts of drivers zooming up the right-turn-only lane to cut into the through lane; cars also occasionally make illegal passes into oncoming lane due to frustration with	Cedar Grove Rd - the light cycle is very long; have seen some risky behavior in making left turns onto Cedar Grove Rd.
785	1381	turning out of driveways the entire cooridor		
786	1382	Traffic backups at Cedar Grove Rd	insufficient passing distance	
787	1383	Going along Cedar River where road narrows to 4 lanes	Where people pull into the Riveria Apts. and Bar next door	
788	1385	Congestion between Cedar Grove Rd. and City of Maple Valley	Congestion at intersection of 169 and Hwy. 18	Congestion throughout 169 through the City of Maple Valley
789	1386	169 starting at Intersection of Hwy 18	SR 169 between Cedar Grove Road and 152nd	Signage from 2 lanes quickly to 1 line at

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Number	Response ID	First Concern	Second Concern	Third Concern
		through Jones Road is extremely congested and lots of bus stops, foot traffic, private homes/yards, turns for businesses, etc. that make it even more congested	in Renton is unsafe, little to no light at night, pedestrians illegally crossing the street dangerously, too many accidents, black ice issues, scary to drive next to semis in this area	Jones Road heading Southbound needs to be improved - too many cars moving into the left lane quickly, without warning and causing other backups/accidents
790	1387	No center turn lane where it's only 2 lanes		
791	1388	169 and SE 260th St (close to Rock Creek Elementary). It needs a light or a turn lane at minimum. It's so unsafe to try and turn in and out of the neighborhood.	169 at the intersection of hwy 18 and 241st near the fire and police station. It's such a mess. Everyone blocks the intersection.	The entire span from 4 corners heading to Renton until it opens to 4 lanes.
792	1390	Traffic		
793	1393	blind corners	oncoming headlights	drunk drivers
794	1394	cars coming into 169 from dirt parking lot of Red Dog Saloon	cars coming into 169 North from right turn only lane before 196th Ave SE	lack of lane reflectors or reflective paint on 169 corridor when driving in the dark
795	1397	Needs median barriers	More lanes	
796	1398	two lane road	trucks	speed
797	1399	Merging from 2-1 lane just north of HWY 18	Hillside near 196th intersection.	Vehicles turning left into the Foley's produce stand.
798	1401	Merging traffic southbound prior to Jones Rd	Speeds above 70 nearly all the time	Congestion around Cedar Gr Rd from County trucks
799	1402	Rock slide/erosion just south of the intersection with 196th Ave SE	Road failure / pavement cracking just south of the intersection with 196th Ave SE	Lack of adequate shoulders south of the intersection with 196th Ave SE
800	1404	left lane hogs	trucks driving erratically	
801	1405	Hwy 18 interchange south to 244th	Hwy interchange south to Kent Kangley	
802	1406	Icy conditions in winter	need to de-ice better!	young girl was killed because of this
803	1407	Only one lane from Jones road to Maple Valley.	169 needs a right turn lane to grove road.	
804	1408	Speed	Number of lanes	Peds/bikes

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805	1409	244th Ave SE and 169 - Can't get on or off, merge lane would help	Choke point once you hit old maple valley thru four corners every afternoon	Four corners (kent kangely & 169) both state roads need to be four lanes, not dedicated right turn
806	1410	Along the rivers edge	only two lanes for much of the route	large number of truck/tlrs going to "dump"
807	1412	the whole section where it is only one lane each direction. Lots of tailgating and people trying to pass unsafely		
808	1415	between MV Market & Red Dog Saloon - single lane each direction, no safety and passing, numerous accidents	cedar grove rd to jones rd - curvy and no shoulders, single lane each direction, numerous accidents	timing of lights at cedar grove rd and jones rd, back ups are bad especially in the morning
809	1416	Wax Rd	Highway 118 off 169	Cedar Grove
810	1417	Too few lanes between maple valley and Renton		
811	1418	Not well lit	People travel too fast for conditions	
812	1419	No turning lanes on the highway between SE 216th Way to 196th Ave. With a speed of 50 miles an hour and tons of cars and traffic it has become extremely dangerous for turning cars.		
813	1420	Difficult to see at night, especially when it's raining.	The road is very narrow once it goes down to two lanes.	
814	1421	Much of the corridor is way too dark at night, particularly during rain.	The section near the frequent landsliding (just south of Jones Rd.) is very narrow.	Turning left or right onto 169 near Foley's Produce/Cedar River Trailhead is treacherous.
815	1422	Concerned with the 1 lane road	The light that backs up the mouth of maple valley	
816	1424	Single lane from Jones to 231st	Trucks	Road range due to backup traffic

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817	1425	Backups	Speed	Bends in the road, speeders
818	1427	Merging on to 169 from my neighborhood.	Making turns into other neighborhoods.	The increased traffic makes it challenging to get around the Maple V
819	1428	Daily back up from Tahoma school district building to 18!	Cedar grove road stand still!	Speeding
820	1429	As a bike commuter there are no great access points to the Cedar River trail in Maple Valley. The main access by SE 216th is too far out of town. Trail access to dirt portions of Cedar to Green river trail are not clearly marked or designated.	As a periodic nighttime driver, the lack of lighting on the road is a safety issue.	The lack of adequate infrastructure to bring commuters from Maple Valley to Renton is a significant issue.
821	1430	SR 169 / Hwy 18 interchange	SR 169 / Wax Rd	SR 169 405 interchange
822	1432	Single lane portion		
823	1433	Whenever lanes decrease back to one each way	Rock Creek elementary at school start times	216
824	1434	single lane roads with no barrier	speed limit	
825	1435	Needs dividers between oncoming lanes		
826	1436	no turning lanes	too much traffic	road is dark
827	1438	Slow traffic that stops suddenly	Lights that prevent a steady flow	VOLUME
828	1440	Getting on 169 from 231 Ave SE or 228th Ave SE. There are no traffic lights and getting in and out of those roads is dangerous. There should be a traffic light on one of those roads.	Traffic congestion at SE 231st St. And WA 169	Cedar Grove and WA 169. There needs to be a northbound righthand turn lane there.
829	1441	The entire stretch is a hazard in multiple places!		
830	1442	I can't find a street. It's a street with a tunnel	Last minute turns in front of people in the	

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		entrance not too far from foley's in Maple Valley. The way people make turns into there is likely to cause an accident	undivided sections are pretty scary	
831	1443	Needs more lanes	Needs barriers	
832	1444	231st and Maple Valley Hwy back up onto freeway	Back up 231st Maple Valley can't get the through on green light	Should be. 4 lanes the whole way
833	1446	196th and 169 rt lane is for turning onto 196th. Lots of merging left happening at the last minute	Near the church where people turn left towards renton. Huge lines at that light and lots of sitting and waiting	Near the Testy Chef and overpass of 18. Blind corner and just two lanes. I've seen several accidents there over the years
834	1450	Speed limit	Narrow roadway	People passing on right instead of waiting for car ahead to turn
835	1451	Single lanes each direction. Too much traffic to fit that small of a corridor.	Backups from 216th Way, north approx 1 mile during rush hour.	South bound 169 as it approaches Jones Rd, when the 2 lines restrict down to one lane, it's on a blind curve, where often drivers who know the road are racing to beat traffic to the lanes that continues on the 169, causing too many dangerous actions.
836	1453	Most all.		
837	1454	Dark - need more street lights	No barriers in some spots which have caused accidents	When heading towards maple valley, the right lane ends after the corner with not much warning. Should be signs before corner to warn drivers so they don't cut off at the light
838	1457	Under the hwy 18 overpass to 196th	From maplewood golf course to 405	From 196th to 156th
839	1458	Speed	Lighting	Only 2 lanes
840	1459	Merge heading east 5 lanes - 2	169/18/fire station intersection	405/park/Sunset intersection and ramps
841	1461	Jones/196th	216th	Cedar Grove
842	1462	Lighting between I-405 and Maple Valley	Congestion between Maplewood Golf Course	Turning traffic in the 2 lane (1 lane each direction) is dangerous.

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			and I-405 in the morning	
843	1465	Aggressive/Impatient Drivers Near Wax Rd	Drivers running red lights	Narrow Road
844	1466	The left lane the ends going east and up the hill into renton.	Need an express lane entrance on the 405	Need more lanes
845	1467	One way highway	Trucks	Visibility in the dark
846	1468	too much traffic, not enough lanes	sudden stops as the result of stop and go traffic and traffic lights	too slow of a speed limit through maple valley
847	1469	The S curves that run along the river prior to the red light leading up to the 4 lane highway portion especially at night can be difficult to maneuver	The traffic back-ups starting at the light at 18 through Cedar Grove Road can be long and very slow moving	
848	1470	One lane only from Maple Valley to church intersection	Lights at 405 and 169 not in sync to help traffic flow.	Need higher speed limit.
849	1471	Only a two lane road	People turning left	Poor lighting.
850	1473	Road rage	Constant congestion	
851	1475	Lots of speeding	Lane narrows after leaving Renton.	
852	1478	Miles-long backups during rush hour, especially heading towards Maple Valley in the evening.	The right lane becoming turn-only seems to surprise people, causing them to suddenly need out of that lane.	
853	1479	Massive traffic backups	Dangerous two lane highway	Fatigue from sitting in gridlocked traffic for over 150 minutes every week
854	1480	The hill falling	Need barriers between lanes	Widen roads
855	1481	2 lanes are unsafe. You cannot safely pass slow vehicles and trucks.	The intersection of SE 231st to MV highway should have 2 right turn lanes when heading east and not one. People drive up the left lane and cut in.	Left turns across 169 by traffic heading north into the gas station and qfc shopping area is dangerous. There are a lot of accidents.
856	1483	intersection of 216th street and 169. drivers on the Hwy are often	169 and 231st intersection. With traffic coming off hwy	4 corners.The intersection of 169 and 516

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Number	Response ID	First Concern	Second Concern	Third Concern
		racng through the light and not seeing cars turning off 216th. There is a school on 216th so traffic gets heavy and there are school commuters racing through also. It seems once you get to	18 and joining 169, the back ups are horrendous. 169 is often backed up to 216th street in the afternoons	
857	1484	Not enough lanes		
858	1485	Needs 4 lanes PLUS turning lanes, some day!	Tailgaters/texting/not paying attention	To damn dark. More street lights. More reflective items the entire length of this road.
859	1488	two lane Highway with no divider from Maple Valley to just past Jones Road where it becomes 4 lanes	Too many people speed on 169	more lighting needed for night time driving where there are no street lights
860	1489	No center division	Rock & mud falling from the hillside	
861	1490	Oncoming High Speed Traffic with no median	Overall, high volume of traffic	Cars Entering/Exit Maxwell Road
862	1492	After you pass the cedar river heading north until you get to the 2 lane section		
863	1495	Single lane area	GREEN RIVER BRIDGE	Curves down by renton
864	1496	left hand turns into businesses in Maple Valley (Foley's, MVFB, Royal Arch)	I think it's Jones Road, by the light, there is a hillside coming down	flooding occurs near Cedar Grove Rd
865	1498	Safety of road width	Turn lanes needed	More lanes needed
866	1499	No median	No lights	Limited police
867	1502	Near the red dog bar	At the Witte Road crossing	the big windy turn right before 405
868	1506	Kent kanglely		
869	1507	Not enough lanes, took any transitions from two lanes to single lane	No guard rails or median	Ditches on side of the road
870	1508	Stop light at cedar grove road	Bottle neck at 405 on ramps	
871	1511	East of Jones Road and Hwy 169		

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Number	Response ID	First Concern	Second Concern	Third Concern
872	1512	single lane stretch from Maple Valley to Jones road	landslide concern in same area	extremely heavy traffic from light at Renton church to 405
873	1513	There are too many cars!!	The roadway needs a barrier, to many close calls	Prevent left turns unless you add a turn lane
874	1514	No center barriers	Too much congestion at hwy18 and 169 intersection	Not enough lanes from 196th to Maple Valley
875	1515	Heavy traffic most of the way between Kent kangley to 405 with minimal separation between lanes.	Single lane road is outdated for increased volume	Limited visibility
876	1517	It's hard to get on 169 in the morning, there's no light at the intersection of 244th and 169. It's impossible to turn left there	People speed in the right lanes to pass and get to the front before the lanes merge onto one. They often swerve and cut people off	It's hard to get in and out of Rock Creek Elementary after dropping off or picking up the kids
877	1518	congestion of cars on just 2 lanes.	where 169 curves after Cedar Grove rd near the river.	where it goes from 2 lanes to one is not enough for all the cars coming towards Maple Valley,
878	1520	Traffic light at sr169 near hey 18 causes backups and reared accidents (by testy Chef)	Slides around area of Ron Regis park	2 lane to 1 lane near 231st Ave SE
879	1521	Mudslides	Passing traffic	Single lanes
880	1523	need two lanes		
881	1524	Around the jones road area. Narrow, no center barrier	Around red dog saloon. Dark with turning traffic in evening	
882	1525	Interchange to south I-405	Jones Road intersect	Maple Valley congestion
883	1526	2 Lane portion of road is very congested for large parts of the morning and evening		
884	1529	Section between 149th and 154th - congestion and safety - especially for those turning up 154th	Westbound turn lane to make a left onto 140th - safety	Westbound between 161st ave se & 154th pl se

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Number	Response ID	First Concern	Second Concern	Third Concern
885	1530	2 lane section between cedar grove and jones rd	2 lane section between hwy 18 and cedar grove	through maple valley from hwy 18 to 4 corners
886	1531	One lane hwy with no barrier to help avoid head ons	Poor lighting and stripes	Very active Tavern that patrons exit onto. Patrons are undoubtedly intoxicated and then drive immediately into a two lane hwy
887	1532	Cedar Grove Road backup	Hill b/n 216th & 232nd backup	Rockslide & curves near Jones Rd
888	1533	Two lanes	Lack of median	Reckless driving
889	1536	Maple Valley Highway throughout		
890	1539	There is a curve just pass Sheris restuarant that is dangerous at night in the rain.	The road is not lit at all at night and is very dangerous	Needs to be widen!
891	1540	Lighting on many of the intersections north of Maple Valley is non-existent.	All along this section is one lane both directions so if there is a slow car it is hard to get past safely.	
892	1541	Witte Rd and 169	Wax and 169	Area near river just right before cedar grove coming from Renton
893	1542	Slow Commercail Trucks	Left Turns	Long lines of cars
894	1544	Being rear ended	No turn lanes	
895	1545	no barriers between directions of traffic	no turning lanes/ median	

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Question 10a

There are four main segments WSDOT is considering for safety investments. For each one, please list your top three safety concerns, if you have any.

Renton city limit to Southeast Jones Road (N=565)

Number	Response ID	First Concern	Second Concern	Third Concern
1	49	Speeding	Tailgating	Left lane camping
2	55	Speed	Speed	cars cutting in and out
3	61	this roadway should have a barrier to prevent crossover/head on collisions		
4	63	lack of divider	pavement on the traffic lights	
5	66	Lanes reducing from 4 to 2	Little shoulder available just south of Jones Road	
6	70	Congestion at turning points		
7	73	EB cars pulling U turns right after 154th to get around the traffic at the light of 154th taking a left up the hill	Speeds	merging EB into the one lane causing people to speed and cut off drivers prior to the light at Jones Road
8	74	Heavy truck everywhere disrupting flow	Back ups near Renton and Maple Valley	Not enough passing lanes
9	82	169 EB merging lane before 196th ave se. Majority of traffic does not realize that it is turn only. No signs before the curve in the highway, and by then it is almost too late to safely make a lane change	Vehicles parked on the shoulder of the highway during summer days	Police vehicles parked on the shoulder of the highway
10	92	From northbound 405 to southbound 169 - the merge is dangerous	The 2 lane part is narrow, and the jersey wall is dangerous	
11	95	Southbound approaching Jones Rd, merging to one lane		

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Number	Response ID	First Concern	Second Concern	Third Concern
		around the blind corner. Needs better signage.		
12	101	Intersection with 140th	Speed limit change to 40 from 50 heading north - most don't slow down which makes it dangerous	
13	111	People weaving in and out	People trying to get ahead of everyone else and forcing their way in at end.	Slow drivers in left lane
14	113	excessive speed	falling debris	flooding
15	115	The segment is the safest		
16	116	there is only 1 turn lane at Jones road causes back up	going from 2 lanes to 1 lane at 196	no lighting very scary when its dark to see the lanes
17	119	Traffic back up at light to turn left on to 154th	Commuters who illegally cross into turn lane, i.e. don't wait their turn and cut into traffic	
18	124	Congestion	Congestion	Congestion
19	126	the intersection at end of jones/ 196th and 169		
20	128	Regis park to 140th		
21	129	Erratic lane changes	Slope	
22	130	light coordinating at golf course	buses merging in unsafe manner	last minute merging to take 196th
23	132	Narrow lanes along Cedar River just S of Renton pool with high curb		
24	133	Decreasing from two lanes to one.	Speed control to make up time when going from one lane up to two lanes.	Intersection at 154th stacking up to turn north, both coming from renton and maple valley.
25	138	Northbound traffic back-ups at 154th Pl SE in a.m.	Speeding from Golf Course to Renton is bad.	
26	139	No barriers	Lack of lighting	Congestion
27	141	Sight lines, rounding corners to find stopped cars	Cars darting from lane to lane because they stayed in the right lane	

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Number	Response ID	First Concern	Second Concern	Third Concern
			until the last minute to merge (thru traffic)	
28	144	Traffic light at 154th. People run it, try to beat it... a two lane roundabout would be a better option.	Traffic light at Jones / 196th Ave. Same issues as stated for 154th, with the addition that EB Drivers have limited sight distance going around that curve before hitting the light. A roundabout would be good here too.	The variable center turn lane from 154th 2.5 miles southeast to where it becomes a center barrier; that turn lane is extremely unecessary and lightly used and serves few places. A center barrier would be a much better use of that lane... with driveways beco
29	145	No middle turn lane at times	Bad lights/congestion getting on 405	
30	147	speeds too high	otherwise seems very safe	
31	148	Lane narrows from four to two	Speed coming into jones road light	Hillside after jones road very unstable
32	151	Limited road space	Not a lot of cross walks	
33	154	People line up on the side of the raid to turn up jones road to Renton.		
34	157	Icy roads	Need some sort of guard rail in case of incoming traffic drifting	
35	158	none		
36	161	SE Jones RD	156th	Fairwood turn off
37	165	None		
38	169	reduction of 4 lanes to two North of Jones road. South bound there is always a "race" to get over before the light.		
39	171	Light takes too long	Narrows to one labe to go straight	
40	173	It is very scary turning left from Jones Rd to 154th to get to 169. People fly up and down the hill.		

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Number	Response ID	First Concern	Second Concern	Third Concern
41	174	Speed Limit - should be lowered in area	Hillside looks dangerous - landslide area??	
42	179	traffic clogs going double to single lane	people drive WAY TOO FAST...speed limit is only 50	
43	180	Road is oversaturated with motorists	Road needs to be widened to increase traffic flow	Too many commercial (single, double & long dumptrucks)
44	182	needs to be a freeway		
45	183	Intersection at 154 th is dangerous	Lights are usually slow	
46	185	Road needs to be widen from golf course to 405		
47	186	Divided highway		
48	188	Unresponsive lights in early morning		
49	191	Traffic back up at lights		
50	194	Very fast double lane road causes racing	Ends in a bottleneck which causes racing to position	
51	195	More lanes	Shoulders for emergencys	
52	198	Traffic	Back up because of traffic	Accidents because of traffic
53	199	the intersection at the city limit is far too congested. something needs to be done about 154th PI SE		
54	204	Need Guard Rails and Dividers		
55	205	Signage	Landslides	Lane width
56	208	traffic travels too fast	parking side of road next to river	winter travel unsafe requires more de-ice
57	210	Straight away last Jones road (fatalities)	Jones to Cedar Grove - too dark and narrow	Cedar Grove by Bar (should be no left turn there) pedestrian crossings need to be added some
58	211	Cars parked on side of road		
59	212	Lighting/visibility		
60	215	Parking is inadequate at park	Right turn only is indicated very late and clogs traffic	No crosswalks from little store to trail lots of pedestrians

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Number	Response ID	First Concern	Second Concern	Third Concern
61	221	People use the left slow lane to speed by slower drivers in the right lane. At the very last minute they will merge, without blinkers into the right lane	Slow drivers clog the road by traveling in the right lane	169 thru the intersection that turns to fairwood is a mess
62	222	Fast, distracted drivers	No median	
63	231	169 & Jones Road		
64	232	High speed of vehicles 169-Jones Rd to 140	NO sanding or de icer 169-Jones Rd to Renton city line	Aggressive drivers southbound where 169 constricts to two lanes
65	236	When heading towards Renton, traffic backs up to turn right onto 156th Ave SE	When heading towards maple Valley, traffic backs up to turn left onto 156th	
66	239	Not enough light during dark hours	Bad speeding problem	No divider
67	240	the hillside	gets very icy in winter	Dark
68	241	No barriers from oncoming traffic except right near Jones Rd	When heading towards MV, road narrows down to one straight lane, causing people to switch lanes at last minute.	
69	242	Cedar Grove Rd	Foley produce stand	
70	243	There should be a line painted below the cement barricade to show the edge of the road to aid driver depth perception. There is a lot of lane crossing in this area	Please put a stop light where the big church is. Allowing all of those people to leave while holding up the regular flow of traffic with a traffic officer is too dangerous for the officer	Approaching Jones Road the hill has many trees dying. The trees need to be cut. The hill should be excavated back and then trees should be replanted for erosion control
71	244	more lanes	more lanes	more lanes
72	245	Drive too fast	Road needs more lights	widened for safety
73	248	Hwy 169 & 244th Ave SE - not enough road lighting	Maple Valley from Columbia Bank to Fred Meyers - perhaps speed should be 35 or 40 for the route	
74	250	Number of cars		

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Number	Response ID	First Concern	Second Concern	Third Concern
75	253	Renton to Jones Road	Four Corners to Black Diamond	
76	255	Excessive speed	Traffic volume, sudden stops	Deer
77	256	The bottleneck at Jones Rd	Lighting leading up to Jones Rd	Icy conditions coming into Jones Rd
78	261	Reduce from two lanes to one	Mud slides	Road is narrow
79	264	Turning traffic	Speed	
80	266	Everyone goes WAY above the speed limit by 20 plus mph	It can be hard to tell whether the light is green when you're going towards Maple Valley at the Jones Rd light	
81	267	Speeding		
82	271	Reduction to single lane	No center barrier	Lack of lights
83	273	Unsafe so lane dividers		
84	281	Center dividers	Ice forming along hillside	
85	289	S curves sometimes people cross the lines	Hard to see where road narrows to 1 lane	
86	291	Speed limit	Too many trucks	Speeders
87	294	back up to turn left onto 154th	Merge down to one lane. Signs are posted too late and cars push to get over to the left lane	
88	299	The curves north of the golf course		
89	303	Need more lanes	Stop building businesses	Need more lanes
90	316	Potholes	Large trucks	
91	318	need a speed limit sign every mile and to be clear	road reflectors submerged into the road, snow safe	traffic lights clear when behind trucks
92	319	169 at 197	169 at Cedar Grove	
93	321	Congestion	Congestion	Congestion
94	323	Where the road narrow to one lane heading south, drivers cut cars off, speed, inattentive		

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Number	Response ID	First Concern	Second Concern	Third Concern
95	324	Shaded roadway that never gets sunlight	People running red light from SR 169 to 154	Speeding
96	330	need two lanes through the intersection of Hwy 169 and 196th/Jones road	reduce curves to increase sight distance	All bicycle traffic should be restricted to trail use only, as it slows down traffic flow
97	331	Traffic		
98	332	Better barriers to prevent cars from leaving the roadway	The long stretch between 192nd and the church needs a center median/barrier to stop traffic from crossing into oncoming lanes	
99	351	Traffic congestion		
100	354	Speeding	Tailgaiting	
101	355	South bound turn lane onto jones road needs to be better marked or curbed so you don't get cut off		
102	357	Sight distance around corner before Jones road. Some times traffic backs up around the corner.		
103	359	to much congression at the jones r		
104	361	Merging down to 2 lane headed out of Maple valley	Driving across 169 & 196	
105	362	too many stops for cars turning		
106	366	Merging into 1 lane	No lighting at night	
107	368	SE Jones Rd to Maple Valley		
108	371	Needs to have a center barricade.	No parking to be allowed at the side of the Hwy	
109	372	More notice to merge when the road narrows to one lane	Heavy backup turning onto 169 from the west side of jones road does not always allow notice to stop and the light does not	

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Number	Response ID	First Concern	Second Concern	Third Concern
			provide adequate time for the backup to clear especially during the 7-9am time period.	
110	373	Out of Arbors at Rock creek neighborhood	Rock creek elementary turning left out of the school	
111	377	divided hwy please		
112	382	Enumclaw to black diamond		
113	395	None		
114	397	NEED MORE LANES!!!!		
115	398	none	none	none
116	400	signing for SB going from two lanes to one		
117	407	Round about	6 lanes	
118	408	Left turns	Medians	
119	413	More shoulder space	more street lights	
120	415	Too much large vehicle traffic	High volume of traffic overall	Speed's not closely monitored and people drive well in excess of the speed limit
121	422	we need barriers	more lanes	
122	424	Going South/West bound on 169 approaching 196 and it goes down from 2 to 1 lane going up the 169 hill. People cut you off to get over and I have seen multiple accidents there.		
123	429	Right turn in to park area		
124	432	No dividers between lanes, dangerous		
125	434	speed	visibility	
126	435	Traffic backs up quickly around corners - rear ends	speeding to avoid traffic backups at lights	traffic pulling out from side roads with no lights into speeding traffic
127	438	Road too narrow, and no sidewalks	Hard to get from 405 to 169 due to the freeway design of 405	Ton of congestion daily getting to and off of 169.

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Number	Response ID	First Concern	Second Concern	Third Concern
128	439	severly backed up traffic and lane blockers at 405 junction	slide concerns (not sure if its in this corridor but its close)	
129	443	SE Jones Road		
130	446	The end of 2 lanes to merge to 1 is a horrible design and i watch people racing and cutting off drivers every single day	Poorly marked and placed lanes in tenton by i405	
131	451	Traffic volume too big for road		
132	453	Too many cars	Not enough lanes	Poor lights
133	456	Pedestrian safety	Speed of vehicles	
134	458	Speed	no right hand turn lane	
135	460	I feel due to the speed of the traffic there should be a lane barrier between the east and westbound lanes.		
136	464	none		
137	470	No concerns personally.		
138	477	SE Jones Rd		
139	478	Passing motorists	Speed	Trying to access our driveway off the highway
140	490	Very high speed with heavy traffic	No barrier	Very dangerous turning left, limited lights from housing along highway
141	492	None		
142	493	cars running red lights	frequent accidents	traffic back ups
143	494	limited visibility around corners	need more signs warning of upcoming traffic lights	needs more barriers between lanes.
144	496	Reduce the amount of merging lanes to only a few places.		
145	499	Southbound approaching Jones Road where 2 lanes reduce to one	Narrow lanes turning near Cedar River crossing next to the recently completed pedestrian bridge	Turning on to I405 both south and northbound

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Number	Response ID	First Concern	Second Concern	Third Concern
146	500	drivers racing up on the left to cut over late to get out of the right turn only lane		
147	501	Ice during winter	Median or barrier needed especially at S curve	S curve stretch is too narrow. Needs to be widened
148	504	drivers driving too slowly		
149	509	Too much traffic		
150	516	The curve in the road by the river	169/405 interchange	
151	521	Not enough lanes. Massive congestion		
152	524	Lighting	Curve near 405 that has no shoulder and narrow lanes	
153	526	no concerns here		
154	528	The road should be 2 lanes in both directions from Renton to Maple Valley		
155	531	This is as good as it can get		
156	534	A longer left turn lane is needed for on southbound 169 to 154th.		
157	537	backup to turn left onto 154th toward Jones Rd	backup getting to 405	
158	542	none really		
159	543	Barrier needed to prevent head on collisions		
160	544	Need to have some type of barrier down the middle to separate south and northbound traffic	Speed limit, people fly down the road at 65-70	
161	546	169		
162	549	Mud slides near Renton	people driving in right turn lane cutting left lane as light turns green in middle of intersection	no barrier btw opposing traffic thru the narrow curves near renton, no shoulder, nowhere to

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Number	Response ID	First Concern	Second Concern	Third Concern
				go of opposing traffic crosses lanes
163	550	Too narrow	Needs widening	Four lanes please
164	551	acceptable		
165	553	congestion	traffic buildup of cars turning onto I-405	
166	554	Congestion from the golf course.	Cars cutting in at the last minute closer to 405	Traffic up Jones Road backs was up on 169
167	555	Merging	Two lanes into one	People driving the blind corner to stop light at excess speeds
168	557	Congestion		
169	558	Need lights	Need barriers	
170	562	Drivers in the right lane cutting in to the left lane before it turns to one lane heading southeast.		
171	566	No problems		
172	567	I have seen a fair amount of road debris, in this area	cars parked on the shoulder, shoulder too small.	hillside is a landslide waiting to happen.
173	570	under the freeway	at the golf course	at Jones Road light
174	571	Traffic is fine	Plenty of lanes	Good usage of lights
175	577	Cars in right lane passing on right then changing lane at last minute to avoid right turn lane	Gravel on road (from business on right) getting kicked up by trucks without adequate mud flaps	Trucks with uncovered loads dropping debris
176	580	Not many concerns		
177	582	speed	traffic at major intersections	
178	583	Keep it at 2 lanes in both directions, not narrow down to 1 lane (Jones Rd intersection).		
179	584	Left lane campers the entire stretch	The long line of traffic waiting to turn up 140th Way SE from SR169	The changing of the light timing at 140th Way SE and SR169
180	589	Icing issues from the mobile home park (on the riverside), to Jones Rd SE. Black ice and frost that never thaws.	Deer crossing	

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Number	Response ID	First Concern	Second Concern	Third Concern
181	592	Passing cars using the middle lane	Speed of the dirt hauler semi's and how they drive in the fast lane	Speed
182	594	high speeders causing accidents	dangerous during inclement or minor weather changes	heavy mudslide or rockslide concern
183	597	Dark Curve jones road	Lane Reduction	Intersection by Golf Course
184	599	no comment		
185	604	Not enough lanes		
186	606	Maple Valley	Four Corners	Black diamond
187	608	Land slides	Speeding	
188	609	The curves between Renton city limits and 196th		
189	610	Stop light at jones where there is no advanced notice that the road turn into one straight ahead lane and one turn lane. People have to change lanes at the last minute.		
190	613	none	none	none
191	617	Turn lane backs up in the afternoon going south	S curves get sketchy, especially with tractor trailers in the right lane going south.	
192	622	Need wider lanes because they are narrow and it's dangerous in the rain, difficult to see around curves		
193	623	Excessive speeding	Traffic saturation	Back ups from 405 traffic
194	625	Unsafe near the market, burger place and bar on the curve.		
195	628	Steep slopes slide	River flooding in lowland areas	
196	639	Better timed traffic signals		
197	642	Unfamiliar drivers southbound don't know about right-turn		

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Number	Response ID	First Concern	Second Concern	Third Concern
		only lane onto 196th soon enough.		
198	644	Map doesn't show up properly on mobile - cut off		
199	646	4 lanes		
200	648	speeding		
201	649	The bus lane in the center of the road	The bike riders that choose the road instead of trail	Gravel trucks
202	650	SR169 traffic running light at 196th Ave SE & SE Jones RD		
203	652	congestion at stop lights for long periods	speed limit too fast	roads are icy and get black ice during the winter
204	656	MVHY & hill to 154th	traffic light goes out alot at 196th intersection, & everyone flies threw it	
205	657	Congestion	Traffic lights	
206	663	None		
207	669	High collision rate		
208	672	Lane dividers between opposing directions	Lane reflectors all over	Lighting
209	674	none in this section	none	none
210	675	No direct access to Jones Rd/196th from Cedar River Trail		
211	677	ice	excessive speeding	poor lighting
212	678	Need barriers between opposing directions of traffic to prevent accidents	Traffic turning onto 154th is so heavy in the mornings. Something needs to be done so that people can move more quickly through this area without blocking west bound traffic	Long lines form on 169 to turn onto 140th in the afternoons. This causes backups for eastbound traffic coming from 405 and causes a lot of rear endings
213	684	Turn lane - scary to use	Turn lane - rarely used and extremely potentially dangerous due to ease of head on collisions	Commercial trucks spewing gravel on windshields
214	685	288th and 169	169 and cedar valley	169 and rock creek elementary

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Number	Response ID	First Concern	Second Concern	Third Concern
215	689	long lines of cars waiting to turn onto 154th from NB 169 creates backups in the right lane since the turn lane pullout has limited space	aggressive drivers weaving lanes both NB and SB. Either cutting through traffic after going from 2 lanes to 4, or trying to get to the front before going from 4 lanes to 2, usually upward of 60-70mph.	
216	692	Heading to Maple Valley, the risk of cars speeding up right lane and moving left at the last minute	Lack of cross walks - many people walk down the hill to go to the trail. not proper pedestrian pass area	
217	698	narrow single lanes each way with either mountain or river on each side	lack of lighting	amount of traffic during rush hours
218	703	Speeding is an issue.	Barriers need to be added on the curve just before the golf course. The lanes are tight.	Adjust the timing of the lights. People are impatient and are running lights.
219	706	need more warning of lane reduction before 196th		
220	707	Congestion	Heavy truck movement	
221	708	Turning from 154th to 169 NW		
222	709	Needs Street Lights - too dark	Needs turn arrows/better timing for left turns	
223	710	all		
224	713	congestion		
225	717	lack of center turn lanes		
226	720	AM backup at 154th both going NW	SE direction, massive merge to left lane as 2 lanes goes to 1 lane.	Transfer Station and Hauling trucks using left lane, should be restricted to right lane.
227	722	visibility	steepness and curve of 196th	
228	723	Getting so backed up long lines and new business dev will add more traffic	Rush hours is bad, when i ived in fairwood - could not sell house to east side	Speed limit is a bit slow for right after Jones towards MV

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Number	Response ID	First Concern	Second Concern	Third Concern
			people because of this traffic and the light at 140 back up	
229	724	This area seems safer than the southern sections		
230	726	speeding	lack of a median	
231	731	Too much traffic		
232	733	Rear ending	Crossing center line	
233	739	speed of drivers		
234	740	Too much traffic for the size road	High speed going into congestion due to light	
235	741	area prone to ice	this is where the east section of 169 becomes one lane both ways	traffic is HIGHLY congested westbound in AM, eastbound in PM
236	742	196th Ave SE	all of 169	
237	745	Make it four lane the whole way		
238	748	Traveling south when it turns from 2 lane down to 1 lane		
239	753	Mirror at corner	Light showing if it's to or green ahead	
240	754	should be a two lane for a divider for safety	trail is also secluded needs to have better street viewing	Dark area needs to have lights
241	756	Slow drivers keep left because the road narrows at Jones road so at speed drivers move into the right lane and pass on the right	Heading towards Renton some drivers routinely speed at 65 - 70 mph	
242	758	Single lane merge	Not wide enough	line of sight
243	766	Merge from two lanes down to one lane		
244	770	Poor transition from 4 to 2 lane section southbound	Significant heavy truck traffic	Lack of median barrier
245	771	Congestion	Slow Downs	Stoppage and rolling stops
246	772	Scary curved road after entering 169 going south		
247	773	Need a barrier		

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Number	Response ID	First Concern	Second Concern	Third Concern
248	775			13
249	776	Flashing light for a red light ahead	More street lights	
250	778	Narrow lanes combined with heavy truck traffic	Narrow lanes, no traffic barrier @ s-curves	Heavy traffic, insufficient # of lanes
251	780	Bike lane		
252	784	Low priority, has been widened.		
253	787	needs to be wider		
254	789	Slow traffic in the left lane due to neck down from 4 to 2 lanes		
255	790	high speed	use of HOV lane as a passing lane (motorists ignoring solid lines)	
256	791	Need better signage for right turn only lane for southbound 196TH	Need a right turn only lane for 154th pl se, too many cars using this in the mornings when Renton tech is in session	Shade on the southbound lanes during cold weather fosters frost/ice on pavement
257	792	Maple Valley town entrance to cedar grove	Cedar grove to maple woods golf course	
258	793	154th intersection - turning left into the Highlands is impossible	140th intersection northbound in the evenings takes 4-5 lights to get through. Way too long.	
259	798	Car waiting until the last minute to move from 4 lanes to 2 going south	Speeding and jockeying to get by slower cars going north	left lane camping and reckless driving on the 4 lane portion between 154th Pl SE and SE Jones Rd.
260	803	Ara that speed up in the right lane to pass other cars before the get to Jones Rd. Rte. Turn only.		
261	804	The S curve around the Community Center/river	The 196th intersection with limited visibility	The split of 405 and Sunset drivers
262	805	All the traffic going up Orton Hill back-up on Maple Valley Highway		

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Number	Response ID	First Concern	Second Concern	Third Concern
263	806	Dark	not safe to make turns	
264	811	Black ice/freezing of the road	Speeders	Hillside containment-slides
265	812	Sharp bend in the road about 1/2 mile southeast of the on ramp to 405		
266	818	SB lanes are skinny thru curves along Riverview Park	Heaven traffic turning left between 140th and 156th	
267	821	merge from two lanes to one headed southbound at SE Jones		
268	826	oncoming traffic	speed	pedestrians crossing
269	827	Stop lights aren't timed well. Traffic backs up and people start driving aggressively.	Slow drivers in "fast" lane.	
270	828	Congestion at 19th choke point		
271	832	when southbound goes from 2 lanes to one it is around a corner and many people quickly change into the through lane. Two lanes all the way please		
272	834	Ice risks	Larger right turn lane for 154th Pl SE	
273	835	No concerns		
274	836	add 1 lane on both directions	add street lights	add traffic signals for left turns
275	838	The businesses on the south/west side of the highway need controlled highway entry and exit. Traffic exiting the highway to those businesses needs separate slow-down lanes. Traffic entering the highways from	The river access on the north/east side of the road should be better controlled with acceleration and deceleration lanes. Parking on the shoulder and pedestrian activity is a hazard to the	The trailer park needs acceleration and deceleration lanes for northbound. In general, the highway may have reached a point with traffic density that turning left on to the highway needs to be rethought.

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Number	Response ID	First Concern	Second Concern	Third Concern
		those locations should have acceleration lan	pedestrians and to highway traffic.	
276	839	Overcrowding due to insufficient ability to take next left at rush hour.		
277	841	Going from two lanes to one lane can be dangerous for drivers unfamiliar with the area		
278	845	No concerns here; seems just fine as is		
279	846	Trucks over the speed limit	Merging traffic	
280	847	Need three lanes both directions Volume of cars too high	People do a lot of illegal passing out of frustration	More of a problem between maple Valley and Jones road
281	849	2 lanes funneling down to one on a blind curve		
282	850	Too many cars for a 2 lane road	Land slides	Drivers going too fast for the condition of the road.
283	851	Problem area is southbound approaching Jones Rd with traffic moving to left lane due to upcoming 2 lane.		
284	853	amount of traffic		
285	856	Too much traffic during the commute for the current road.	People making u-turns at the Maple Valley golf course to head back west in order to head up the hill to Fairwood, since traffic is backing up so badly during the evening commute.	Way too much traffic trying to use Jones to get up the hill into the Renton/Issaquah area.
286	858	Drivers use right-hand turning lane to pass cars going southbound and will go southbound from that lane cutting cars off.		

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Number	Response ID	First Concern	Second Concern	Third Concern
287	859	Traffic arrows to two lanes and people cut in at the last minute.	That area gets very icy in the winter and the sun never hits it to melt the ice. Many spin outs and accidents.	
288	860	No concerns		
289	864	Coming up on the stop light at E end of Jones Rd from the north - you can't see the light, there should be an early-warning stoplight that mirrors what's happening in the intersection that's coming	Traffic is merging at high speeds going south on 169 coming up to Jones light so as to avoid right-turn-only lane WITHOUT ability to see what's coming up	I think 4 or 5 lanes should continue FROM RENTON ALL THE WAY TO BLACK DIAMOND
290	869	No traffic barrier between eastbound and westbound traffic where lanes are narrow and curved near Renton		
291	870	Speeding on 169 in this area		
292	877	Unsafe U-turns	Icy conditions in the winter	
293	878	Narrow roadway at 169 and 196 intersection	Trucks speeding thru area	
294	883	Best section in scope of study. Traffic flows here.	Somewhat of a blind lane reduction at Jones Rd signal when heading towards MV	
295	885	Traffic backs up always, trying to make a right hand or left hand turn onto Jones Rd., depending upon which direction you are traveling.	Now that the strip mall is also complete at SR169 and Jones Rd, it will add to the traffic concerns, especially when Starbucks opens.	
296	888	S curves as you enter Renton		
297	889	Visibility	Middle barriers	Visibility again
298	890	Truck traffic	Lack of speed enforcement	Last minute lane changes (heading

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Number	Response ID	First Concern	Second Concern	Third Concern
				south) where right lane ends at 196th
299	893	This is the best part of the highway		
300	895	back up of long line of turning cars		
301	900	I am okay in this section		
302	901	creation of a 4 lane highway for		
303	902	Narrow down from four lanes to two lanes	Undivided in a very icy and foggy area in the winter	
304	903	The two curves just past the Classic Tavern strip mall. Curves are too tight and vehicles often hit the bulwark		
305	904	Cars turning up 154th pl SE causing back upon shoulder	Sharp corner close to 405 intersection by river	No median dividing traffic
306	907	Traffic backups at 154th due to poor connection with SR900		
307	908	Flow of traffic headed back to Maple Valley due to the two lanes merging into one at 196th		
308	910	Ice is a major concern in winter, even when just frosty (road remains very slick)	The point at Jones rd. stoplight where road decreases to one lane (many near missed accidents witnessed due to this merge point)	Speeds are escalated in both directions on this straightaway (many drivers going 10+ miles over speed limit)
309	911	Unsafe overtaking	Narrow road sections	
310	913	NEED barriers separating NB and SB traffic to prevent fatal cross over accidents.		
311	915	Speeding	Road width	Road during wet weather
312	920	Congestion at 140th	Lane reduction after Renton	Too many semi trucks on route
313	924	growth in area		

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Number	Response ID	First Concern	Second Concern	Third Concern
314	925	2 lane section -- road totally blocked if accident		
315	926	Mud slide area		
316	928	Motorists NOT turning right on to Jones Rd but using the right lane to zip past, and cut in to those continuing in the left lane on to Maple Valley	Motorists in the right lane should be forced to turn, rather than cutting off non turning traffic!	
317	929	Larger right turn pocket turning onto 154th. In the morning this backs up a long ways.		
318	931	Need physical barrier to separate traffic and reduce head on collisions. RIP Madison	Traffic that wants to avoid I-405 backs up along shoulder and turn lane to 154th PL SE. Creates danger of being hit by traffic traveling at 50 mph +.	Few places for pedestrians to safely cross. Need a pedestrian bridge.
319	934	Right lane must turn right sign to close to light on 196th ave.		
320	937	too crowded		
321	939	curves and site distance		
322	943	No issues on this segment other than at 169 & 154...signal timing & backups caused by turning from 169 south to 154th east		
323	946	No place to avoid head on accident	Road tilts toward river	Lanes very narrow
324	948	None		
325	953	Better lighting at night		
326	954	PLACE EXTRA RED, GREEN, AND YELLOW LIGHTS ALONG THE LIGHT POST ITSELF JUST LIKE THE ONES IN	MAKE NARROW ROADS WIDER SUCH AS THE ROAD NEAR SE 280TH ST	WIDEN 169 GOING INTO BALCK DIAMOND

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Number	Response ID	First Concern	Second Concern	Third Concern
		ORANGE COUNTY CALIFORNIA. THIS ALLOWS FOR DRIVERS TO SEE THE LIGHTS WHEN THERE IS A TALL TRUCK OR BUS INFRONT OF THEM.		
327	962	Narrow and busy intersections	Multiple businesses	
328	964	Commuter traffic often at a standstill between 4 corners and Jones Rd	Poor road surface conditions	Severe congestion at SR 169 & 154th from people turning to go into the Renton Highlands
329	965	405 to petriovski		
330	966	No issues with this section		
331	968	Needs a lower speed limit	Needs more state patrols	
332	971	Too narrow	No shoulder	No barrier between
333	972	Volume	Vehicles backed up at turn lights	
334	973	Protection for bike trail		
335	975	Limited concerns - the 2 lanes both ways and center lane and wide shoulders make this feel safest and efficient		
336	979	Lanes narrow from 2 to 1 lane causing congestion	No signs warning right lane turns right only	
337	980	Not a huge deal, but West/South bound seems to merge too sudden into one lane, maybe clear sign indicating "Right Lane for Right Turn Only/Merge Left"	There are too many drivers think that it's ok to drive close to 60miles (or even way faster!) on that area that are wider with two lanes on each side. It needs more "50mph speed limit" signs	It feels awfully dark when I come back in the evening (from 405). It seems that it gets suddenly too dark as I drive into East/South bound. If it doesn't bother the neighbor living on the other side of Ceder River stretch, new led highway tall lightings

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Number	Response ID	First Concern	Second Concern	Third Concern
338	981	154th cutoff the turn lane is way to short for the amount of cars turning right in the morning.		
339	987	Better signage about the right turn only lane SB		
340	992	People racing ahead and getting cut off at Jones rd	Very dark at night	
341	997	Faiwood to mv highway		
342	999	None		
343	1000	2 lanes	Speed limit	
344	1004	stop and go	big truck at high speeds	near misses rear end
345	1009	Accident		
346	1010	Traffic/Congestion		
347	1011	4 lanes down to 2 with traffic flow still remaining the same...very dangerous!!	People speed up at the end of the 4 lanes and cut people off last minute causing near miss accidents all the time!	Speed going along at 45-50 mph during 4 lanes, and slowing down abruptly when it moves to 2 lanes.
348	1014	Blind driveways	No turn lanes	congestion
349	1018	Lanes merging at light at Jones Rd	Volume of truck traffic	
350	1019	No center barrier to prevent head on in a oncoming cross over situation.	No center divider to help reduce headlight vision loss from oncoming cars.	
351	1022	Over sized gravel/dirt haulers		
352	1024	merging traffic on corner		
353	1029	Maple Valley to Jones Road		
354	1030	Needs more capacity during peak hours	sufficient storage in left turn lanes	Traffic accident mitigation with safety measures
355	1032	13		
356	1034	Ice - One of my neighbors daughters died last year as a car skidded across the ice		

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Number	Response ID	First Concern	Second Concern	Third Concern
		in that corridor - a barrier would help!		
357	1039	narrowing down to one-lane as you approach SE Jones from Renton	jersey barriers would be nice too	
358	1045	too narrow		
359	1049	High speeds	Heading south, merging to one lane to go straight	Lack of center divide
360	1053	Icy roads in winter west of jones rd	Congestion build up between cedar grove and hwy 18	
361	1055	No concerns.		
362	1057	southbound as you approach jones road. Too many cars speed up and try to cut in at the last second.		
363	1063	no dividers between oncoming traffic	no lights along roads	
364	1068	shoulders on the inside line next to barrier		
365	1073	Traffic backups getting into I-405		
366	1076	Driveways and cross-streets	People running lights on turns	Lack of speed enforcement
367	1077	No barriers separating traffic	Speed coming up to 196 should be reduced coming around corner.	
368	1081	Over congestion		
369	1083	Corners near Riverview Park	154th intersection. Turn to east Renton highlands backs up	
370	1084	Speed		
371	1087	Southbound, where it narrows down to 1 lane.	Lack of street lights (it's too dark)	Low visibility Northbound as you come over the hill at 175th
372	1090	deer crossing near the gas station and quarry	excessive speed and weaving of morning commuters	
373	1094	Better 2 lanes	Congestion at jones rd	Traffic sometimes 60+ mph
374	1097	Lanes	Sidewalks	Lights
375	1104	Sudden stops	One lane	

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Number	Response ID	First Concern	Second Concern	Third Concern
376	1105	There is no barricade separating the four lanes	The repair work that has been done has not been done well	The portion to where it goes from 4 lanes to 2 lanes there should be more notice that the turn lane is coming. I get cut off a lot when people realize they are in a turn lane.
377	1107	Speed	Not enough notice of stop lights	
378	1111	same as previous		
379	1112	Find a way to reduce backups at lights - people cutting in and out	Traffic lights back traffic up so much people sit and read/play on cell phones and aren't watching surroundings	
380	1115	speed limit needs to be reduced		
381	1119	No barrier between North and South		
382	1120	Speed	Aggressive drivers	
383	1121	The entire corridor gets extremely backed-up causing driver stress and road rage due to light at SE Jones Rd /196th and 169		
384	1122	None		
385	1123	No median barrier	Curvy and narrow	
386	1124	speed limit is too low when the majority of traffic is going 55+ and slow drivers clog both lanes		
387	1129	None		
388	1134	ALready near capacity during peak hours		
389	1141	Maple Vally cars cutting up Jones Rd are not stopping, they fill the Jones road and make it impossible to go up Jones Road	Need an alternate highway to get maple valley traffic to route around Renton, New Castle, to get to Bellevue	Maple Valley Highway needs a reduced speed limit. There is a school off of Maple Valley Highway

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Number	Response ID	First Concern	Second Concern	Third Concern
390	1143	The curvy road area right Henry Moses park and the park on your right that just had a new bridge put in. The road there is always scary to drive on, I think it may be to narrow.		
391	1144	No center barrier with such high speeds	High speed limit	Trail along the highway often without barrier our protection for pedestrians
392	1145	none		
393	1147	Keeping semi's and large trucks out of the left lane	deicing spots that are always in the shade during the winter months especially around SE Jones Rd	Have police patrol the area around SE Jones Rd where it goes from 2 lanes to 1 where you have people dangerously cutting in front of people.
394	1151	Add interchange at 140th Ave SE	Coordinate traffic signals	Increase speed limit
395	1152	Too high speed limit	Center rumble strip/barrier	
396	1153	The icy conditions on winter mornings.	Need earlier signage for that right turn only lane. People always jam their way into the left lane. Having said, most of them know darn well that turns into a right turn only lane.	
397	1155	Lots of high speed vehicles		
398	1157	Too narrow	No alternate routes	More cars than the road can handle
399	1159	left turn into housing entrances need to be able to entry roadway safely	leaving housing developments should be a demand light	parking for river activities should be off highway
400	1160	Congestion getting onto 154th in AM	New Strip mall with no turn lanes at 155th is going to be a disaster	Failure to yield to peds and people turn right without ever stopping or looking at 154th
401	1162	Safest corridor		

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Number	Response ID	First Concern	Second Concern	Third Concern
402	1165	okay		
403	1166	Congestion approaching Jones Rd	Unstable hillside	
404	1167	Witte Road	Cedar Grove	405
405	1177	blind curves	narrow lanes	
406	1178	People go 60 and push you if you are under that speed in the right lane	People stop to turn into the gas station, often without signaling	Trucks park in the turn lane and people run across traffic to get to the gas station
407	1180	Not enough lanes.		
408	1181	Inadequate turn lane at 154th	Merge at Jones road	
409	1182	highway too narrow	too many cars	
410	1183	Highway Beyond capacity, especially around blind curves.	2 to 1 lane reduction approaching Jones Rd results in backups and unsafe merges	Long backups for 154th result in rear end collisions
411	1187	Utilize a roundabout at intersection of SR169 & Jones Rd		
412	1188	raise the speed limit		
413	1191	People Drive too fast for posted speed	Very Dark at night	
414	1193	Revamping the intersection of 169 and Jones Road	Widening and or straightening the area by the Sand and gravel area	The off ramp from 405 onto 169 so there isn't so much back up on 405
415	1196	Right turns-both directions	speeding whole route	
416	1197	illegal passing on two lane segment	bottleneck at 231st during rush hour	
417	1201	Jones Road 196th from 4 lanes to 2		
418	1202	Extend permanent Jersey Barrier. While the speed limit would suggest this isn't necessary, actual speeds are much higher with lots of semi-truck traffic		
419	1204	Merging traffic		
420	1205	none		
421	1208	Ok	Gets worse	Bad and dangerous
422	1213	speeding. Everyone is doing atleast 60 mph to stay with traffic.	use of cell phones while driving	

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Number	Response ID	First Concern	Second Concern	Third Concern
423	1218	The last 1/4 to 1/2 mile before Jones road		
424	1220	Curve in the road with no barrier between lanes	Too many lights	
425	1225	expands from two lane	converges to two lane	good piece of the road here
426	1228	Congestion and backups in this area create bottle necks and frustration, people jump back and forth trying to make up time	Back ups down 152 backs cars up in all four directions, cars end up out in the intersection, creating a dangerous situation	People passing on the right where the road narrows before jones road, then merging at the last minute
427	1229	Bottle neck narrow to 2 lanes toward maple valley at Jones road	Unstable hillside near Jones road	Backup/abrupt stops at 405 interchange
428	1237	Ice	No median	
429	1240	the road is under capacity for the amount of comuters that have to use it		
430	1241	speed	two way traffic no divider	blind cross roads
431	1242	Too many vehicles speeding.		
432	1244	Intersection at 154th PL SE		
433	1246	Good, wide enough. Still issues with ice on the shaded areas		
434	1247	My concern is you're going to take away traveling lanes because people can't cope with what's available at the moment.		
435	1252	land slides	not enough lanes	unsafe pedestrian crossings all over the route, need a solution for walkers
436	1253	The river, no barriers on the side of the road	A lot of congestion in the mornings just before the lights	
437	1254	at SE Jones road heading south, the outside highway lane	north of SE Jones only 1 lane, while the south side is 2 lanes until	

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Number	Response ID	First Concern	Second Concern	Third Concern
		suddenly turns into a turn lane causing accidents and a serious bottleneck at that junction where all cars either suddenly have to turn or merge into 1 lane	the bottleneck at Se Jones. Needs to be widened to get cars through! Major backups	
438	1255	No barriers		
439	1258	Speeding cars	No border between	
440	1259	No physical barrier between opposite lanes.		
441	1260	traffic	traffic	traffic
442	1263	Too many stop lights		
443	1265	People trying to cut in front from the turn only lane ,back to the through lane.		
444	1270	Congestion	Drivers making unsafe decisions- cutting, using turn lanes to skip intersections (cut), uTurns	Speed
445	1271	Icy roads is always a problem in this area as you are closer to the bend at east end of the is segment	Reduction of lanes from 2 to 1 as you head south on 169 causes crazy merges at high speeds	
446	1272	Poor lighting		
447	1274	Merging while southbound always feels like a race	Jockeying for position while "unmerging"	GOing southbound, everyone "races" to ensure they don't end up behind a large truck
448	1275	High Volume	Narrow lanes	
449	1276	Speed limit to high	Only two lanes	No barrier or space between lanes
450	1277	99% not a concern, its wide open	Funnels down at stop light to 2 lanes	these questions seem juvenile. 4 lanes good... 2 lanes bad
451	1279	single lane road		
452	1282	Merging traffic prior to Jones road S. bound		
453	1283	Needs better access to Jones Rd, maybe a roundabout would be	Backups here are unbelievable. Very, very long wait in the	Traffic going 50+ MPH right next to

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Number	Response ID	First Concern	Second Concern	Third Concern
		better than the light system. Backups require drivers to wait in turn lanes that aren't really turn lanes or block traffic coming behind them if they stay in the proper lane.	mornings just to get through this intersection - around 1 hour.	stopped traffic waiting to turn onto Jones Rd.
454	1285	Where 169 drops down to one lane at Jones road	People speeding in this cooridor, going at least 10+ over the speed limit	
455	1286	always accidents	saw a road rage incident on this stretch due to traffic	
456	1288	Starts at Jones Rd	Cedar Grove road	
457	1289	Need more lanes		
458	1290	lack of barriers between lanes	traffic backups	
459	1292	I don't travel this far east, but I imagine cars trying to exit their homes along Jones Road who cannot at 154th means issues at 196th.		
460	1293	SB traffic merges from two lanes into one, causing speeding, road rage, last-minute merging, etc. Prepare drivers earlier for this merge with signage. Also provide a stoplight notice prior to the curve. The stoplight is difficult to see until you're on	Permafrost during winter. This stretch received little to no sunlight in winter. During freezing temperatures, the median is never de-iced. Start de-icing it. There has already been at least one fatality due to this.	Do SOMETHING about the 154th PL SE stoplight. The backup at the light to turn is ridiculous. Maybe flashing yellow turn signal to give people to clear the road when safe to do so?
461	1297	make more lanes		
462	1300	Last minute merging for thru traffic	Speed limit is lower than most people drive	
463	1301	The light at New Life Church. There always seems to be major, serious accidents at that light.		

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Number	Response ID	First Concern	Second Concern	Third Concern
464	1302	The southbound turn lane to 196th Ave needs to be marked more obvious as a mandatory turn lane		
465	1305	Left turn backup at 154th		
466	1310	Along the Cedar River -icy	Jones Road	196th
467	1312	Speed		
468	1314	154th turn lane back up on shoulder	Jones Road right turn lane to 196th	
469	1316	Prevent cars southbound from going straight in right lane at jones rd and cutting into left lane in intersection		
470	1320	The curves after the River apartments to just before the golf course when headed southbound.		
471	1322	needs to be lit up	widen road	
472	1323	Landslides		
473	1324	Lines aren't visible.	Guard rails.	Wake up bumps at the side or middle of the road.
474	1325	Ice on road in winter is dangerous.	Road narrows to 2 lanes	
475	1326	There is no center barcade.	The road gets very ice in winter because the sun never reaches it	
476	1328	High traffic		
477	1331	Speeding	Water/Ice on Road	Too little warning of southbound Right lane ending at 196
478	1339	Around RiverBend Mobile Home Park. The road freezes in winter causing numerous accidents, many quite serious.		
479	1343	Shaded areas	High	
480	1344	Insufficient notice eastbound approaching Jones	Shaded area west of Jones Road keeps	

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Number	Response ID	First Concern	Second Concern	Third Concern
		Road that right lane becomes a turn only lane	road icy, slippery during cold months	
481	1345	Inadequate/unsafe shoulder for accident/emergency - se 231st north	Inadequate lighting - se 231st > north	
482	1347	Dark	Traffic	
483	1348	Speed	Narrow	Too many cars
484	1350	Improve interchange at 154th Pl		
485	1352	Lack of capacity causing large back ups a la I-405		
486	1353	The end of this section drops to one lane and causes great congestion from those merging at the last second as they try to avoid the long line of cars already in waiting.		
487	1357	Fatalities have occurred- increase barriers for safety		
488	1358	128th and 154th NEEDS A TRAFFIC LIGHT to improve traffic flow that is creating a very unsafe driving conditions and horrible traffic congestion	Consider a light at 154th and SE Jones in which the light would only change if their were drivers waiting to turn left onto 154th from Jones and this is a very dangerous and mostly blind left turn for drivers to make onto 154th	
489	1359	Congestion	No middle jersey barriers	People texting and driving
490	1362	Traffic turning up the hill at 154th in Renton	Two lanes condensed to one at Jones Rd	
491	1363	Important		
492	1364	Congestion		
493	1365	OK		
494	1367	Two way traffic	Traffic back ups	Turning vehicles onto and off of highway

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Number	Response ID	First Concern	Second Concern	Third Concern
495	1368	Curev and narrowing of rd at 196th Ave SE and Mv hwy		
496	1369	Southbound going from 2 lanes to 1 lane.		
497	1370	Kids crossing 169 to go to private school		
498	1374	multiple lanes each way is nice, no concerns.		
499	1381	this area seems fine		
500	1382	left and right turn backups at 154th in the traffic corridor		
501	1385	Merging traffic to 405 too slow	Bottleneck by the golf course	Need for safety dividers near the grocery/76 station
502	1386	Lighting - both street lights and the affect of oncoming traffic lights has on driving in inclement weather	lack of signage for safety - lane ends; merging; illegal/dangerous pedestrian traffic	
503	1387	None		
504	1393	None		
505	1394	need earlier signage indicating right turn only lane going north on 169 before 196th Ave SE; too many cars merging left into through lane at intersection	use of reflective paint or lane reflectors for areas without street lamps	
506	1399	Icy conditions in winter due to constant shade.	Center median barricade.	
507	1401	Merging traffic approaching Jones Rd southbound	Excessive speed while merging	
508	1402	No concerns on this section		
509	1404	left lane hogs		
510	1405	Congestion and rate of speed too high		
511	1406	more de - icer	more de - icer	more de - icer
512	1407	This section of road only has one lane.		

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Number	Response ID	First Concern	Second Concern	Third Concern
513	1409	needs to be four lanes to get rid of merge	street lights needed	
514	1410	if mostly 4 lanes OK	Large number of truck/tlrs goin to "dump"	
515	1412	as the southbound lanes start to merge at 196th ave SE people are unsafely trying to get ahead of others for the one lane sections ahead.		
516	1415	snow and ice removal is essential here, lots of black ice in fall and winter	standing water across from the gas station on the river side, there is major pooling at the low point	
517	1418	Not well lit	People travel too fast for conditions	
518	1424	None		
519	1428	Merge before jones road people are dangerous daily	Speed	Speed
520	1430	Backups at 405 /169	Road is narrow in area near cedar river east of community center	Right lane is turning only at Jones Rd, cars regularly use this lane to go straight
521	1431	The spot that has been repaved multiple times.	More signage to show that the right lane ends at Jones rd, people slamming on brakes to get over.	
522	1436	no turning lanes	too much traffic	large trucks
523	1438	Problems with volume using cedar grove and 156th?		
524	1440	No real issues here		
525	1442	I believe Jones Road is the one where it goes from 2 lanes to 1 and the right turn only lane is not marked until in the middle of the curve makeing drivers change lanes at a poor time for others.	People walking across the highway to the 76 station after parking on the other side	

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Number	Response ID	First Concern	Second Concern	Third Concern
526	1444	Should be 4 lanes the whole way		
527	1446	see previous response		
528	1451	Poor lighting at night, especially closer to Jones Rd area.	Poorly maintained during severe weather; i.e. ice and snow conditions not handled adequately for the amount of traffic that uses the area.	
529	1454	Light can get backed up fast with no warning due to corners	Need more barriers	
530	1457	Yes! The speed changes and people speeding to get around large trucks	The triple gravel trucks blocking views from behind and throwing rocks	People doing u turns where there are 4 lanes
531	1458	Lighting	Speed	Traffic
532	1461	Right turn only lane onto 196th (eastbound on 169) is not clearly marked as right turn only until after the curve of the hill starts. The right turn only sign is usually green with algae.		
533	1462	Congestion	Speed. Cars rarely go the speed limit, which makes it dangerous for this is us that do	
534	1468	the speed limit is too slow and the road isn't wide enough for four lanes of traffic	stop lights at the taco time and the golf course are unnecessary and only cause safety issues from sudden stops for high speed areas. it is complete unfair to stop the traffic of hundreds of vehicles on a main highway so that one or two cars can merge in	the backup from 405 in the morning is ridiculous. I have been traveling this route for 15 years and no improvements have been made in that time. and traffic was bad back then
535	1469	Drivers speeding up to overtake a few cars to		

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Number	Response ID	First Concern	Second Concern	Third Concern
		get betwe poeiiton in traffic. (does not work anyway traffic is still bad)		
536	1470	Lights syncing and higher speed limit.		
537	1471	More lighting		
538	1475	Turning to 169 at Sunset Blvd.	169 lane narrows near SE Jones	
539	1479	Need fly over from 405 to 169		
540	1481	Speed is too low. Should be 60.	Too many trucks carrying large loads.	People run the turn signal light from Jones a lot.
541	1483	expanding to at least 2 lanes both directions	shoring up the potential slide area	turn lanes onto side streets
542	1485	Too dark at night.	Tailgaters.	I deliberately work the earliest hours I can to avoid the gridlock.
543	1488	4 lanes reduced to 2 just before 196th Ave	lack of street lights for night time driving	
544	1490	Cars travelling northbound get backed up trying to turn left at 149th Ave SE		
545	1495	too high of volume		
546	1496	drivers using right lane only turn onto 196th ave se, as a means to pass cars, to get back onto 169		
547	1499	No median	No lights	Limited police
548	1511	Darkness of road during the winter		
549	1512	heavy traffic	lights not timed correctly	narrow road around corners closest to Renton
550	1513	Better roadway clearing for blocking cars	physical barrier	Set timing on the lights better to manage speed
551	1514	No turn lanes	Not enough lanes	Dangerous to cross from a driveway or side road
552	1517	No dividers	Speed	Traffic backs up near the golf course
553	1518	that is 2 lanes and is ok to me.		

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Number	Response ID	First Concern	Second Concern	Third Concern
554	1523	lights	two lanes	
555	1524	Best section. Better lighting and wider road		
556	1525	South I-405 interchange	2 lanes going to one	
557	1529	People cutting in line from the right and also using turn lanes to cut lines from the left	Illegal u turns across the highway to avoid long traffic lines	Long lines to turn being created on the side of the highway (westbound)
558	1530	No barrier between east and west lanes	traffic at signal lights	Merge from 2 to 1 lane at Jones road
559	1531	No barriers	Poor lighting	No barriers
560	1532	Rockslides/washout Jones Rd towards Maple Valley	Blind curve approaching Jones Rd from Renton	
561	1533	Reckless driving	Too many cars for size/ structure of road	Lack of lights
562	1539	Too dark	Too narrow	Too many curves
563	1541	Worried about car cross overs around bends.		
564	1542	Could use some more lighting.		
565	1545	Barrier between directions of traffic		

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Question 10b

There are four main segments WSDOT is considering for safety investments. For each one, please list your top three safety concerns, if you have any.

Southeast Jones Road to Cedar Grove Road (N= 636)

Number	Response ID	First Concern	Second Concern	Third Concern
1	49	Speeding	Unsafe Passing	Unsafe right turns from Cedar Grove Rd SE onto 169 West.
2	55	going down to one lane and cars getting cut off	speeding to get in front of other cars	being in the way of speeding cars
3	61	This roadway should be expanded to 2 lanes each direction with a barrier	The slope on the hillside should be retained/engineered	
4	63	two lanes to one lane	curve once it gets to two lanes	
5	66	Little shoulder available		
6	67	southbound lanes merge into one lane		
7	68	This is the most dangerous stretch due to the failing hillside and the potential for cars to be pushed into the river in a collapse.	There are driveways around "blind" corners in this area. Also easily-seen driveways that cause backups when people try to make a left turn into them on this two-lane highway.	
8	73	two lanes with heavy congestion	the hillside failure and the black tarps	limited sight visibility
9	74	Heavy Trucks disrupting flow	Two way traffic without dividers	
10	77	too few lanes	environmental hazards	high speeds, 18 wheelers frequent
11	82	Landslide danger!	Landslide danger!	Landslide danger!
12	90	Single lane	No divider	Poor lighting
13	92	To narrow	No where for pedestrians to walk	Too curvy
14	95	Single lane		
15	101	Intersection with Cedar Grove needs a turn lane		
16	103	Need more lanes		

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17	111	Only one lane in each direction.	Trouble with left turns	Passing vehicle
18	112	Hillsides about to slide down		
19	113	large ditches	narrow lanes	excessive speeds
20	115	Needs additional lanes	Needs wider shoulders	
21	116	lack of road lighting	going from two lanes to one	
22	120	It's backs up, takes a lot of time to get through	If people/cars aren't paying attention, wrecks will happen	
23	121	Slides	too narrow for the amount of traffic	left turns onto or off the highway
24	124	Congestion	Too much traffic	Too much traffic
25	126	only 2 lanes		
26	129	Excessively slow drivers	Slope	Cars stopped on side of road for water play
27	130	trucks going to cedar grove landfill		
28	132	Area with private driveways and no center turner lane		
29	133	Realizing that the river and hillside are restrictive this area needs shoulder improved if possible	Metro bus merging	Flooding
30	136	narrow lanes	corrosion	too curvy
31	138	Need barriers in the curves between 196th Ave SE and Cedar Grove. Enough people have died to make this clear		
32	139	Single lane; congestion	Lack of barriers	Lack of lighting
33	141	Width of the highway to accommodate speed and number of vehicles		
34	144	Cedar Grove signal, like other signals on SR 169, encourage people to run the lights, or try to beat them. A roundabout would be better.	Narrow section with sharp curves, limited sight distance. Widen the shoulders, or add passing lanes (4 lanes with a barrier would be great), fix the crumbling hillside.	The rumblestrips help, but it would be great if this section was widened just enough to add a center barrier. This would prevent a lot of close calls, drunk drivers crossing

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				over, and people not paying attention on the curves. Driveways would be right in
35	145	Speed limit changes	Not enough lanes	
36	147	seasonal flooding issues		
37	148	Narrow road	No shoulder	
38	151	Narrow roads	No crosswalks	
39	154	Land slide	Center Barrier	Street lights
40	155	I am often concerned of the side of the hillside close to Jones Rd when the ground is saturated. I am waiting for that hillside to slide right onto the road.	The road needs to be widened to accomodate the influx of new residents, which increases risk to safety.	
41	157	Icy	Need guard rail to protect head on collisions	
42	158	traffic backing up on to 169 as you turn on to Cedar Grove road		
43	161	Entire corridor is 2 lanes		
44	162	Do not drive this route		
45	165	Rock slides	Only two lanes	Lack of barrier or median
46	169	This needs to be four lanes.	Undivided highway is dangerous especially at night or during inclement weather.	Hillside cutout and retaining walls to prevent mudslides.
47	171	One lane to go straight.	Light issue too long to wait	
48	174	??		
49	175	Dangerous Winding two lane road	Cliff wall collapsing onto road	Road settling down the cliff causing uneven pavement
50	178	Lighting	Small lanes	Too much traffic for road to handle
51	179	twisty, windy, single lane with little shoulder...too many people on their phones.		
52	180	Cut bank above 169 looks like it could give way at any time, -	Too many commercial (single, double & long dumptrucks)	People cutting into fast moving traffic from Cedar Grove Rd

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		large boulders could demolish a small vehicle		
53	182	concrete divider would be good		
54	183	Crossings with trail are poorly marked	Cedar Grove Rd is dangerous for trail users. Drivers come out fast and try to make a right on red without looking	
55	186	Divided highway		
56	188	Rock slides	Trucks and drunks crossing center line in rock slide curves	
57	190	2 lanes each direction	Better lighting	
58	191	Poor lighting	Single lane each way	No divider
59	193	The high speed of lanes merging from two down to one around a corner is dangerous as many drivers change lanes at the last moment.		
60	194	Although curvy it is easy to drive since it is one lane	Has flooded and closed the road resulting in a detour	Left turns without a turn lane may cause a rear-end collision
61	195	Better lighting		
62	198	Traffic	Back ups because of traffic	Accidents because of traffic
63	199	too narrow. needs to be widened		
64	205	Landslide.	Need more lanes	Poor road quality
65	208	no shoulder	river parking	road sagging off towards river
66	210	Dark	Narrow	Hill side
67	211	Hill is unstable by powerlines	Two-lanes	
68	212	Lighting/visibilitiy	Lack of 4 lanes (2 each direction)	ZERO shoulder room
69	213	More lanes	Better lighting	
70	215	Dark poor lighting between cedar grove and 196th	Northbound near 196th road is significantly narrow and uneven	
71	219	Needs to be widened to two lanes each way		

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		with a divider or turn lane		
72	221	169 north bound about 2 miles before approaching cedar grove is always congested. Need a long turn lane	169 south bound backs up with folks turning left onto cedar road. Need a longer lane to the right to pass this	
73	230	Amount of traffic	left hand and right hand turns	Road rage from the back ups.
74	232	Landslide onto 169	No barriers on side of road	
75	238	traffic is majorly slowed as two lanes become one and drivers try to out race each other to cut each other off	residents trying to turn out and pull into their homes along this stretch slows traffic	very poor lighting at night
76	239	Not enough light during dark hours	Bad speeding problem with corners	No turn lane
77	240	not sure if hillside here too	Dark	
78	241	Poor lighting	Not enough lanes	
79	243	The hill is constantly sloughing off onto the road. Black plastic secured with rocks is no adequate for safety	People not from the area only notice the road narrows to a single lane at the last minute. They swerve over without looking. This corner is very dangerous	You just need to widen to two lanes here. The people with issues slow way down to 10 or 20 mph below the speed limit. There also needs to be a center turn lane.
80	244	more lanes	more lanes	more lanes
81	245	Speed	More lights	widened
82	246	Narrow road	Narrow shoulder	
83	250	Passing		
84	255	Landslides	Poor visibility (blind curves, darkness)	Excessive traffic
85	256	Unstable Slope on West side of the highway	Minimal visibility around the slope	Nonexistent road lighting
86	259	Same as previously stated	NEED ROAD DIVIDERS	
87	261	Road is narrow and windy	Mud slides	Not well lit at night
88	262	The stop and go traffic that accumulates during rush hour is dangerous.		
89	265	Turning movements	Lack of passing lanes	

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90	267	Tailgating	Passing	Visibility
91	268	One lane of travel with high traffic volumes		
92	271	Single Lane in each direction	No center divider	No turn lane
93	272	If I'm picturing this correctly, landslides are a concern here.		
94	273	Need lane barricades between opposing directions		
95	275	Landslide	Narrow lanes	Dark
96	276	Hillside unstable	Bigger lane divider around corners	More shoulder space
97	281	Hillside that is unstable	crooked road along hillside	cedar grove intersection
98	288	No center divider	Narrow shoulder	Few streetlights
99	289	Road not big enough to handle volumes only 1 lane	Landslides	Railing on all roads with cedar river cliff
100	291	No divider	Very dark at night	
101	294	Landslides	Curves and no barriers	
102	298	This section is subject to frequent slowdowns and backups, and impatient drivers sometimes attempt to pass in an unsafe manner		
103	299	All of this area 1 lane each direction with a huge rock slide area just south of Jones road		
104	303	Need more lanes	Need more lanes	Need more lanes
105	310	Curvy road could use better banking on curves	Poorly lit; lack of reflectors on side and middle striping; especially hazardous during fog	Drivers gawking at the river while trying to navigate curves
106	311	Cedar grove gets backed up a lot due to light and trucks		
107	316	Road is narrow and winds.		
108	318	speed limit signs every mile	centre reflectors	

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109	320	Going from 2 to 1 lane merging	Long stops and traffic at Cedar Grove light	
110	321	Congestion	Congestion	Congestion
111	322	Hill slide issues towards the river		
112	323	Answered in previous section	Traffic by tavern	Cars turning
113	324	Dangerous passing btwn 196th Ave & Cedar grove	Hillside unstable btwn 196th & cedar grove	Running red light from 196th to SR 169
114	326	dark	needs another lane and/or turning lane at light	
115	328	Narrow	Congested	
116	330	should be two lanes of traffic both directions	either way turn lane for residential access to reduce accidents	restrict bicycles to the trail system
117	331	Left turns,	Parking on shoulder	Semi traffic on a small road
118	332	Better barriers to prevent cars from leaving the roadway		
119	343	Not enough lanes for traffic safety	Landslides	Not enough lights
120	351	Traffic congestion		
121	354	Tailgaiting		
122	355	South bound the turn lane onto cedar grove is not long enough	North bound There needs to be a better turn lane to get the morning cars off the toad	The hill side scares me that it's going to erode and trees will fall. It doesn't seem safe at all.
123	357	Shoring of the hillside.		
124	361	Sever congestion needs to be 4 lanes		
125	362	I avoid that area		
126	365	Drivers going under the speed limit	Drivers leaving the light slowly	
127	366	Only 1 lane each way	More road reflectors for night driving	
128	368	SE Jones Rd to Cedar Grove Rd SE		
129	371	Needs to be widened to 4 lanes.	Needs center divider barricade.	
130	372	Hill erosion to the west (landslides)	Road erosion to the river (road stability?)	
131	377	divided hwy needed		
132	379	The one-lane per direction is a safety		

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		concern; the road needs to be widened so that people turning do not cause the entire lane of traffic to have to quickly stop or slow down, causing massive backlog.		
133	380	congestion	subject to flooding	
134	386	The light at cedar grove	The mud slides	
135	388	The winding section with no turn lane, small shoulder, and guard rail by the river is VERY dangerous when it's dark and rainy		
136	390	Too dark and narrow		
137	393	better lighting		
138	394	Only one lane		
139	395	Sliding hill	Only one lane each direction	
140	397	NEED MORE LANES!!!!		
141	398	Single lanes	limited shoulder width	No lighting
142	400	Small shoulders in places		
143	401	Where SE Jones rd ends people speed up and move over at the last minute to avoid the turn lane only. More signs before the turn would be helpful.		
144	407	Roundabouts	4-6 lanes	No turn on red
145	408	left turns	median	merging from side streets
146	411	This corridor is narrow and always seems to be backed up/congested. It would be a major effort but it should be two lanes each direction through there.	People park along the side of the road to float the river. Especially just south of Jones road. I fear for their safety.	
147	413	Lack of barriers for mud slides	lack of shoulder space	

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148	414	this is the most dangerous segment with falling rocks at one end and floods at the other		
149	415	This stretch of road is very narrow	It is also very dark so commuters in the evening hours are driving on dark winding roads	Because this is where it has gone down to one lane coming out of Renton traffic backs up very quickly
150	416	Lack of lighting on curvy 2 lane highway		
151	417	Going from 1 lane to 2		
152	422	no barriers		
153	424	169 and Cedar Grove Rd where there is not a light is also concerning. People taking a left off of Cedar Grove Rd is highly dangerous because both ways there are blind spots turning.		
154	429	narrowing to 1 lane at 196th- abrupt	short distance to stop at light at 196th	
155	434	visibility	during hot weather people parking on both sides of road	
156	435	traffic backups at lights while speeding traffic having to slam on breaks coming around a corner	speeding cars	passing illegally
157	438	Besides the terrible gravel company and their dust, this is a pretty decent area to drive through		
158	439	slide concerns	pavement conditions	
159	443	Whole corridor		
160	446	Cedar grove needs a much longer turning lane.. truck and trailer bogue it up .. holding up thru traffic	Horrible fog lines and skinny road no street lights where the landslides always happen	
161	451	Traffic volume too much for road	2 lane hwy with no barrier in middle	
162	453	Not enough lanes		

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163	455	Single lanes	Turns off of the highway	
164	458	traffic	no barrier between lanes	
165	460	Same comments regarding the mudslide potential approximately 1/4 mile south of the SE Jones Rd intersection		
166	461	High traffic volume	Lack of lighting	
167	462	Landslide possibility	lack of lanes	too many waste vehicles
168	464	cars stopping to turn across roadway		
169	470	No concerns personally.		
170	473	Two lanes, windy, narrow		
171	476	no turn lane		
172	477	SE Jones Rd	Cedar Grove Rd SE	
173	478	Speed	Traffic light timing	
174	490	Two lane road with no middle barrier	Concerned about mudslides	
175	492	Narrow	only two lanes	
176	493	not enough lanes	traffic congestion	limited visibility
177	494	narrow shoulder	driveways	
178	496	Add Jersey barriers to only a select few locations		
179	498	No dividers between cars	Narrow shoulders	
180	499	Single lane road with no median - sudden stops and illegal passing	Steep embankment keeps failing and falling on to road	Local access at Cedar Grove Rd intersection
181	500	large trucks on the roadway	narrow 2 lane road	drivers making turns into business and driveways
182	501	Median or Barrier		
183	512	Only 2 lanes, need at least 4 to help with congestion	more street lights needed for night driving	landslide area is always a concern
184	521	Not enough lanes. Bottle neck		
185	526	two lanes is far too few	mud slide potential	no barrier between two lane road

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186	528	The road should be 2 lanes in both directions from Renton to Maple Valley	Lack of shoulders on most of the road	No median from Maple Valley to Renton
187	531	Not enough lanes for volume and backs up for miles		
188	534	Steep slope with mud/rock slide potential just south of the Jones Road stop light		
189	538	Only two lanes	No shoulder	
190	539	Long long back ups causing road rage	Left turns	
191	542	high speed I know there have been head on accidents with death occurring.	No barrier except middle turn lane people travel at high speeds	
192	543	Needs expansion to 4 lanes		
193	544	need to widen on both sides 2 lanes	Lighting	
194	546	All		
195	547	Two lane road	Mudslides on narrow road	Speed
196	549	mud slides	very dark stretch at night needs a street light or two	tons of slow garbage trucks with bulging sides
197	550	Too narrow	Needs widening	Four lanes please
198	551	excessive speed on 2 lane road	gridlock during commute hours	
199	554	Two lanes - not enough	Light doesn't keep traffic moving - gets way backed up to Cedar grove road	Trucks cut in off of Cedar Grove Rd on a "free right" ...when traffic is on a green and you have to brake which messes with traffic flow
200	555	One lane high traffic volume	Businesses near the light has cars pulling out	
201	557	Congestion	Too many cars not enough roadway	
202	558	Need barriers	Need lights	
203	562	Narrow lanes are the biggest issue.		
204	566	Need more lanes		

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205	567	Hillside is going to slide on to the road any day.	cars parked on the shoulder, shoulder is too small.	
206	570	congestion		
207	571	Poor lighting	Not enough lanes	Too much traffic for road
208	574	Mud slides	Too many cars on two lane rd	
209	577	Getting stuck between two big trucks--no 2nd lane	Trucks with uncovered loads dropping debris	
210	578	Poorly lit	No barrier in between on coming traffic	
211	580	Single lanes going northbound to Jones Rd is difficult	Landslide areas on West side	Southbound from jones road people speed through right line to cut in at Jones road stop light
212	582	lighting	traffic at intersections	
213	583	Expand to 2 lanes in both directions.	Improve hill stability (to prevent a landslide).	
214	584	The sliding hill on the SW side	Lack of lighting	A flashing amber light indicating a pending red light would be nice for south bound drivers heading up to the Jones Rd intersection
215	589	Hillside slide down on to 169 going towards Cedar Grove Rd, on the right hand side.	Head-on collision because of all of the large trucks hauling	Could use improved lighting
216	592	This stretch of hwy is real scary. Always worried about on coming cars crossing the line.		
217	594	speeding/accidents	driving crossing over dividing lines	bottlenecks/backups/cars stopped in intersection
218	597	Jones Road Curve	Poor lighting	Barriers to river
219	598	Right turns on to Cedar Grove are held up because the right turn lane is too short.		
220	599	two lane road		

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221	600	This is only a 2 lane road...traffic backs up way too far		
222	604	Not enough lanes		
223	608	Head on collisions		
224	609	Hill sides are in very bad shape		
225	610	This segment is fine. Usually traffic goes at least at speed limit here.		
226	613	lack of shoulders	lack of lighting	
227	617	Mudslides	Mudslides	STOP THE MUDSLIDES If one happens when there is a backup in the morning, how many people are going to have to be killed and injured before the mudslides are taken care of?
228	620	no center turn lane	driveway egress	slow drivers
229	622	Lanes not marked correctly, causes confusion	Speed signs too far apart	
230	623	Excessive speeding	Shipping/freight vehicles	
231	624	Two lanes with no safety barriers.		
232	625	Nice and wide	Dangerous during icy weather	
233	627	Narrow road no turn lanes	Not well lit at night	
234	628	Needs to be a 4-lane road		
235	632	this is where the biggest safety problem is - an unstable, adjacent slope		
236	637	Black diamond to 18	Jones road to cedar grove	Railway tressle roads from near maple valley market
237	639	Need more lanes	Need wider lanes	
238	642	Falling cliff landslide hazard south of 196th.	Lack of center turn lane for homes and businesses.	

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239	644	Map doesn't show properly on mobile - cut off		
240	646	Need 4 lanes	Need division	Speed
241	648	texting	speeding	traffic volume
242	649	The road going to 1 lane each direction	The slow moving trucks people try to pass	Turn lane at cedar grove backers up traffic
243	650	SR169 traffic running light at 196th Ave SE & SE Jones RD		
244	652	roads get more narrow	there is no signal to warn you that the light will be turning red further down the road	speed is too fast
245	656	off shoulder to turn 154th/156th		
246	657	Two lane road/merging from 4	Congestion	Undivided highway
247	658	narrow lanes	unstable slopes	sight distance
248	663	Serious risk of head on crashes	Narrow lanes and shoulder	Hillside crumbling/sliding
249	669	Head on collision possibility. Tight space		
250	672	Lighting	Expansion to more lanes	
251	674	width	speed	hidden driveways
252	675	No direct access to Jones Rd/196th from Cedar River Trail	Narrow shoulders and heavy traffic force bicyclists to Cedar River Trail.	
253	677	poor lighting/lane striping	speeding	land slides
254	678	Need to widen to at least 4 lanes.	Trucks going to cedar grove cause a lot of slow down	Need for barriers between opposing directions of traffic
255	682	Too many cars for infrastructure		
256	683	Needs to be 2 lanes	Too many drive ways coming out onto the road	Lots of road rage due to the traffic
257	684	Sharp turns with very steep drop offs on either side		
258	685	Needs more lanes		
259	686	unstable hillside		

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260	689	stoplight at Cedar Grove road doesn't clear enough traffic in the NB morning commute	bikes on roadway for no reason (paved Cedar River trail is literally 10' away). Heavy 2-way traffic while trying to negotiate around a bicyclist is tenuous.	narrow landslide prone section
261	690	bus stops		
262	698	Narrow single lane each way	lack of lighting	vehicles that need to turn back up the roadway
263	703	Make		
264	706	not well lit	no shoulder	needs to be two lanes each way
265	707	Traffic		
266	709	Needs Street Lights - too dark	Better turn arrows	Needs to be expanded to 2 lanes each direction
267	710	mudslides	single lanes	
268	711	Speed 2 lane winding	Road marking in the dark	Slide area
269	713	congestion		
270	717	lack of center turn lanes		
271	720	Needs 2 lanes each way.	needs Sidewalks !!	Stop Light is a backup point.
272	722	visibility	no divider between directions	
273	723	Some parts are the curve is hard to see ahead esp if foggy	Residential and business turning	Slide area
274	724	This section needs a turn lane to reduce sudden stops	Hillside erosion	
275	726	speeding	lack of a median	
276	731	Too much traffic		
277	733	Rear ending	No sidewalks	Crossing center line
278	737	Single lane		
279	739	speed		
280	740	lanes are open to oncoming traffic	turn lanes are inadequate	need right hand turn lanes
281	741	congestion	ice	proximity to river
282	742	head on collision all the way	down 169	
283	745	Make it four lane the whole way		
284	746	trees		

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285	752	single lane	no turn lanes	
286	753	Make two lanes both directions	Stabilize wall on south side	
287	754	Single lane needs to be double lane with a divider	dark area needs some lights	
288	756	No center divider and narrow winding lanes and no shoulder	Very large truck traffic on the winding road	Landslide area above and below the road - the roadway looks to be sinking in spots
289	758	Single lane		
290	761	Narrow rd		
291	766	Too dark at night	Corners are tight with steep rock on one side	
292	770	Narrow shoulders	Limited sight distance in places	Heavy truck traffic
293	771	Congestion	Slowdowns	Stoppages and rolling stops
294	772	Heavy traffic	Poor lighting	
295	775	14		
296	776	More street lights		
297	778	Not enough lanes for traffic volume	No median traffic barrier for s-curves	Heavy truck traffic, esp. Dump trucks
298	782	Would be good to have a concrete barrier between each direction		
299	784	Most unsafe stretch due to 2 lanes and curves.		
300	785	Speed	Drunk drivers	Illegal passing
301	787	needs to be wider	more lanes	more center turn lanes
302	789	narrowed roadway due to bluffs in the 16300 block. No shoulder		
303	790	on-ramp traffic merging onto freeway slowly (especially trucks which reduce sightlines)	on-ramp traffic merging onto freeway recklessly (immediately cutting across lanes)	
304	791	It's only two lanes, needs to widen	Landslides	Traffic ties up too much at Cedar Grove, how about a traffic circle?
305	798	Most dangerous part of the road - potential landslides/road erosion	Drivers tend to speed and pass on two lane roads/where most head on accidents have happened	Blind curves that people ignore especially in the morning

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306	803	Too narrow.	No way to pass, fear someone will hit me head on.	
307	804	The turn to Cedar Grove, Eastbound, is frightening	The bridge with the concret barrier seems to protrude into the street	169 and 405 merge
308	806	to dark	need to have four lanes	
309	811	Freezing road	Speeders/tailgaters	Landslides
310	813	No street lights	Need two lanes	See hwy better
311	818	No safety concerns		
312	821	the deteriorating hillside with frequent landslides on the South side of the road		
313	823	No barriers	Need another lane for drivers going north and south	
314	824	Head on collision, someone crossing over line	Landslide from the hill, segment from light Jones Rd	
315	826	oncoming traffic	slowdowns	
316	827	Merging from two lanes to one. Drivers speed to get around the traffic that has been waiting in line at intersections.		
317	828	Narrow bends	Lose hill side	Parking along shoulder
318	832	2 lanes please	cut back brush near steep ditches. 5-10 years ago a woman was trapped in her car and not found for almost a week here and barely lived.	cliff erosion needs to be addressed. Currently black tarps and covering it.
319	834	Hill next to road is giving way. Eventually a major mud slide will occur.		
320	835	turning traffic...no refuge lanes.		
321	836	add 1 lane on both drections	add street lights	better traffic signals for left turns
322	838	The Cedar Grove intersection is uncontrolled on the west side. The large gravel lot near the	Northbound highway traffic turning right on to Cedar Grove needs a long deceleration/turn lane.	Southbound highway traffic trurning left on to Cedar Grove needs a longer deceleration/turn lane.

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		tavern poses nearly random traffic incursion opportunities. Houses and other businesses on the west have short drives with sharp turn-ins, causing turning traf		
323	839	Difficulty making left turns contributes to accidents and delays	Concrete barrier can be hard to see in bright sunshine	
324	840	Very narrow, no shoulder - Huge construction trucks at high speed coming at you with no barrier between sides	Turn to Cedar Grove heading South needs longer turn lane at the light	
325	843	Narrow curvy roads	Rock/mudslides	
326	845	Narrow road	competition with Cedar Grove truck traffic is dangerous	
327	846	Narrow lanes	No shoulder	landslides
328	847	Need more lanes.	Illegal passing	Cars turning into driveways stops traffic
329	848	traffic too heavy for 2-lane undivided highway		
330	849	cycling safely	congestion from single lane	
331	850	Winding road	Mud slides	Too many cars for two lanes.
332	851	Intersection with Cedar Gove Rd must be improved due to landfill traffic.	Stop and go traffic causes rear enders.	
333	854	With only one lane in each direction there aren't safe alternate lanes if one is blocked	There isn't a turn lane	
334	856	Cedar Grove Rd intersection needs a turn lane on Cedar Grove (towards Issaquah) when heading west on 169	Too many garbage trucks during the evening commute headed to the landfill	Is the hillside stable?
335	857	Landslide potential		

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336	858	Needs to be widened to four lanes.	Sudden stops for cars turning left.	
337	859	Narrow and curvy. With little or no shoulder.	Prone to mud slides.	
338	864	I think this is where the landslides are - somehow you will have to keep those from collapsing	In landslide areas you should widen & reinforce the edge over the Cedar River and widen the road, give a big shoulder under the landslide area	Lots of traffic, high speeds and no shoulder or turn lane or anywhere to pull over in an emergency. If traffic stops it stops for MILES
339	869	Comgested two lane road	No barrier between northbound and southbound traffic	
340	870	Need 4 lanes		
341	877	Erosion on the hillside		
342	878	Drop off on sides of road.	Cars stopping to cross heavy traffic to turn into driveways	
343	882	Destabilized Hillside - SLIDE DANGER	River incursion threats and events during high water periods	Commercial vehicle safety and enforcement
344	883	Winding road, blind curves	Hillside stabilization	
345	885	There are close calls, when people try to merge over from two lanes to one lane at the light/road going up to Maple Valley Heights. (By the old King County Shops) on SR169.		
346	886	Need 4 lanes		
347	887	SE Jones Road Intersection	SE Jones Road around corners for approximately 1 mile south of the intersection	
348	888	Need 4 lanes		
349	889	Visibility	Visibility	Visibility
350	890	Lack of center divider	Truck traffic	Congestion leading to unsafe actions
351	895	long backups and people driving on shoulder		
352	896	Blind corners		

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353	898	Land Slides	Two lane road with no middle barrier	
354	900	Cliff on sides of road	Not wide enough	To fast of speed limit
355	901	needs expansion to 4 lane highway		
356	902	Narrow and undivided	Slides frequent	No shoulder in areas
357	904	Windy road	Crappy shoulders	Needs more lanes
358	905	Needs a barrier		
359	907	Merge at 196th to one lane (southbound) is unsafe	Too many waste trucks going to landfill	
360	908	Single lane with minimal shoulder and poor lighting at night or early morning		
361	910	Hillside on Southside of road. 1/4 mile East of Jones Rd. is very unstable (past landslides)	the tight curves in this stretch of road	cars parked on the side of the road for summer river activities
362	911	Narrow road		
363	913	No shoulder	Rock slides	Should be 4 lanes
364	915	Speeding	Semis, dump trucks, etc	Visibility at night
365	924	2 lane roadway, dark-minimal lights	accident will shut down and reroute traffic	hillside stability
366	926	Not enough lanes		
367	928	At Jones Rd traffic light, motorists not turning right at the light but cutting off travelers in the left lane...on purpose, just to get ahead!	once in the one lane traffic everything is pretty smooth for several miles, just SLOW with miles of traffic in one lane	
368	929	Widen and level road.	Fix embankment.	Fix guardrail where people drive behind it, south bound.
369	931	Lanes are too narrow; need more lanes travelling in each direction.	The signal at Cedar Grove backs up morning traffic all the way into Maple Valley; adds 20-30 minutes just to creep up to the signal. Make an exit overpass.	Large dump trucks and transfer station trucks travel too fast through this narrow stretch.

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370	934	Rocks from south hillside falling into travel lanes.		
371	937	too crowded	light slows down the people	
372	939	no center barrier between traffic	site distance	
373	940	Roads need to be expanded		
374	942	It's narrow along this stretch and the speed is too high for comfort.	Turning left from SR169 onto 196th at 5:00 pm is harrowing. The light is super long and cars merge over (instead of turning right up the hill at the last minute). If people are looking down at their cell phones there isn't any margin for error. It feels a	In the morning when I'm heading into MV the light at Cedar Grove backs up with trucks lined up to turn left. The left turn lane does not accommodate them all.
375	943	Blind curves	Hillside slides	Can lanes be added here
376	945	Too many large trucks.		
377	946	Widen lanes in both directions	remove hill	add shoulder both directions for emergency pull overs.
378	948	Need more lanes for flow of traffic	No sidewalks	Street lights
379	953	One lane needs to be two each way	Poor lighting	
380	954	WIDEN ROAD		
381	962	2 lanes to one	Corner into traffic light	Landslides
382	964	Needs to be widened to 4 lanes	Better guard rails and debris fences	
383	966	Speed/head on collisions	Poor lighting	narrow roadway
384	968	Needs lower speed limit	Needs more state patrols	
385	971	Too narrow	Lack of shoulder	Median
386	972	Volume of cars	2 lanes down to one	
387	973	Narrow roadway	mudslides	Flooding
388	975	High hillside erosion risk	Collision risk due to single lane, windy road	Poor throughput due to single lane
389	979	Landslides	Uneven road surface NB 'S' curves	

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390	980	It's very winding, and narrow	Dirt high cliffs seem unsafe, always eroding after heavy rain. Reinforcements may be necessary.	Sometime I encounter under-speeding drivers in this area (driving way slower than posted 50mph) which could be dangerous. Again, needs more posted speed limit sign.
391	981	Mainly that its a one lane road with lots of driveways		
392	983	no center turn lane		
393	984	Landslides		
394	989	made that section like 154 to Jones rd		
395	992	No barriers	road isn't wide enough	Too many blind corners
396	996	Traffic usually speeds up to gain position moving from four lanes to two	People sometimes pass on right to move ahead before dropping to two lanes	
397	999	Eroding hillsides	Curve just south of Jones rd	Lack of adequate shoulders on 2 lanes at points
398	1000	Turn lanes	Light	
399	1006	Head on collision		
400	1009	Accident		
401	1011	Big hillside with landslides on one side of road, river very close on other with very deep drop offs in places.	Dark and slick during winter months. Very curvy in a very dangerous area!!	Lots of garbage trucks and others trucks turning causes more back ups. Plus these truck cause a lot of chipped Windows with no way to get away from them.
402	1018	Uncontrolled access	Volume of truck traffic	Overall volume of traffic
403	1019	no center safety decider for head on and night headlight protection for cars traveling either way.		
404	1021	two lane only		
405	1022	Over sized gravel/dirt haulers	Garbage haulers	
406	1024	bad corners	no shoulder	no place to turn around

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407	1030	Traffic accident mitigation with safety measures	Sufficient storage in left turn lanes	Road under capacity during peak hours
408	1032		14	
409	1034	widen out, regardless of the cost! Its horrible through there, especially in the fall and winter. Mud and rocks on roadway as well as stop and go impatience.	Too many trucks - that corridor cannot handle year after year all of the heavy truck traffic. two windshields in 12 years.	turning across traffic and stopping traffic flow or lack of flow
410	1035	Two lanes are not enough to handle the traffic volume.		
411	1037	volume and speed too high	poor passing	
412	1039	just not wide enough	landside potential	make it all 4-lanes
413	1044	Not enough lanes	No turn lanes	Icy in the winter, sun does not hit this area in the morning
414	1045	too narrow		
415	1049	Mitigation of the falling rocks and dangerous erosion	One lane both directions	Lack of center divide
416	1051	Barriers separating oncoming traffic		
417	1055	I've seen many cars cross the divider line and enter the lane of the oncoming traffic.	People stop in the right turn only lane to get into the single lane. They also cut into traffic at the last minute there.	
418	1057	no shoulders; accidents back up road for miles during peak hours and pushing more traffic onto residential and other routes to avoid		
419	1063	no dividers between oncoming traffic	mudslides from unstable hills	no lights along roads
420	1068	business pullouts (shooting the gaps)	Slides/trees in road	
421	1073	Single lane of traffic each direction	No turn lanes	
422	1076	Single lane choke points	Lack of notification signage for Jones Rd	No shoulders and no barrier between bidirectional lanes

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			right turn only to single lane	
423	1077	Hill side falling.	Not wide enough	No barriers on corner speed to high
424	1081	not divided	single lanes	lack of turn lanes
425	1084	Two lane highway	Undivided	Rock slide
426	1085	2 lanes at 196 Ave SE converge to a straight lane and a turn lane. People race to the last minute and even go straight from the turn lane		
427	1087	Mudslide hazard just past Jones road. Debris on road when it rains.	Lack of street lights (it's too dark)	Road is too narrow
428	1088	road stability and mudslides		
429	1089	Rock/garbage trucks	One lane road	Deer
430	1090	blind curves	At night the headlights of oncoming traffic can be blinding and disorienting, due to poor illumination and no divider between directions of travel	water over roadway on the approach to cedar grove road during periods of sustained, heavy rain.
431	1094	Slow	Terrible trying to turn	Too many driveways
432	1097	Lanes	Sidewalks	Divider
433	1099	Trucks turning left	Trucks turning onto 169	Traffic bottlenecking because of light
434	1105	I don't know if it's a highway concern but the landslide areas are concerning.	There is no suicide lane to accommodate turning traffic.	
435	1106	The hillside that is sliding down on the road		
436	1111	same as previous		
437	1115	expand to 4 lanes	reduce sight limitations	
438	1119	Single lane in both directions	Poorly lit	
439	1120	Vehicles crossing center line	Poor road conditions	Excessive speed & aggressive drivers
440	1121	The entire corridor gets extremely backed-up causing driver stress and road rage	Coordinate 16347-16803 area and 169; landslide problems	

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		due to light at SE Jones Rd /196th and 169		
441	1122	Drivers slowing down as the road gets curvy		
442	1123	No median barrier		
443	1124	where the road begins to curve drivers slow down below the speed limit and theres only 1 lane		
444	1126	Traffic backs up a lot here.		
445	1129	None		
446	1133	Road narrows from 4 lanes to 2 lanes	Little or no shoulder in some spots by the river.	
447	1134	Overcrowded for years		
448	1138	widen to 4 lanes.	add dedicated left turn lanes	improve lighting
449	1141	Speed limit to high	Traffic is cutting through Renton Highlands	Schools on Maple Valley Highway need preference
450	1143	The road needs widening from 196th to Cedar grovr	Barrier between on coming traffic is need after the 196th turn all the way to Cedar grove.	
451	1144	Single lanes with no center barrier	High speeds	Blind corners that drivers cross over middle lane on
452	1145	no passing lanes		
453	1147	needs to be 4 lanes	need turn lanes for both left and right	needs to be better lit at night
454	1148	Maybe drop the speed limit to 40 through this area to.		
455	1151	Increase speed limit	Use restricted crossing/u-turns for all left turns	Add lanes eastbound
456	1152	Lower speed limit		
457	1154	Better light timing		
458	1155	More lanes!! Many collisions along this stretch so obviously there are issues to be addressed...	Inadequate turn lanes on 169 as well as streets that intersect causing more traffic issues/rage	The slide area and uneven road in the area just south of jones/196th. Narrow and high speeds.

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459	1157	Because it's wider, people try to make up lost time by speeding and passing people. Can get dangerous	Light at cedar grove sometime causes back up	
460	1159	shoulders for emergencies	left turn safety	River access
461	1160	There are a lot of gravel filled dump trucks going through this corridor that aren't able to get up to speed quickly	This should all be 2 lane at minimum	Turn lane at Jones Rd with no warning that you're losing a lane
462	1161	speed and lack of visibility	blind corners	
463	1162	two lane and too much traffic for a two lane road		
464	1165	Widen to 4 lanes, bottle necked from SE Jones rd		
465	1166	Undivided road	Aggressive driving	Lack of lighting
466	1177	narrow lanes		
467	1178	One lane and really slow drivers	No shoulder	
468	1180	Not enough lanes	Road too narrow.	
469	1181	Lack of lanes	Cars entering road from driveways	Bar south of Cedar Grove road
470	1183	Single Lane either direction results in severe congestion around corners	No Turn Lane	Landslide Risks
471	1184	Traffic can back up significantly down the highway for gravel trucks, vehicles, wanting to turn onto Cedar Grove Road	This road needs to be 4 lanes	
472	1187	Utilize a roundabout at intersection of SR169 & Jones Rd	Utilize a roundabout at intersection of SR169 & Cedar Grove Rd	
473	1188	Widen the road to 4 lanes		
474	1191	unprotected curves	very dark	not divided highway
475	1193	Make double lanes each way	Make better designated turn lanes onto CG road	
476	1196	Left turns	Right turns	

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477	1198	clogged		
478	1202	Needs to be widened to four lanes	Hillside stabilization	
479	1205	needs to be 5 lanes		
480	1207	No issues. Divided highway is safe and flows well.		
481	1208	Poor visibiliy oncoming traffic	Bad at night	Winter gets icy
482	1213	in residential area the road needs a double left turn lane for easy access on and off the highway.	parking along the highway for access to the river. Make a parking lot accessible on wsdot property they already own.	
483	1218	The sections almost long enough to pass in but aren't. People pass cars anyway.		
484	1219	Slide	weird road tilt	sheer drop-off + narrow road
485	1220	4 lane to 2 lane	Light at jones rd	
486	1225	landslide	two lane only	non divided highway
487	1226	Need to have two lanes each direction. No way to safely pass.		
488	1228	Congestion creates danger for home owners trying to turn on to the hwy		
489	1229	Cedar grove to Jones road - unstable hillside/slide danger	Bottle neck narrowing to 2 lanes after	
490	1235	Too many trucks	not enough lanes	no divided lanes
491	1240	this needed to be 5 lanes 30 years ago!	the amount of truck traffic should require this stretch to be multi lane	
492	1241	lack of Jersey barrier	blind roads/ drive ways	not enough turn lanes
493	1244	No shoulder space with tight corners	Narrow road with no middle barrier	
494	1246	Land slides	Only two lanes	
495	1252	merge issues		
496	1253	The river, no barriers on the side of the road	Trees potentially falling on the roadway	Landslides
497	1254	Major backups from SE jones to Cedar Grove. Lots of cars	Another major bottleneck as so many new commuters every	

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		trying to turn onto Cedar Grove. Back ups starting as early as 2:30 pm	year heading to Bellevue and Issaquah from Maple Valley due to lower housing prices south of this region. Insane congestion and only 1 lane each way. Just crazy	
498	1258	Rock wall fallen	steep curves	
499	1259	2 lane and not divided	Mudslides	
500	1263	Only two lane highway, should be four		
501	1265	Needs to be 4 lanes. People try to passand if not they tail gate even if your going the speed limit or a little over.		
502	1267	Impatient drivers	Slow drivers	
503	1270	Speed	Unsafe UTurns	
504	1271	Parking and slow downs due to river activity during hot weather		
505	1272	Hillside on west side coming down on hiway	No center turn lane	No right turn lane to Cedar Grove Rd (heading N from MV to Renton). Cars drive on the shoulder when the Cedar Grove light is red to make a right turn on to Cedar Grove.
506	1273	Landfill Truck Traffic		
507	1274	Landslides!!!		
508	1275	Dark at night	Fast moving semi trucks	Lots of accidents
509	1276	Only two lanes	No space or barrier	Speed to high for lack of space or barrier
510	1277	2 lanes sucks	hillside sluffing off	
511	1279	single lane road		
512	1282	Single lanes	No divider	blind corners
513	1283	Traffic turning right onto Jones Rd queues up on the shoulder so as not to block traffic	Cars go very slow (5-10 under the speed limit) up until the lane splits into 2 then	Cars parking on the side of this stretch to go floating the river make this pretty

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		behind them. Cars fly up on the left 50+ and squeeze in at the last minute. Very dangerous and aggravating. Shoulder has rough, bumpy texture, obviously not meant to b	immediately increase speed once people can get past them. Makes no sense. Have seen many, many road rage incidents here due to this behavior. Should be 2 lanes the whole w	dangerous. People will actually walk/dart across this 50 MPH road to get to the river. Create a parking area on the proper side of the road for them, please.
514	1285	People speeding - concern due to some residential entry/exits that have almost caused accidents due to the high speed at which people are traveling in this corridor		
515	1288	Too Busy Between Jones Rd and four Corners Maple Valley	No Turn Lane to get in and out of driveways	No divider
516	1289	need more lanes	mud slide on the one corner	
517	1290	lack of barriers between lanes	not enough lanes	traffic backups
518	1293	Narrow two-lane roadway with highway speed limit. Widen road, make it two lanes each direction and provide a median in between.	Night street lights	Guardrail between Cedar River trail DITCH and the roadway.
519	1296	Slide risk	Single lane	
520	1297	more lanes		
521	1300	potential rock slides	not enough lanes	
522	1302	The		
523	1308	no left turn lanes	two lane road	winding road
524	1309	Needs divider and another lane		
525	1311	Not an adequate berm on side of road	No barrier separating traffic	Some parts need 3rd turn lane
526	1312	Speed		
527	1314	narrow	shoulders to narrow	line of site
528	1320	Speeding!!!	Lack of center barrier between oncoming traffic!!	Idiot drivers who endanger the lives of everyone on this stretch of road.
529	1322	lack of lighting	lack of shoulder	

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530	1324	Lines aren't visible enough. Reflectors on side and middle of road.	Guard rails where appropriate.	Wake up bumps in the middle and sides of road.
531	1325	2 lanes should be 4 lanes	landslides from hill	uncovered truck loads
532	1326	Two lane		
533	1327	No medians	Tight turns with little visual	Need more lanes
534	1328	High traffic		
535	1330	Aggressive drivers stay in left lane and don't allow traffic to merge		
536	1331	Landslide removing First 1/4 mile of road	Traffic	Speeding
537	1339	The hillsides need stabilization. They are badly eroded and continue to slide		
538	1340	no barrier from oncoming traffic	excessive speeding	poor street lighting
539	1343	Only 1 lane	Rock slides	Large
540	1344	High speed area, but road is too narrow, needs center divider	Danger of rock/mud slides	Need sufficient barrier between roadway and Cedar River
541	1345	Inadequate lighting - se 231st > north	Inadequate/unsafe shoulder for accident/emergency - se 231st north	
542	1347	Dark	Traffic	
543	1348	Speed	One lane	Curves
544	1350	Eliminate Road narrowing at Jones Road	Widened road to 4 lanes	
545	1352	Again lack of capacity due to population increase & usage		
546	1357	Widen		
547	1359	Congestion	One lane narrow roadway	Mud slides
548	1360	One lane windy road with no room	Mud slide along this stretch of corridor	Dark road no lights
549	1362	Traffic turning on and off highway	A lot of large trucks on this stretch due to cedar grove plant	
550	1363	Needs 2 lanes		

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551	1365	needs to be widened to 4 lanes	better traffic control at intersections	better turn lanes
552	1367	Two way traffic	Back ups	Turning vehicles
553	1368	Cedar Grove rd and MV HWY speeding past intersection	Curve at 196th and narrowness of the rd on the curve on MV HWY	widen the Road from two lane to four lane between Cedar Grove and 196th Ave Se also add light It is extremely dark at night before the curve at Jones Rd and 196th Ave
554	1369	1 lane road each way. Widen the roads to 2 lanes each way.		
555	1370	widen	Narrow icy in winter	
556	1374	head-on concerns due to winding road with limited sight distance.		
557	1377	taligating		
558	1381	this area seems fine		
559	1382	backups due to turning at cedar grove road	insufficient passing space	
560	1385	Merging from two lanes to one is dangerous	Winding road on narrow lanes	cars competing with too many semis
561	1386	Lighting - lack of street lights and affect of oncoming traffic lighting	single lane roads with heavy volume of semi/construction traffic	Volume of traffic unsafe for folks that live along this area re: bus stop, mail boxes, etc.
562	1387	Center turn lane or widen		
563	1393	Headlights of oncoming vehicles	drunk drivers	
564	1394	use of reflective paint or reflective lane markers to assist driving in the dark	control incoming traffic from dirt parking lot of Red Dog Saloon; multiple cars are able to enter traffic from the entire side of parking lot facing 169	
565	1398	one lane road	speed	trucks
566	1399	Hillsides that can cause slides.	Need for center median barricade.	Icy conditions in winter due to frost and constant shade.
567	1401	Excessive speed approaching		

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568	1402	Landslides	Pavement failure / settling	lack of adequate shoulders / road width
569	1404	left lane hogs		
570	1405	Volume of traffic is a concern		
571	1406	clear of any debree		
572	1407	None.		
573	1409	four lanes needed	street lights	fix sliding hillside permanently
574	1410	Two lanes not enough	Road bed not sound at rivers edge	Slides from above (same location)
575	1412	this section is the worst. windy and only one lane on each side.		
576	1415	too narrow, curvy, no shoulder, the hillside is always sliding debris	icy and black ice in the shadows	
577	1416	Big trucks	Speed	
578	1417	Too few lanes		
579	1418	too narrow in spots	not well lit	
580	1419	no turn lane	No lighting when dark	Narrow, curvy road with possible landslides
581	1420	Very hard to see in the dark	Road is too narrow	
582	1421	The entire section is too narrow and dark.		
583	1422	Jones road (196th)	Hwy 169	
584	1424	Single lane	Trucks	
585	1428	Too many commercial trucks!	Too many commercial trucks!	Too many commercial trucks!
586	1429	Widen road by adding flex lane	Add lighting	
587	1430	No turn lane from westbound 169 on to Cedar Grove Rd		
588	1436	dark road	too much traffic	
589	1438	Volume and left turns.		
590	1440	Northbound lanes are the most congested. Need to be addressed so there aren't so many reared collisions.		
591	1441	The hillside is eroding	Lanes are not wide enough	
592	1442	My main concerned is the last minute turns in		

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		front of people going 50 mph		
593	1444	Should be 4 lanes the whole length		
594	1450	The entire 169		
595	1451	Only 1 lane each way.	Poor sight lines for passing.	
596	1453	To narrow		
597	1454	Right turn lane for cedar grove rode on 169		
598	1455	Debris on the road from cliffs		
599	1457	Icy in the winter	Gravel and dump trucks	People stopping to make left turns when the traffic is bad: people often drive on shoulder to pass. Rear end collisions.
600	1458	Lighting	Speed	2 lanes
601	1461	Dangerous from gravel and garbage trucks.		
602	1462	Lighting is not good enough	Turning traffic	Landslide risk
603	1467	One way highway	Trucks going so fast on small highway	
604	1468	you are taking a high volume of traffic and squeezing it from two lanes to one lane eastbound. many time people will rush ahead on the right and try to merge left.	too much semi traffic that cannot keep up with the speed limit	the light at cedar grove road provides no real value expect to stop traffic to a crawl
605	1469	The curves along the river are hazardous very dark in the winter		
606	1470	Syncing of lights	Speed limit too low.	
607	1471	More lanes	More lighting	Turn lanes
608	1479	Horribly dangerous	Constant backups	
609	1481	Should be 4 lanes	Need sidewalks	too many trucks carrying large loads.
610	1485	Too dark, more lights, more reflective objects	Cliffs towards the river, yikes, light them up	More lanes, I know, some day, maybe
611	1488	very dark at night	two lanes with no middle divider	shoulder is very narrow in places plus the mudslides are bad

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				during very wet seasons
612	1489	Hillside coming in the the road, heading to maple valley		
613	1492	Too crowded - needs to be divided highway		
614	1496	just after the light at jones road, a falling hillside	single lane	need longer turning lane onto cedar grove due to lots of trucks going to the dump
615	1499	No median	No lights	No police
616	1507	Narrow lanes	Erosion on hillside	Steep drop off to river
617	1511	Width of road	Darkness of road during the winter	
618	1512	landslide concern	narrow curves	
619	1514	Not enough lanes	Mudslides	Turn lanes
620	1517	Only one lane each way, doesn't support the cars on the road	Floods every year	Potential for landslides
621	1518	only 2 lanes for all the traffic it receives.	the curve section closes to the river is tight when big trucks come out of cedar grove recycle area.	
622	1523	lights	two lanes	
623	1524	Dark	Narrow	No center barrier
624	1525	Needs to be 4 lanes		
625	1526	Very congested 2-lane road		
626	1530	Only 2 lanes	landslide risk/issue	
627	1531	No barriers	Poor lighting	Distractions
628	1532	Rockslides/washout	Sharp curves with low visibility	High use by commercial vehicles causing backups
629	1533	Two lanes	Lack lc median	Reckless driving
630	1539	Too dark	Too narrow	Too many curves
631	1540	Landslide area on the west side of the road here.		
632	1541	Extremely worried about car cross overs.		
633	1542	Narrow roadway, not much of a shoulder.	Poor lighting at night.	
634	1543	Traffic backup	Cars passing unsafely	
635	1544	Traffic merging	To congested	
636	1545	Barrier between directions of traffic		

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Question 10c

There are four main segments WSDOT is considering for safety investments. For each one, please list your top three safety concerns, if you have any.

Cedar Grove Road to SR 18 (N=652)

Number	Response ID	First Concern	Second Concern	Third Concern
1	49	Speeding	Tailgating	Unsafe passing
2	55	2 lane hyw	cars entering and leaving 2 lane hyw	
3	61	this roadway should be expanded to 2 lanes each direction with a barrier		
4	63	one lane	bad quality shoulder	no divider
5	66	No middle turn lane despite multiple areas where turns are made		
6	67	parking on the east shoulder	slow down and congestion entering Maple Valley	
7	70	Only two lanes available	Landslides	
8	73	two lanes with heavy congestion	no lane dividers or jersey barrier	at night it is way too dark
9	74	Truck traffic		
10	77	too few lanes	high speeds, too many trucks	
11	82	No residential turning lanes	No residential turning lanes	No residential turning lanes
12	90	Single lane	No divider	Poor
13	92	Needs a middle lane for turning into and out of businesses	No sidewalks	
14	95	Single Lane		
15	103	Need more lanes		
16	111	Single lane!!	No turn lanes	Too much traffic
17	112	In front of Red Dog Saloon		
18	113	narrow lanes, not enough lanes	excessive speeds	slow speeds
19	115	Needs additional lanes	Needs wider shoulders	Need to eliminate the two cross street with no visibility
20	116	being only one lane	no turn lanes	the speed limit and lack of lights

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Number	Response ID	First Concern	Second Concern	Third Concern
21	120	This road congestion is terrible.	Safety concern is there and is def bad if Emergency vehicles or Police are trying to get through	
22	121	left turns onto or off the highway	too narrow for the amount of traffic	
23	124	Too much traffic	Too much traffic	Too much traffic
24	126	only 2 lanes it needs to be 4		
25	129	Slow drivers (causing others to make erratic lane changes)	High speed drivers at night	
26	132	"Rabbit hole" entrances to Maxwell Road	Entire stretch needs center turn lane! Too many homes & businesses.	
27	133	Nice shoulders best two lane section		
28	136	one slow car stops traffic	blind intersections off road	volume of traffic
29	138	People go by SE 216th way to fast. Enforce a slow down in this area and keep it 35 all the way into MV		
30	139	Single lane; congestion	Lack of barriers	Lack of lighting
31	141	SOOOO many cars, so little space to accommodate	The infrastructure does not match the number of people commuting on a daily basis	
32	144	Passing.... people take too many risks on this stretch, pass in no passing zones, or pass in the middle of intersections. Passing lanes would help along this stretch (or 4-laning SR 169 to SR 18).	Numerous driveways, small side streets with a lot of left turning conflicts. Seen a few near misses. Widening the road slightly to create a barrier divided 2 lane highway would help, with U-turns or roundabouts adequately spaced apart (like at 218th Place	A lot of drivers, including myself, use SR 169 to travel to I-90, a lot of people use 216th and 244th to get on SR 18 (sometimes backtrack down to the Maple Valley interchange). Either way, it's extremely inconvenient and unsafe the way people drive on the
33	145	Speed limit	No passing lanes	1 lane
34	147	none		

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Number	Response ID	First Concern	Second Concern	Third Concern
35	148	Needs to be wider	Needs turn lane lots of houses off that part	Speed
36	151	Narrow roads	not enough crosswalks	
37	154	Street lights	Center barrier	More lanes
38	155	The road needs to be widened to accomodate the influx of new residents, which increases risk to safety.		
39	158	back ups	need more lanes	need left turn lanes into specific areas
40	161	entire corridon is only 2 lanes		
41	162	Do not drive this route		
42	165	Only two lanes	Lack of barrier or median	Dim lighting at night
43	167	Slow drivers driving well below the speed limit inciting road rage in other drivers. A passing lane would be LOVELY.		
44	169	This needs to be four lanes. Traffic is terrible at all times of the day through here.	The bridge over the cedar river is old.	The light North Bound at Cedar Grove needs a right turn lane.
45	171	4 lanes is good	Speed limit too slow	No starbucks
46	173	Backups coming into Maple Valley around SE 214th St seem to create a lot of rear end collisions		
47	179	This road is backed up from 2:00 until later in the evening.	Should be double lanes each way	
48	180	Trying to get on 1269 from 216th, can take up forever, as the line of vehicles coming out of MV is very long and the light cycles are very long - This causes people to lose patience and pull out into on coming traffic	Too many commercial (single, double & long dumptrucks)	
49	182	left turn lane needed		

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Number	Response ID	First Concern	Second Concern	Third Concern
50	183	One lane only makes impatient drivers do stupid overtakes or start tailgating	No sidewalk anywhere	Cars leaving the trailhead right under SR 18 have it hard merging into 169
51	184	Making left turns	Making turns onto 169	
52	186	Add an extra lane for travel in both directions	Divided highway	Improve sequencing of traffic lights at in downtown Maple Valley so traffic isn't backed onto Hwy 18
53	190	2 lanes each direction	Better lighting	
54	191	Poor lighting	Single lane each way	No divider
55	193	Left turns along the corridor cause lots of backups		
56	194	Left turns without a turn lane may cause a rear-end collision	Backs up at rush hour	Limited throughput since only one lane
57	195	None		
58	198	Traffic	Back ups because of traffic	Accidents because of traffic
59	199	congestion at the intersection		
60	204	Needs more lanes	Needs guard rails/dividers	
61	205	Need more lanes	Landslide	Road quality
62	208	lights in am backs traffic to maple valley	requires 4 lanes	limited travel vision
63	210	Passing vehicles make it dangerous - speeding and tailgate drivers	No lights on road	Should be 4 lanes - to avoid passing on the right and
64	211	Rear end collisions	Two-lane road	no center turn lanes
65	212	Poor lighting/visibility	Lack of 4 lanes (2 each direction) for safe passing	Lack of traffic control from side roads/driveways onto main roadway
66	213	More lanes	Better lighting	Divided hwy needed
67	215	Traffic congestion	No safe place for pedestrians where all the houses are	
68	219	Needs to have two lanes on each side with a divider or turn lane for safety		
69	221	Entire portion is normally backed up the entire way. The	Too many cars and buses stopping on 169	

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Number	Response ID	First Concern	Second Concern	Third Concern
		intersection at 18 is a nightmare.	to turn which clogs traffic	
70	222	when cars are turning left off 169 onto properties along the highway, this contributes to the already heavy traffic at times. A center turning lane would be helpful.		
71	230	Difficult in seeing the red light as you go under SR 18	The amount of traffic creates rear end accidents.	
72	231	Business along 169 pulling out	169 & Maxwell Road train trussells	
73	233	Turn lanes needed.	Better light timing at Cedar Grove road.	
74	236	Traffic backing up as you come into maple Valley		
75	238	need more lanes	better lighting for night driving	
76	239	Not enough lights during dark hours	Speeding problem	No road divider
77	240	dark	lack of turn lanes	
78	241	Not enough lighting		
79	243	Needs to be two lanes per direction of travel. As the county approves more and more high density housing this road is intolerably crowded. Why not tax the developers and new home owners for this?	If anyone wants to make a left turn it is a near accident. Please put in a turn lane	The garbage trucks are a plague here. Why is the landfill still open when it was supposed to close in 2016.
80	244	more lanes	more lanes	more lanes
81	245	control speeds	congested with traffic	widened
82	246	Narrow road	Single lane congestion	No left turn lanes
83	250	Passing	Number of cars	
84	253	dangerous to turn in to Foley's Fruits, pull out from there		
85	255	Excessive traffic, sudden stops	Pedestrians	Head-on collisions

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Number	Response ID	First Concern	Second Concern	Third Concern
86	256	Nonexistent road lighting	Little to no visibility for cars coming onto the highway from connecting streets	Too many travelers for the road capacity
87	257	Single lanes don't accommodate traffic volume		
88	259	Need to be wider or better visibility	Barriers again	
89	261	No turning lanes	Not well lit at night	
90	262	The traffic accumulation that occurs during rush hours is dangerous due to the frequent stop and go.	The two lane road on a highway with a speed limit of 50mph is dangerous and there needs to a median	
91	265	Local turns (especially the ones beneath the trail	Lack of turn off areas to slow down for residents	
92	266	People trying to turn into the area by Foley's Produce get stuck for long amounts of time and people pass them on the shoulder		
93	267	Tailgating	Passing	Visibility
94	268	One lane of travel with very high traffic volumes		
95	271	Single lane in each direction	No center divider	Passing allowed
96	272	Too many cars	Hard to get in and out of Foley's Produce during peak times	
97	273	Need dividers between opposing lanes		
98	275	No barriers	Dark	No turn lane
99	277	red light runners		
100	281	entrances under old railroad bed		
101	288	No center divider	Narrow shoulder	Few streetlights
102	289	Expand road to handle volume	Hill right before sr 18 really steep with site or ice	
103	291	Congestion	Left turns that may cause rear end accidents	

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Number	Response ID	First Concern	Second Concern	Third Concern
104	298	Same as before--this area is subject to frequent backups and slowdowns, and impatient drivers attempt unsafe passing		
105	299	2 lane road high speeds		
106	303	Need more lanes	Need more lanes	Need more lanes
107	310	two lanes with lack of turning lanes		
108	316	Backup getting through the light. Stop and go.		
109	318	speed limit signs every mile	traffic lights expanded so we can see them behind tracks	
110	320	Poorly lit	only one lane	Lots of stop and go traffic
111	321	Need additional lanes	Fewer traffic stops	Congestion
112	323	Sliding hillside	Narrow road	Turning traffic
113	324	Dangerous passing	Hard to pull out of xsts or driveways	Speeding
114	326	needs another lane	more light	retaining wall
115	328	Congested		
116	330	Should be two lanes in both directions	Reduce curves for sight distance	Restrict bicycles to the trail system
117	331	Land slide	Flooding	
118	332	Controls at entrance to park for larger events (ie daycamp)	Places for school busses to pull off instead of stopping in road	
119	343	Not enough lanes	Landslide risk	Not enough lighting
120	351	This area only gets backed up once in maple valley		
121	355	Turn lanes onto the side streets	Better interchange at maple valley market.	
122	357	Center turning land for SE 214th		
123	359	need to wien the road		
124	361	Sever congestion needs to me 4 lanes		
125	362	I avoid that area		
126	365	Drivers going under the speed limit	Drivers passing on the right when cars are making left turns	

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Number	Response ID	First Concern	Second Concern	Third Concern
127	366	Only 1 lane each way		
128	368	Cedar Grove Rd SE to SR 18		
129	371	Needs to be 4 lanes.	Needs center divider barricade.	Need to change access points from under the old railroad grade. Visibility is poor and they are too confined causing traffic to almost stop to turn into them.
130	372	Turning out of the gas station by Foley's -- it is difficult to see oncoming traffic coming at high speeds.	Turns onto and off Maxwell very challenging and blocks traffic	No right turn lane for Cedar Grove going north. Lots of large trucks.
131	373	That area seems fine		
132	377	divided hwy needed		
133	379	The one-lane per direction is a safety concern; the road needs to be widened so that people turning do not cause the entire lane of traffic to have to quickly stop or slow down, causing massive backlog.		
134	380	congestion	no center turn lanes	
135	383	More lanes	More traffic signals	Better turning options
136	386	The sr 18 interchange	The intersection in front of red apple market	
137	388	I was in a rear end collision that totaled my car in this section of 169 because the driver behind me had NO where to go to avoid hitting me (beside a steep ditch)	There is no turning lanes here, there NEEDS to be another 3 lanes in my opinion for this to be safe (2 on each side and a turning lane)	
138	390	Needs to be four lanes	Too dark needs more lights	Too narrow
139	391	Too congested		
140	393	needs center turn lane	better lighting	
141	394	Only one lane, windy road		

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Number	Response ID	First Concern	Second Concern	Third Concern
142	395	Only one lane each direction		
143	397	NEED MORE LANES!!!!		
144	398	single lanes	embankment/slope landslides	Traffic congestion at the SR 169 and SR 18 interchange. Avoid the area at all costs during rush hour. unless you like sitting through 5 to 10 traffic light cycles to get any where.
145	400	Left turns		
146	407	Roundabouts	4 lanes	No turn on red
147	408	left turns	medians	merging from side streets
148	411	Commute backups are a constant daily issue. Sudden slowdowns around curves can cause collisions.	Should be 4 lanes!	
149	413	Lack of street lights	Lack of shoulder space	
150	414	this section backs up and is mostly an issue of volume		
151	415	High volume of traffic on a two-lane Highway	More residential stretch of road so often cars entering and exiting the highway having to do so rapidly to give into traffic	
152	416	Lack of lighting and shoulder area to swerve into. Road should be widened vs. just "safety improvement" as the volume of traffic is one of the biggest problems!		
153	422	no barriers		
154	424	Reference previous answer		
155	434	volume of traffic	visibility	speed

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Number	Response ID	First Concern	Second Concern	Third Concern
156	435	only one lane traffic back ups	can't see traffic stopped and having to slam on breaks	cars pulling out from side street with no traffic lights
157	438	Road too narrow. Not enough lanes		
158	439	severly backed up in the mornings.	If heading north, cars turning into fruit stand just past 18 are hard to see in time.	
159	443	214th	Entries to Maxwell	
160	446	Traffic is stopped and we dont know why.. the flow is impeded by lack of planning for volume and lights		
161	447	With only one lane each way, traffic is bad. Dangerous when people turning		
162	451	Traffic volume too much for road	No barriers to divide lanes	
163	453	Not enough lanes	Too many cars	
164	455	Single lanes	Passing traffic	Turning onto side roads off of the highway
165	458	driveways	only one lane each way	
166	460	The right turn lane on to Cedar Grove Rd SE could use lengthening		
167	462	lack of lanes	too many waste vehicles	
168	464	cars stopping to turn across roadway		
169	470	This area of road needs to be wider.	There needs to be a better on/off ramp area for SR 18.	Safety vehicles entering/exiting this area are often blocked because of congestion.
170	473	Need more lanes for the volume of traffic	Turns across 169 in this area are dangerous	
171	476	no turn lane		
172	477	SE 216th Way		
173	478	Access our driveway off the highway	Speed	Passing motorists
174	490	No middle barrier	No middle turn lanes for left turns	
175	492	Narrow	Two lanes	

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Number	Response ID	First Concern	Second Concern	Third Concern
176	493	frequent stops to turn off road in one way or another	not enough lanes	individuals trying to pass
177	494	narrow shoulder in places	Driveways/merging traffic	
178	496	You need to double the amount of lanes		
179	498	No dividers between cars	Narrow shoulders	
180	499	Single lane road - illegal passing and sudden stops		
181	500	narrow 2 lane road	turns into driveways and businesses	school kids standing next to the roadway waiting for a bus
182	501	Median or barrier needed	Less massive trucks during peak commuting hours	
183	512	4 lanes are needed to help with congestion	more street lights for night driving	
184	516	Left turns off 169 between cedar grove and the red apple market		
185	526	again two lanes is not enough	possible turn lanes to ease hold ups caused by drivers waiting to turn?	no need for more lights, just need more lanes
186	528	No median from Maple Valley to Renton	The road should be 2 lanes in both directions from Renton to Maple Valley	Lack of shoulders on most of the road
187	531	Not enough lanes for volumn. At times this section is lucky to move at 25 mph, causing people to pass. There have been many accident over the years.		
188	534	Lack of left turn lane on the long straight away		
189	538	Two lanes	No shoulder	No turn lanes
190	539	Traffic jams	Turns	
191	542	none		

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Number	Response ID	First Concern	Second Concern	Third Concern
192	543	Needs expansion to 4 lanes		
193	544	Need two lanes both directions		
194	545	Single lane	Dump truck traffic	Lack of bus routes
195	547	Two lanes.	Terrible backups	Speed
196	549	terrible morning and afternoon commute traffic, no alternates if accident occurs until you get to Maxwell Rd	turning traffic for Foleys and the Royal Arch park or trying to leave those places	traffic leaving the Mpl Vly market and Shell don't watch for oncoming traffic on the highway
197	550	Too narrow	Needs widening	Fours lanes please
198	551	same as #14		
199	553	Congestion of cars turning on 169 who exit off of 18	crashes by park-n-ride on 169 near 18	need wider road -- merging
200	554	Two lanes - too backed up at the light		
201	555	Cars pulling out from maple valley market		
202	557	Congestion!	Need more lanes	
203	559	Speeding	Passing school buses	Slamming on brakes too many cars
204	562	Drivers cutting over to Maxwell Rd SE to avoid the back ups		
205	566	Need more lanes		
206	570	congestion and quick stops when lowered speeds		
207	571	Poor lighting	Not enough lanes	Too much traffic
208	574	Too many cars on two lane rd		
209	577	Trucks with uncovered loads dropping debris	Congestion and sudden stops	Traveling north on 169 and turning left into Foley's
210	578	Poorly lit	No barrier in between on coming traffic	
211	580	Single lanes traffic in both directions do not allow for slower traffic lane and passing	Traffic backs up terribly in the section	
212	581	Need 2 lanes each way		
213	582	lighting	narrow, no median	mudslides, no shoulder
214	583	Expand to 2 lanes in both directions.	Add center left turn lanes by Foley's Produce/Matter of	

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Number	Response ID	First Concern	Second Concern	Third Concern
			Style & gravel parking lot (trail access) across 169.	
215	584	Lack of a center turn lane	Lack of lighting	
216	589	Improved lighting from the Ted Dog towards MV.	Improved bus-stop lighting	Deer crossing
217	592	Very slow moving during commute times.	Needs widening	
218	594	accidents caused by speeding and bottlenecking	traffic	traffic
219	597	Traffic congestion/ too few lanes	Barriers to river	Dimly lit
220	598	214th needs a traffic light or traffic circle		
221	599	two lane road		
222	600	Two lane road		
223	604	Not enough lanes	Not enough transit to serve area	Road doesn't have capacity to handle volume into Maple Valley
224	608	Head on collision		
225	609	Narrow roads with many unmarked turns	No lighting	
226	610	Ok here for the most part, but gets really bogged down the closer you get to 18.		
227	613	none	none	none
228	617	Left turners are prone to get rear ended.		
229	620	no center turn lane	driveway egress	slow drivers
230	622	Too few lanes..causes congestion	Turn lanes needed, many accidents for increased usage of businesses and residencies	Need more lighting..difficult to see at night in the rain
231	623	Excessive speeding	Reduction to two lanes	
232	624	Entering and leaving driveways.	Two lane with no safety barriers.	
233	625	Needs widened		
234	628	Needs to be a 4-lane road	You don't show the river but flooding is always a concern	

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Number	Response ID	First Concern	Second Concern	Third Concern
235	629	Left turns	Back-ups from light at MV	
236	637	Railroad trestle roads	Lack of turn lanes	Poorly timed lights.
237	639	More lanes	Wider roads	Center turn lane all the way down
238	642	Lack of two-way center turn lane between Maple Valley (216th) and 196th.	Poor visibility of underpass entrances to Maxwell Rd. from Hwy 169, especially the southernmost one.	
239	646	Need 4 lanes	Need division	Need speed slow down
240	648	texting	speeding	traffic volume
241	649	Danger in passing slow vehicles traffic back up thru the area of reduced speed to 35 and the first light.	The section of road by patrol office and park and ride lots of traffic and reducing to one lane headed towards renton	The merge traffic at intersection from 18.
242	652	speed is to fast	roads are slick and icy in the winter	no traffic light warnings to let speeding traffic know that up ahead light will be turning red
243	656	the hill that is ready to slide, plastic not going to save us		
244	657	Two lane road	Congestion	Undivided highway
245	658	narrow lanes	drive ways	
246	663	Non-seperated lanes, risk of head on crashes	Blind side street access	
247	669	Needs dedicated business turn lanes to minimize backups		
248	672	Expand to more lanes	Lighting	
249	674	width	speed	hidden driveways
250	675	OK		
251	677	speeding	poor lighting/lane stripes	speeding
252	678	There are a lot of unnecessary slow downs in this area which cause a lot of road rage where we see people passing each other unnecessarily and sometimes illegally. This area might		

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Number	Response ID	First Concern	Second Concern	Third Concern
		require a special solution because of all the turnoffs. I'd recommend a cou		
253	682	Too many cars for infrastructure	Traffic at peak hours	
254	683	Needs to be 2 lanes	Too many driveways onto the road	Too much road rage due to the traffic
255	684	No center barrier.		
256	685	Speed		
257	686	No center turn lane, causing backups and drivers who use the shoulder to go around a car that is trying to turn left	Congestion during commute times	
258	689	agressive passing on straightawy section	passing lines of cars on shoulder to get around cars waiting to turn left into residential areas	
259	690	bus stops	lanes are to narrow	
260	692	I recently had to walk from the park and ride to the police station with my young daughter. We were on the roadside (didn't konw there was a footpath through the bushes until later.) It was nerve wracking. A sidewalk would be helpful - or a marked path	Many cars speed up on the right to merge to the left when going from MV down towards Testy Chef. (Surprising, since it's right by the sherriff office!)	
261	698	1 lane each way is narrow ending the turn lane make turning dangerous	poor sight lines around curve and traffic signal	traffic gets blocks depending on other parts of 169 that are not being studied
262	703	Make this section 4 lanes!	Secure the hillside and the sinking of the road in the riverside	Add roundabouts instead of lights
263	706	needs to be more lit	needs to be 4 lanes	
264	707	Traffic	Heavy trucks	
265	709	Needs street lights - too dark	Needs to be expanded to 2 lanes each direction	Need better public bus stop - not lit - people

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Number	Response ID	First Concern	Second Concern	Third Concern
				standing in dark on side of road
266	710	single lanes		
267	713	congestion		
268	717	lack of center turn lanes		
269	720	Needs to 2 lanes each way and turnout lane for Metro Buses	Needs Sidewalks.	Needs long Turn lane for stop light at Cedar Grove
270	722	visibility- many don't realize there's a trail or that there is a stop light	narrowing	the intersection right under over pass is dangerous
271	723	Slow one lane	lots of dump trucks traveling	by 2 pm traffic is backing up
272	724	A turn lane is needed to prevent suddon stops for people turning		
273	726	one lane	tailgating	speeding
274	731	Too much traffic		
275	733	Rear ending	Center crossing	No sidealks
276	734	Need Barrier between lanes		
277	737	Single lane		
278	739	speed		
279	740	Road not nearly wide enough for traffic	Need turn lanes!!!	Back ups happen all the time & they start EARLY & go until very late
280	741	congestion/one lane		
281	742	Perrovitsky Rd		
282	745	Make it four lane the whole way		
283	752	lots of driveways	single lanes	
284	753	Two lanes both ways	Barrier between directions	Better lighting
285	754	Single lane needs to be a double lane road way with divider	Needs lights very dark at times	traffic flow with lights needs to be also adjusted as this can back up for miles
286	756	No center divider or center left turn lane	Ditch on the north side where shoulder should be	No right turn lane from MV Hwy to Cedar Grove Rd
287	758	Single lane	Impacted by lights in MV	
288	761	Narrow Rd		

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Number	Response ID	First Concern	Second Concern	Third Concern
289	766	No turn lanes for driveways and many people go around on shoulder		
290	770	Unsafe passing areas	Many driveways	Heavy truck traffic
291	771	Congestion	Slowdowns	Stoppagers and rolling stops
292	772	Narrow two lane road		
293	773	single lanes		
294	775		15	
295	778	Narrow bridge over cedar river	Left turns across traffic	Insufficient # of lanes, esp for heavy truck traffic
296	782	Would be good to have a barrier between each direction	Would be good to have two lanes in each direction	
297	784	Driveways and roads make it dangerous		
298	785	Speed	Illegal passing	Drunk drivers
299	786	One lane each way with no divider.	Traffic is stopped during rush hour	
300	787	More lanes		
301	789	Cross traffic darting out from under Cedar River trail		
302	790	(had to stop using SR 18 due to roadworks on it)		
303	791	It's only two lanes, needs to widen	Traffic tie up at Cedar Grove, how about a traffic circle?	Turning traffic onto Maxwell. Instead of two way traffic, how about we designate them as one way? One to get off of 169, one to get on.
304	792	Too narrow	No center divide	
305	798	Flooding issues on this part from cedar river		
306	802	Traffic	One lane	
307	804	One lane each way, makes fo frustrated and unsafe drivers		
308	805	Always backed up		
309	806	Dark		
310	811	Merging to one lane	Speeders	
311	813	No street lights	Very congested	Traddic lights bit synced

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Number	Response ID	First Concern	Second Concern	Third Concern
312	816	Terrible congestion at 18 interchange	No turn lane onto cedar grove	Single lane, when clearly needs to be doubled
313	817	Uncontrolled left hand turns with no turn lane.		
314	818	SB traffic trying to turn left under bike trail onto Maxwell Rd	NB traffic turning left into businesses (food bank, Foley's and Matter of Style)	
315	819	lighting		
316	821	single lane in both directions with frequent and sudden stops for left turns		
317	823	Need more lanes to accommodate heavy traffic		
318	824	Head on collision		
319	826	slowdowns		
320	827	Driveways off of 169 are a hazard because people aren't paying attention.		
321	828	School busses		
322	832	Two lanes please	seperate turn lane for produce stand/maple valley food bank	
323	834	Narrow driveways immediatly off to side of roadway. Those need to be widened.		
324	835	Road needs to be widened to accomodate increasing traffic.	Needs a refuge lane at the Maple Valley Food Band/Foley's vegetable stand.	
325	836	add 1 lane on both directions	add street lights	better traffic signals for left turns
326	838	In general, too many entry points, too many sharp turns, no turn lanes.	The produce stand, Maple Valley Food Bank, gas station and grocery store traffic turning on to and off of the highway on a relatively sharp curve is a constant hazard. Turn lanes are	Entry points under the old rail bed are short, blind, and dangerous. Expensive to fix, but very dangerous as is.

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Number	Response ID	First Concern	Second Concern	Third Concern
			insignificant or non-existent. Turning left on to the highway needs so	
327	839	No concerns		
328	840	No shoulder, no barrier between high speed lanes	Absolutely need a turn lane near Royal Arch park - both coming from south and north - events at the park back up traffic and create huge safety concerns	need a turn lane when heading South into Maple Valley going into parking lot by Cedar River trail - across from Maple Valley Food bank
329	841	Left turns, both directions, both for people behind the left turners and for the people making the turn across fast traffic.		
330	845	Lack of turn lanes	Lack of safe crossing for pedestrians and bicyclists	narrow road
331	846	Junk on the side of the highway		
332	847	Too few lanes for all traffic	People passing illegally	Turns into private drives stops traffic or people drive around turners illegally
333	848	Traffic too heavy for two-lane undivided highway		
334	849	cycling safely	single lane congestion	congested intersection @ Hwy 18
335	850	Too many cars for a 2 lane road. Congestion.	Turn offs for homes.	Very little shoulder
336	851	Intersection with Cedar Gove Rd must be improved due to landfill traffic.	Stop and go traffic causes rear enders.	Numerous intersections and driveways combined with a continuous stream of traffic causes unsafe situations.
337	854	With only one lane in each direction there aren't safe alternate lanes if one is blocked	There isn't a turn lane	

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Number	Response ID	First Concern	Second Concern	Third Concern
338	856	Too much traffic for road capacity	Intersection with traffic coming on and off highway 18 is bad.	
339	857	Two lanes & a lot of passing cars		
340	858	Needs widening!!!!	Cars turning into businesses and homes making sudden stops.	Traffic backs up all the way to jones road going into MV in the early afternoon through evening traffic.
341	859	Narrow	People drive too fast	
342	864	High speeds, lots of turning traffic, those weird little under-trestle driveways that require you to slow WAY down to turn. Road should be 5 lanes without exception so left-turners are off the highway, right-turners are on the right, and through traffic c	Also a consistent 5 lanes throughout MV would shorten traffic lines coming into city	School buses stop along there - currently stop everyone and people try to fly by. Make it 5 lanes
343	869	Congested two lane road	No barrier between northbound and southbound traffic	No left or right turn lanes for homes and businesses
344	870	Need 4 lanes		
345	878	Drivers crossing in heavy traffic to access driveways.		
346	882	N/B SR 169 at Cedar Grove Rd SE - need right turn lanes, south and north of intersection		
347	883	Left turns off of 169 impede traffic flow since highway is only two lanes		
348	885	Because it is a two lane road, the majority of the way, left hand and right hand turns create safety issues. Often times when the traffic is backed up, and someone is		

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Number	Response ID	First Concern	Second Concern	Third Concern
		making a left hand turn, many will drive on the shoulder and go around them on the right		
349	886	Need 4 lanes		
350	888	need 4 lanes		
351	890	Lack of center barrier	Congestion	Lack of safe area to pull off (distressed vehicles)
352	894	Stop and go rear ended		
353	895	impatient drivers entering Maple Valley, driving on shoulders		
354	896	Having a tavern on it		
355	898	need more than two lanes		
356	900	Not wide enough	High speed limit	Very dark at night
357	901	needs expansion to 4 lane highway		
358	902	Only two lanes	Undivided with head-on collisions possible	Narrowing at bridge
359	904	Need more lanes	Illegal passing	Narrow turn offs to go under bridge to maxwell road
360	905	Needs a barrier between lanes		
361	907	Not enough capacity	No turn lanes/center lane	
362	908	Single lane with minimal shoulder and cars turning onto and off of 169	Metro bus stops on the highway slow traffic considerably- no turn outs	
363	909	Long wait times for Cedar Grove traffic to enter Hwy		
364	910	Cars passing on this stretch of two lane rd.	Traffic in and out of businesses (left turns from Westbound traffic, backing up and crossing oncoming lanes)	
365	911	Use of the shoulders for vehicles that are turning cross traffic.		
366	912	Congestion	Left turns; unexpected stopping	

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Number	Response ID	First Concern	Second Concern	Third Concern
367	913	Should be 4 lanes	Need longer right turn lane going northbound so traffic doesn't back up behind people turning right on to Cedar Grove road so traffic flows better.	
368	915	Speeding	Lack of center barrier	Visibility at night
369	920	Only 1 lane		
370	924	2 lane road, dark-minimal lights	business and residential driveways	
371	926	Not enough lanes		
372	928	there are no safety concern here with traffic, other than frustrated motorists due to slow moving traffic with only one lane most of the way to 18		
373	929	Widen road, with center turn lane		
374	930	There should be a barrier		
375	931	Not safe for cars turning off or onto the highway. Traffic is moving too fast or too slow and doesn't allow any room for merging.	Need more lanes of travel in each direction AND a center turn lane.	Needs safe pedestrian crossings for bus riders, school buses, people using recreation path.
376	937	WAY too crowded		
377	939	no center barrier between traffic		
378	940	not enough road for the volume of traffic		
379	942	Left turning cars stop the traffic completely except for ALL the cars that pass on the right on the shoulder. This is especially dangerous when it's dark. There are people waiting at bus stops on the shoulder! And people get really mad if you don't pass o	Also, the underpasses under the old train trestle need to be eliminated or widened to two lanes. Or make each one-way only.	Turning onto SR169 from 216th in the evening is hard. 216th gets backed up and people use the shoulder to turn right onto SR169. The intersection needs improvement. Access to the Maple Valley market and those businesses is risky.

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Number	Response ID	First Concern	Second Concern	Third Concern
				The two-way left turn lan
380	943	Blind drive ways	Could a center turn lane be added?	
381	945	Too many large trucks carrying overload of debris.	Need more lanes.	
382	946	Improve signal time at cedar grove road	add turn lane @ cedar grove road	widen shoulders
383	947	Where it drops to 1 lane from 2	The intersection at Cedar grove rd	
384	948	Street lughts	Lanes	
385	953	One lane needs to be two		
386	954	WIDEN THE ROAD		
387	961	People turning left and going under the rail road tracks		
388	962	One lane each direction	Major backups	Many businesses and intersections
389	964	Needs to be widened to 4 lanes		
390	965	narrow road around corners		
391	966	Speed/head on collision	poor lighting	dump trucks
392	968	Needs lower speed limit	Needs more state patrols	
393	971	Median		
394	972	Volume of vehicles		
395	973	SE 214th rear-enders at left turn	Maxwell road underpasses	
396	975	Collision risk - single lane, so turning traffic backs up	Collision risk at light in cedar grove intersection	The under-the-trail turns don't have a merge lane
397	979	Road narrows at the cedar river bridge	Turning traffic into driveways + Speed limit = disaster	No turning lane for NB cars turning right into cedar grove Rd
398	980	Deep ditches on the side seem unsafe.	The overgrown vegetations on those ditches are very unsightly. Better off leveling them and reusing it to widen the road to allow for more traffic flow?	There should be its own right turn lane (on North bound) into Ceder Grove, but this will remedy itself if you widen the road. That bridge narrows too suddenly, but if

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Number	Response ID	First Concern	Second Concern	Third Concern
				widen the road this is no issue.
399	981	two lane highway with lots of driveways'		
400	983	no center turn lane		
401	984	No turn lanes into businesses		
402	987	Stabilizing the landslide	The curve SB going under 18 - people pulling out of gas station	
403	989	made that section like 154 to Jones rd		
404	992	Backs up bad prior to 216th way	Backs up prior to 18	
405	993	Two lanes	Traffic back up	Drunk drivers
406	995	It would help if the entire road were 2 lanes.		
407	996	People leaving the roadway here can block traffic excessively if trying to depart to their left.		
408	999	Need turn lane, divider at Foley Market, under SR18	Bridges need more shoulder.	
409	1000	Lanes		
410	1004	Stop and go	turning off or on road	
411	1009	Accident		
412	1011	214th and SR 169, so hard to safely pull out onto the road. Getting worse by the day. Sometimes it takes over 5 minutes to find a clearing in the traffic to go.	Speed limit changing from 50-35 right at busy intersection (214th St) where there are 2 businesses and a school bus stop!! Dangerous for my kids!!!!!!	2 lanes with heavy flowing traffic followed by stop lights that can't keep traffic moving... causing long back ups during MANY hrs of the day. We can't even cross the street to use trail because it is way too dangerous!!
413	1015	Backup from light under 18		
414	1018	Uncontrolled access	Left turns with no turn lane	Overall volume of traffic
415	1019	No center turning lane for safe access for cars turning off or coming	Not adequate lighting for roadside safety.	

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Number	Response ID	First Concern	Second Concern	Third Concern
		on to the highway from many residential driveways or roads connecting.		
416	1021	two lane only	hidden driveways	low light
417	1022	Over sized gravel/dirt haulers		
418	1030	Lighting could be improved near Cedar Grove Road SE	Traffic accident mitigation by safety improvements	
419	1034	need to expand to four lanes	left turns - to business and homes - girl scout day camp especially bad in the summer. Lack of visibility in the winter	slick in 30-37 degree moist days.
420	1035	Two lanes are not enough to handle the traffic volume.		
421	1037	passing unsafe	poor volume handling at peak times	
422	1038	Road can be very icy.		
423	1039	the real mess starts in Maple Valley going east bound.	make it all 4-lane	
424	1044	Not enough lanes	No turn lanes	No where for semi's to pull over to let cars pass them when needed
425	1045	too narrow		
426	1049	One lane in each direction	Lack of center divide	Backup at stoplight
427	1051	Barriers for oncoming traffic	More lanes	
428	1052	Head on collisions	Huge commerical trucks	cars crossing the center lane into on coming traffic
429	1055	Just the sheer number of congestion.		
430	1057	no shoulders, too much congestion drive cars to seek alternative routes through residential areas		
431	1063	no dividers between oncoming traffic	turning traffic	no lights along roads

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Number	Response ID	First Concern	Second Concern	Third Concern
432	1068	no real shoulders	Driveway pullouts (shooting the gaps)	
433	1070	widen the road		
434	1073	Single lane of traffic each direction	No turn lanes (especially for Foley's at Royal Arch Park)	Difficult to turn onto 169 from driveways and streets without traffic lights
435	1076	Need a middle turn lane at the fruit stand		
436	1077	Lots of rear end collisions coming up to cedar Grove both north and south. No one realizes there is a possible light up coming.	N/a	
437	1081	not divided roadway	lack of turn lanes	single lanes
438	1084	Speed	Blind driveways	
439	1085	A lot of heavy back up going into town during the evening commute		
440	1087	Rear end collisions, southbound, at se207th due to limited visibility	Lack of street lights (it's too dark)	Road too narrow.
441	1088	need more lanes		
442	1089	No turn lane by cedar grove	Rock trucks	Pedestrians crossing the road
443	1090	No left turn lanes for access to side roads causes traffic delays frequently		
444	1094	Driveways	Slow one lane	Long light
445	1097	Lanes	Sidewalks	Dividers
446	1103	Too much traffic		
447	1104	Curvy road	One lane	River and road side rocks
448	1105	There is no suicide lane to accommodate turning traffic. This backs up the traffic during rush hour.		
449	1107	Not enough lanes	Speed	
450	1111	same as previous		
451	1112	A lot of driveways leading into Maple Valley city limits		

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Number	Response ID	First Concern	Second Concern	Third Concern
452	1113	Ok		
453	1115	right turn only lane for westbound		
454	1119	Single lane in both directions	No center turn lane	Turn off too narrow under trail
455	1120	Traffic backups	Left turning vehicles & poor visibility	Aggressive drivers
456	1121	The entire corridor gets extremely backed-up causing driver stress and road rage due to the light at Cedar Grove and 169		
457	1123	No median barrier	Narrow bridge	
458	1124	one lane each way and slow drivers clog the lane doing less than posted speed limit	drivers not accelerating up to speed when pulling onto highway from streets, driveways, bar etc causing major slow down	drivers turning off slowing way down before moving slightly off highway
459	1129	None		
460	1133	Difficult to access businesses	Need turn lanes or more lanes to accommodate slowing or turning traffic	
461	1134	Overcrowded for years. Expansion 5-10 years overdue.		
462	1138	widen to 4 lanes	add dedicated left turn lanes	improve timing of traffic lights
463	1141	Speed limit to high	Need barrier between east/west lanes	Need alternate route to get drivers from Maple Valley to East side without going through Renton
464	1143	Barrier between on coming traffic needed	Road widening	
465	1144	No center barrier	High speeds	Single lanes
466	1145	no passing lanes		
467	1147	needs to be 4 lanes	needs turn lanes for left and right	needs to be better lit at night
468	1151	Add lanes eastbound	Full median closure	New SR 169 EB entrance to SR 18 WB
469	1152	Center rumble strip	Widen to 5 lanes	
470	1153	Four lanes needed, two in each direction.		

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Number	Response ID	First Concern	Second Concern	Third Concern
471	1154	Need middle turn lane		
472	1155	Turning vehicles without adequate turn lanes to businesses		
473	1159	left turns	shoulders for emergency	widen for slow traffic safe passing
474	1160	Needs to be at least 2 lanes	Interchange at 18 is bad	No turn lanes for businesses
475	1162	Too much traffic for a two lane road		
476	1165	Protected school bus stops to drop off children without impeding traffic flow	Prohibit southbound left turns at railroad underpasses	Widen to four lanes and widen bridge decks
477	1166	Undivided road	Aggressive driving	Distracted driving
478	1176	o		
479	1177	Not enough lanes		
480	1178	One lane	No adequate shoulder	People go under speed limit consistantly leading to road rage issues
481	1180	Road too narrow	Not enough lanes	
482	1181	Lack of Lanes	Merge near park and ride	inadequate bus service
483	1183	Single Lane result in long backups	No turn lane for side streets	No wide shoulder for collisions or breakdowns
484	1184	All of the left hand turns where cars are stopped to make their turn in the main lane of travel	This road needs to be 5 lanes, 4 of travel 1 turning lane	
485	1187	Vehicle separation		
486	1188	Widen the road to 4 lanes		
487	1191	Very Dark	Not divided	too narrow for the amount of traffic
488	1193	Double lanes each way!!	Designated turn lanes	Widening the bridge over the river
489	1196	Left turns	Right turns	
490	1202	Needs to be four lanes	Add Jersey barriers	
491	1205	needs to be 5 lanes		
492	1207	High amount of traffic. Means a lot of turning traffic and abrupt stops.		

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Number	Response ID	First Concern	Second Concern	Third Concern
493	1208	Needs two lanes for people overtaking trucks dangerous	Very heavy traffic and backs up to male valley	
494	1213	cars crossing the fog line to pass a vehicle that is turning off the highway. They do this at 50 mph because the roadside is large enough.	continous school bus stopping and creating extreme backups on the highway.	SPEEDING without the ability to stop for turning traffic.
495	1215	Narrow road, need a dedicated center turn lane		
496	1216	Single lane		
497	1218	Slow traffic that thinks the speed limit is 35 when it is 50, causing a lot of people to pass unsafely.		
498	1219	dangerous turns under RR trestle	Dangerous passing of vehicles by veering into oncoming traffic	Lack of turning lanes
499	1220	Single lanes with no center turn lanes	Turning traffic	School bus stops
500	1225	approach to SR18 bridge slow	traffic entering and exiting	bottlenecked
501	1226	SR 169 needs to be at least two lanes in each direction from Black Diamond to Renton to allow for more efficient movement of vehicles and opportunities to pass safely.		
502	1228	Intersection at 231st street is dangerous		
503	1232	Needs to be widened		
504	1234	Cedar grove to sr18	Sr 18 to Witte rd	Witte rd to SR 516
505	1235	not enough lanes	no turn lanes	not enough law enforcement to catch TEXTING/SWERVING drivers. this happens every day.
506	1238	speeding to complete a pass		

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Number	Response ID	First Concern	Second Concern	Third Concern
507	1240	the same as segment 14, the truck traffic is required to use this section to get between cedar grove and sr18		
508	1241	no Jersey barriers	blind road entries	
509	1244	Narrow lanes with no middle barriers		
510	1246	Only two lanes	Turning traffic	
511	1252	merge issues		
512	1253	People passing in no passing zones		
513	1254	Needs to be a 4 lane the whole way. People just crawling at a snails pace from 2:30 up to 6:30 or later in the evening. Lots of houses on this stretch too. No way to turn off to access these homes or get from these homes onto the hwy. People try and d		
514	1258	narrow road		
515	1259	2 lane un-divided		
516	1263	Only two lane highway. Some left turns without lights.		
517	1265	Needs to be 4 lanes. People passing where they should not.		
518	1267	Too many cars		
519	1271	Turns east onto limited site/space roads	Heavy backups in morning at Cedar Grove Rd	
520	1272	No center turn lane	Poor lighting	
521	1273	Very Small or No Shoulders		
522	1274	No turning lanes. Traffic turning off the road to access side streets and driveways bloxk traffic	If drivers aren't paying attention, rear-endings likely due to sudden stops	
523	1275	Only one lane	Very busy during commute	

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Number	Response ID	First Concern	Second Concern	Third Concern
524	1276	To narrow, need more lanes	No barrier	To fast for narrow width without safety barrier
525	1277	2 lanes sucks		
526	1279	single lane road		
527	1282	Single lane	no dividers	slow traffic
528	1283	This should be 2 lanes the whole way. Traffic turning into business and homes, stopping suddenly and completely from 50 MPH is dangerous. Turning across these lanes should not be allowed or roundabouts should be installed to facilitate.	Barriers between lanes are necessary here. Traffic moves too fast to not have them.	Longer turn lane for Cedar Grove Rd (or two lane road) needed. Waiting for traffic to get through this light in order to turn on Cedar Grove Rd takes too long.
529	1285	No turn lanes	Passing zones - people pass others when it is a line of traffic just so they can get ahead by a few cars	
530	1290	lack of barriers between lanes	not enough lanes	no turning lanes to local businesses
531	1293	Retime the light at 216th. SB traffic in the evening backs up one to two miles just to get through it. The majority of traffic is on 169, not 216th. 169 is the priority.	Make this two lanes...with a median. Or at least provide a turn lane. Left-turning traffic causes accidents and delays.	Move school bus stops off 169. Side streets are safer and kids don't need to be dropped off at their door. We walked 6 miles to school, in the snow, uphill both ways, and it didn't kill us. Getting hit by a car on 169 will kill.
532	1296	Slide risk	Single lane	
533	1297	more lanes		
534	1300	not enough lanes	no refuge lanes	unrestricted access to highway
535	1302	Safer crossing for trail users across Cedar Grove Road.		
536	1309	Needs divider and another lane		
537	1311	No 3rd turn lane for most of it		

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Number	Response ID	First Concern	Second Concern	Third Concern
538	1314	left turns to one way to access Maxwell Road	narrow lanes	
539	1320	The crumbling cliffs.	Lack of lighting at night along the curves.	
540	1322	only 1 lane		
541	1324	Lines	Guard rails	Wake up bumps
542	1325	2 lanes when should be 4 lanes	uncovered truck loads	excessive use by dump trucks
543	1326	Two lane is dangerous		
544	1327	High congestion	No medians	Need more lanes
545	1328	Traffic		
546	1330	Occasional problems with left turns and driveways	Heavy traffic and backups at times	
547	1331	Traffic	Speeding	Left Turns
548	1332	Needs widening		
549	1339	Need to allow for more cars on the road. It is extremely congested and moved very, very slowly most days of the week.		
550	1340	no barrier from oncoming traffic	excessive speeding	poor street lighting
551	1343	Only one lane	Large	
552	1344	Most is high-speed area, need center lane for turning cars or divider to prevent accidents from crossing center lane		
553	1345	Inadequate/unsafe shoulder for accident/emergency - se 231st north	Inadequate lighting - se 231st > north	Inadequate turn lanes - 240th > north
554	1347	Dark	Traffic	Road signs
555	1348	Backups	Speed	Too many cars
556	1350	Widen road to 4 lanes	Improve flow through cedar grove intersectoin	
557	1351	Need more lanes.		
558	1352	Major lack of capacity with commuter & commercial truck traffic; Cedar Grove Road often backed up	Risk of wash out from landslides which put more pressure on what becomes Issaquah Hobart Rd coming from Ravensdale &	

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Number	Response ID	First Concern	Second Concern	Third Concern
		too due to inadequate Iaasquah Hobart Road	Summit-Landsburg Rd which is already backed up in the morning like I-405	
559	1357	Widen		
560	1359	Congestion	People run red lights at Cedar Grove	One lane road and no barrier
561	1360	One lane road with many residential driveways and bus stops causing quick stops at higher Mph speeds		
562	1362	Too many cars trying to exit (morning) and return (evening) Msple Valley	Traffic turning off and onto higheay using small artillery roads	
563	1363	Needs 2 lanes		
564	1365	widen road to 4 lanes	separate traffic w barriers	better traffic control at intersections
565	1367	Intersections	Back ups	Stopped traffic
566	1368	road to narrow and winding from 18 to Cedar Grove Rd especially by Maple Valley Market on MV HWY also needs more lights for night driving		
567	1369	1 lane road each way. Widen to 2 lanes each way.		
568	1370	Widen	Sidewalk	
569	1374	limited sight distance due to varying road elevations	SB left turning to Maxwell Rd. (2 places)	NB Right turning traffic to Maxwell Rd. (2 places)
570	1377	tailgating		
571	1380	This whole thing is one lane in each direction. Needs to be expanded to two lanes in each direction.		
572	1381	turning out onto 169		
573	1382	insufficient passing space.	left turning traffic creating backups in the roadway	

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Number	Response ID	First Concern	Second Concern	Third Concern
574	1385	too many cars competing with semis	traffic attempting to turn/exit causing accidents	need for two lanes each direction
575	1386	Lighting	Need more than 1 lane each way due to volume of traffic heading into and through Maple Valley especially during rush hour times - it can take me up to 30 minutes just to get through this strip of 169	Turn lanes - businesses, homes, buses, pedestrians, etc. along this path
576	1387	Center turn lane or widen		
577	1393	headlights of oncoming cars	drunk drivers	blind alleyways
578	1394	put earlier signage on 169 North for traffic light at SE 216th Way		
579	1398	speed	volume	trucks
580	1401	Inadequate signage for turning left under trail		
581	1402	widening to accomodate volume of cars	turns into/out of the 1-lane raods under the trail / old train tracks	Lack of left turn lanes
582	1405	Two lane hwy is dangerous		
583	1406	clear of any debree. lighted		
584	1407	Only one lane.	No right turn to Grove road.	
585	1409	four lanes	street lights	get rid of maxwell road access
586	1410	two lanes not enough, needs four min	no left turn lanes	
587	1412	this section has lots of residential properties who are trying to get out on to the road or trying to get into their driveways from the road. They need a center turn lane so they don't stop traffice behind them as they are trying to get into their drivewa		

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Number	Response ID	First Concern	Second Concern	Third Concern
588	1415	timing of the light seems off, lots of backups headed north in the morning		
589	1416	Traffic Lights	Heavy congestion	Big trucks
590	1417	Too few lanes		
591	1418	not wide enough	need a turn lane	
592	1419	No turn lane, very dangerous	High traffic and backups	No lighting in the dark
593	1420	Difficult to see in the dark	Road is too narrow	
594	1421	Adding protected turn lanes at the Cedar River Trailhead/Foley's Produce would be awesome.		
595	1424	Single lane	Trucks	Road rage
596	1427	No turn lanes makes it dangerous.		
597	1428	Speed	Speed	Speed
598	1429	Widen road	Add lighting	
599	1430	Frequent backups on this entire section	People running lights at SR 169 / SR 18 interchange	Westbound SR 169 at Hey 18, lane ends and is a dangerous merge.
600	1431	The landslide hill on the south side	Guard rail that would still allow someone to drive into the ditch where someone wasnt found for a week	Longer turn lane at cedar grove rd to allow more trucks to sit at the light, cars darting into oncoming traffic to get to the light.
601	1433	Lack of shoulder between 18 and 216		
602	1434	single lane	head on traffic at high speeds	no middle turn lane, causes abrupt unexpected stopping
603	1435	Needs highway dividers from oncoming traffic		
604	1436	no turning lanes	too much traffic	dark road
605	1438	Dangerous due to stopping traffic and volume	Have seen numerous near misses due to apparent lack of attention	
606	1440	Road is too narrow for the amount of Traffic. Need to increase to		

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Number	Response ID	First Concern	Second Concern	Third Concern
		four lanes. The northbound lane should be increased to two lanes first.		
607	1441	Hillside is eroding	lanes are not wide enough	
608	1442	Same is before people making last minute turns in front of cars going 50 mph		
609	1444	Should be 4 lanes the whole way		
610	1451	Only one lane each direction.	Long backups SB approaching 216th Way.	Poor lighting.
611	1453	To na		
612	1457	Left turns in heavy traffic	People passing on the shoulder	Icy when cold
613	1458	Lighting	Speed	2 lanes
614	1461	The left turn signal onto Cedar Grove eastbound on 169 is slow to change. This encourages people to run the red light because there are HUGE gaps in traffic westbound.		
615	1462	Lighting	Turning traffic into driveways, roadways, and businesses	
616	1467	Congestion	Low visibility when dark	
617	1468	always backed up during rush hour. again the light at cedar grove road is doing nothing but causing a traffic hazard	you have a lot of traffic trying to get through maple valley and a very low speed limit and way too many lights	one lane in either direction is simple not sufficient given the traffic volumes
618	1469	Just the daily long traffic back-ups leading to SR18		
619	1470	Only one lane in each direction		
620	1471	More turn lanes	More lanes	More lighting.
621	1473	Road rage	Congestion	Amount of time it takes to get anywhere

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Number	Response ID	First Concern	Second Concern	Third Concern
622	1479	Consistent back ups	Dangerous no opportunity for left hand turns	Hundreds of wasted hours every year during in this shit
623	1481	Should be 4 lanes	No way to safely pass	Too many trucks carrying large loads
624	1483	additional lanes to keep traffic moving		
625	1485	Too dark, more light, more reflective objects	I forgot about landslides! All along this this road!	Wider or more lanes, please
626	1488	very dark for night time driving	two lane highway with no middle divider	very congested going southbound into Maple Valley in the late afternoon and early evening hours
627	1489	No center division		
628	1490	Cars stop in Hwy trying to turn into Food Bank, Maxwell Road, Event Park	Hard to get out of the Cedar River trail parking lot	Cars backed up during commute hours with just one lane-each direction
629	1492	Too crowded needs to be divided highway - always stop and go traffic		
630	1496	single lane road, both directions.	no turn lanes for access to road on either side, mostly at royal arch park, Foley's, MVFB, parking lot for the bike trail	
631	1499	No median	No lights	No police
632	1504	Needs to be four lanes	Needs to have left turn lanes	Needs to have wide shoulders
633	1511	None		
634	1512	heavy traffic due to single lane	no center turn lane	
635	1514	Not enough lanes	Turn lanes	Lighting
636	1517	Too many cars for one lane each way	Floods	Hard to turn into businesses
637	1518	only 2 lanes again for the amount of cars that use it. traffic backs up both ways during morning & evening commutes	needs to be 2 lanes both ways.	big trucks use this to get on & off 18.
638	1523	lights	two lanes	

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Number	Response ID	First Concern	Second Concern	Third Concern
639	1524	Very dark	No center barrier	
640	1525	Congestion at 216th light	Need 4 lanes	
641	1526	Extremely congested 2-lane road		
642	1529	Speed	Congestion	
643	1530	2 lane road only	no center turn lane for commercial and road crossings	
644	1531	No barriers	Poor lighting	No barriers
645	1532	Single lanes each way causing prolonged backups (higher potential for passing collisions)	No center turn lane for vehicles turning off of 169 to residential/businesses causes backup/accidents	Incline b/n 216th & 232nd back up causes erratic braking
646	1533	Reckless/road rage drivers	Two lanes	Lack of
647	1539	Too dark	Too narrow	Too many curves
648	1541	Same extremely worried about car cross overs.		
649	1542	Many left turn	Small shoulder/ no sidewalks	Poor lighting
650	1543	Garbage trucks turning		
651	1544	No turn lane	Only one lane going each direction	
652	1545	Barrier between directions of traffic	Need for turning lanes.	

Question 10d

There are four main segments WSDOT is considering for safety investments. For each one, please list your top three safety concerns, if you have any.

SR 18 to Maple Valley city limit (N=537)

Number	Response ID	First Concern	Second Concern	Third Concern
1	49	Heavy traffic	Unsafe right turns	Speeding
2	55	being cut off	cars speeding	aggressive drivers
3	61	This roadway should be expanded to 2 lanes each direction		
4	67	congestion entering Maple Valley	merging of traffic going south from 232nd	
5	70	Lack of lanes	Landslides	

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Number	Response ID	First Concern	Second Concern	Third Concern
6	73	too much traffic inlets in a small area causing heavy congestion	poor signal coordination	reduction to one lane
7	74	Congestion	Too much stop and go, lights	
8	82	Congestion. Poorly timed traffic light cycle at 169 and 216th	Congestion	Congestion
9	92	Needs turning lane for easier access to businesses	Sidewalks	
10	101	This area is just a mess. Lights need better timing.	Speed limit enforcement.	
11	111	Lights not coordinated	Too many cars in too short a distance	Confusing lanes
12	113	congestion		
13	115	Needs additional lanes	Needs wider shoulders	
14	116	the turn lanes to line up with the lanes going westbound	having the lanes with no arrows to signal turns	timing of the lights aren't consistent
15	119	Volume of traffic getting into Maple Valley as the road narrows		
16	121	extreme congestion into & out of Maple Valley	traffic light coordination to move traffic better at different times of day	more traffic lanes to & from 216 up to traffic light at 232
17	124	Too much traffic	Too much traffic	Too much traffic
18	132	231st and highway 169 intersection very dangerous for pedestrians especially those crossing the lanes turning right onto S 169.		
19	133	Congestion at intersection with 18 merging in at peak times	Lots of intersection and stop lights stacked up.	
20	136	extremely congested	too few lanes	
21	139	Single lane; congestion	Need full turn lanes	Light timing

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Number	Response ID	First Concern	Second Concern	Third Concern
22	141	WAY TOO MANY CARS!		
23	144	Don't drive this section as often, but it's okay. Lower speeds, clear sight distance. Maybe a roundabout at the 231st signal intersection. A lot of excessive lanes.		
24	145	1 lane at times (no passing lane)	Speed limit changes to much	Turn by 240th always slows down traffic to 4 corners direction
25	147	need a right turn lane for north bound traffic on the bridge over the cedar river just north of MV city limits		
26	148	Needs to be wider	Speed	No barrier
27	151	Narrow roads	no crosswalks	
28	154	More lanes		
29	155	The merging lane at SE 231st is an invitation to speed up and cut off drivers as it ends. It causes a lot of safety concern in the morning commute.		
30	157	Need more than 2 lanes to accommodate growing city		
31	158	congestion	going from 2 lanes abruptly to one	
32	161	End of Petrovitsky, more lanes	Sweney rd, more lanes	
33	162	Do not drive this route		
34	165	None		
35	167	Pedestrians, as this section is very poorly lit and has no sidewalk.		
36	169	Again, traffic is now bad at all times of the day and this NEEDS to be four lanes!	Reduction of four lanes to two north-bound from the city is a hazard.	

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Number	Response ID	First Concern	Second Concern	Third Concern
37	171	Lights JM up traffic	Hard to turn left onto MV highway from 18	Too narrow into MV, needs to be 4 lanes all way in
38	174	People running red lights	Blocking traffic	
39	179	intersection of 232 backs up		
40	180	Don't live up this far and rarely travel. When I do, it's long lines of traffic and again, people losing patience and jumping into oncoming traffic		
41	183	Bike lanes are needed here. There is no bike connect ion from Maple Valley to Cedar river trail		
42	186	Add a second lane in both directions.	Divided highway	Traffic light at the elementary school
43	191	Single lane	No divider	
44	194	Backs up to traffic volume at rush hour	Poor throughput since only one lane	
45	195	Better flow exiting the highway from 18 to MV	Improve traffic.flow.from petrovitsky to 18	
46	198	Traffic	Back ups because of traffic	Accidents because of traffic
47	199	too many lanes, too many lights, too much confusion, too many decisions to make in a short span		
48	204	Needs more lanes	Needs more light	
49	205	Traffic flow precautions	Shoulder land is unnecessary/not used properly	Poor sight lines
50	208	traffic light backups	requires 4 lanes	fog lines worn off
51	210	Intersection at fire station and 169 is set up poorly ads to congestion	Widen hwy to 4 corners . Merge by KFC backs up traffic	Pace lights for better flow
52	212	Traffic bottlenecks/congestion	Additional lanes needed going up/down the hill	Re-timing of the lights for peak traffic patterns
53	213	Improve traffic flow		

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Number	Response ID	First Concern	Second Concern	Third Concern
54	215	No major concerns		
55	219	Needs to have two lanes in each direction and a divider or turn lane for safety		
56	221	Where to start?! The right turn lanes that end are dangerous. People fly thru them and cut over to the left at the last minute without warning	Light timing is not efficient. You can't get from 169/18 up to 169/260 without hitting a red light at each light. This backs traffic up a lot.	Should be 4 lanes all the way to the city limit
57	230	Difficulty in merging	Getting caught in the middle of the road when a light changes	
58	236	Traffic at intersection with 231st St		
59	238	interchange at 232 seems to always be congested		
60	241	No safety concern, but traffic is heavier.		
61	244	more lanes	more lanes	more lanes
62	245	widened	control the speeds	monitor traffic
63	250	Passing	Number of cars	
64	255	Speed	Poorly designed intersections and hidden driveways	Poor road condition (deterioration)
65	256	Light timing not compatible with SR 18	Bottleneck from 18 traffic	
66	257	Single lanes don't accommodate volume		
67	265	Sight distance for drivers turning from businesses onto hwy		
68	267	Cutting	Intersection blocking	Tailgating
69	268	One lane road in both directions		
70	271	Lighting could be improved		
71	272	People treat this like a drag strip		
72	273	Seems ok		
73	275	No barriers	Traffic!	
74	276	Total congestion which causes people		

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Number	Response ID	First Concern	Second Concern	Third Concern
		to run lights becomes it takes so long to make it through one.		
75	277	red light runners	merging traffic shifting lanes quickly	
76	281	entire road is a problem there.		
77	291	Congestion	Bottleneck at Taco Time	
78	299	2 lane road high speed lots of traffic		
79	303	Definitely NEED MORE LANES	Need more lanes	Traffic to congested
80	306	Traffic		
81	310	2 lanes	Given the amount and kinds of traffic on this road, it should be FOUR lanes with a 5th turning lane!	
82	316	School time slowdowns	Single lane slowdowns	
83	318	speed limit sign every mile	road markings	
84	320	Only 1 lane	Lots of stop and go traffic	
85	321	More lanes needed	Need a bypass route	Congestion
86	326	wider		
87	328	Congested		
88	330	should be two lanes both directions with directional turn lanes for businesses		
89	338	Turning off 18 and then merging on 169 is a disaster. All the time!		
90	351	Standstill traffic all the time		
91	355	Continue the four lanes down to maple valley market		
92	357	None		
93	361	Congestion	Takes forever to get anywhere people always cutting each other off	
94	362	I avoid that area		

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Number	Response ID	First Concern	Second Concern	Third Concern
95	365	Drivers going under the speed limit	Drivers passing on the right when cars are making a left turn	
96	368	SR 18 to Maple Valley city limit		
97	371	Reroute this section around the City Limits.		
98	372	There is not enough room to turn left heading northbound onto 232nd over the freeway.	Light coordination (multiple lights) creates major backups heading both directions during rush hours.	
99	377	divided hwy needed		
100	380	congestion		
101	383	More lanes	Better turning options	
102	386	Traffic management people cutting lanes		
103	388	LOTs of traffic turning in and out of businesses.		
104	390	Speed limit too high	Too dark	Too narrow
105	391	Too congested		
106	393	additional travel lanes		
107	395	Not enough lanes		
108	397	NEED MORE LANES!!!!		
109	398	single lanes in most areas.	traffic lights are not in cyncronized for maxiumum traffic flow.	too many people and not enough lanes to meet the traffic flow conditions
110	407	Roundabouts	4 lanes	No turn on red
111	408	oncoming traffic	merging from side streets	
112	411	Should be 4 lanes all the way into town.		
113	414	Volume is the problem here		
114	415	Road widens again but speed limit is slower and large volume of traffic	Road goes from two lanes back to one lane closer to Four Corners and that causes another bottleneck	Highly residential area at the top of the hill past Witte Road and much traffic merging in and out of the highway having to do so dangerously sometimes

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Number	Response ID	First Concern	Second Concern	Third Concern
115	424	Again, the small area where you interchange, 18, 169 and Petrovisky. Dangerous area.		
116	434	stop light cordination	needs to be 4 lanes for entire distance	
117	435	Traffic back ups for miles	no seeing traffic backed up for miles as you come around the corner and have to slam on breaks	cars pulling out from side streets without traffic lights so they gun it hoping to make it finally
118	438	Pretty decent area. I like how the road opens up		
119	439	lane blockers stuck between lights		
120	443	Lower Witte and 169		
121	446	Nothing but bad lights and traffic	And the merge end lanes in maple valley are just crap!	
122	451	Traffic volume too much for road	Left turns into MV park n ride	
123	453	Not enough lanes	Too many cars	
124	455	Single lanes	Turning off onto side streets off of the Hwy	Rapidly increasing traffic
125	456	Vehicles merging/lane changes	Vehicles speeding through yellow lights	Backup at traffic lights
126	458	traffic is HORRIBLE coming into MV		
127	460	While travelling north on 169 just past 231st the merging lane is often used by people to cut in front of other traffic. It would be nice to lengthen this lane to 216th or limit the merging to before the light.		
128	470	This entire route should be 4 lanes.	This entire route needs good bicycle lanes.	This area is growing SO fast. Please think about how many people come and go from Maple Valley every day as well as those of us who drive

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Number	Response ID	First Concern	Second Concern	Third Concern
				to places within the city daily. Thank you.
129	473	amount of lanes change, causing traffic issues		
130	477	SE 232nd		
131	488	High traffic/risky because of volumes of cars & trucks	Dangerous curves- especially with people speeding around them	
132	490	No middle barrier		
133	492	Congestion	Not wide enough	
134	493	congested lanes	traffic backs up during busy time of day	individuals running red lights
135	496	You need to double the amount of lanes		
136	498	Crossing for bike trail/traffic control		
137	499	Merging of 2 lanes into 1 at 228th	Single lane - sudden stops and illegal passing	
138	501	More lanes needed. Anytime of day there's people backed up and slamming on their brakes almost rear ending them.		
139	509	Too much traffic!!!!		
140	512	at SE 232nd where 2 lanes merge back into 1 lane, constant congestion with cars cutting off traffic from right lane		
141	516	288th and 169 intersection		
142	526	too much traffic- maybe need alternate routes to head in more popular directions that can skip all the main fuss in the middle.		
143	528	Lack of shoulders on most of the road	The road should be 2 lanes in both directions from Renton to Maple Valley	

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Number	Response ID	First Concern	Second Concern	Third Concern
144	531	Same conditions		
145	534	Longer right turn lane from 169 south to highway 18 overpass		
146	539	Traffic back ups		
147	543	Needs expansion to 4 lanes		
148	544	Need to have more lanes and sidewalks		
149	545	Single lane	Dump truck traffic	Lack of bus routes
150	547	Backups from merging traffic	Traffic	
151	549	horrible commute spot, the lights there are timed wrong, traffic backs up on the 18 off ramp	the McDonald's entrance/exit should only be an entrance to Mcds not an exit onto Mpl Vly hwy	
152	550	Too narrow	Needs widening	Four lanes please
153	551	gridlock during commute hours		
154	553	Extreme congestion	backups at traffic lights impeding turns with long delays	
155	554	Too backed up at the lights	Just way too much traffic	
156	555	High congestion		
157	557	Congestion		
158	559	The maxwell cut over, blind coming out under the train tracks	No where to safely pass	Congestion
159	566	None		
160	567	heavy traffic on 231st backs up onto petrovsky due to lights on 169	traffic backs up through the intersection because of lights, lack of capacity downstream	
161	570	massive traffic	sudden stops for lights and lower speed limits	lane confusion for turn offs etc
162	571	Not enough lanes	Too much traffic	
163	574	Bottleneck when 169 goes back down to one lane headed toward Kent-Kangley	Need road to be 4 lanes all the way to accommodate all the new development	
164	577	Congestion backing up through		

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Number	Response ID	First Concern	Second Concern	Third Concern
		intersection at 232nd by Sheriff's station		
165	580	Single lanes traffic	Traffic backs up terribly during rush hour times	
166	582	too much traffic	uncontrolled intersections into neighborhoods	
167	583	Expand to 2 lanes in both directions.		
168	584	Just bad light timing	The left turn lane from NB SR169 to Wax Rd	
169	589	No turn off lane for slow vehicles going up the hill towards the King Co Sherriff's office		
170	592	Need more lanes		
171	594	Traffic is horrible during rush hour	accidents near and around the 2 lights near Witte Road	Speeding, and merging problems
172	597	Poor traffic configuration	Bottle necking lanes	
173	598	There's no turn lane for people making a left turn from 169 under the railroad tracks headed toward Dorre Don.		
174	599	3 stop lights in 1/2 mile		
175	600	Super congested going into maple valley		
176	601	It's always so busy here		
177	604	Too much congestion	Not enough lanes to prevent bottle necks	
178	608	Read end	Motor cycle safety	Head on collision
179	609	The bridge crossing the river	Traffic congestion at 18 interchange	
180	610	Ok here		
181	613	congestion		
182	617	Make more lanes. Give trucks a slow lane on up hill.		
183	620	no center turn lane	driveway egress	slow drivers

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Number	Response ID	First Concern	Second Concern	Third Concern
184	623	Excessive speeding	Lack of pedestrian overpasses	
185	625	Needs widened		
186	628	Bottle neck at 231st as road narrows down from 4-lane to 2-lane		
187	637	So much traffic	Poorly timed lights	More lanes needed
188	639	Too many cars	Double lanes all the way thru town	More traffic signals
189	642	Nighttime visibility.	Falling rocks and landslide hazard.	
190	646	4 lanes	Speed	
191	648	traffic congestion		
192	649	The housing developments have to use turn lanes to exit in high traffic time. Difficult to merg into traffic.		
193	652	speed	congestion	intersections not lined up clearly
194	657	Number of lanes and merging	Congestion	Number of traffic lights
195	658	narrow lanes	driveways	
196	669	Traffic backups, stoplight timing		
197	672	Lighting		
198	674	very congested	pedestrians	business
199	675	Awkward access from Cedar River Trail to Witte Rd		
200	677	poor lighting/road stripes	traffic	
201	678	Widen to 4 lanes	Barriers needed, especially around curves	
202	682	Too many cars for infrastructure	Traffic and passing in illegal zones	Speeding
203	683	Needs to stay 2 lanes all the way through to 4 corners and then eventually all the way to Enumclaw		
204	685	Median needs to be added	Guard rails	
205	687	congested	too narrow	

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Number	Response ID	First Concern	Second Concern	Third Concern
206	698	Turn lanes going to SE 232nd St get backed up due to traffic getting on 18W	when merging into 1 lane people go fat to cut off slower vehicles	
207	703	4 lanes!	Roundabouts instead of lights	
208	707	Traffic	Turning vehicles	Heavy truck
209	709	Better timing on traffic lights/turn arrows	expand to more lanes - too congested	too dark - need street lights, better lane markers
210	710	single lanes		
211	713	4 lanes		
212	717	merge left to single lane northbond		
213	720	Needs 2 Lanes each way !	Needs bike lanes and Sidewalks.	Better Park N Ride.
214	722	narrow	speed is too fast	no great walkways that are safe enough
215	723	Better but always slow up the hill from 216	no turning lane by food bank traffic gets stuck	very congested with the multiple lanes and direction including constuction
216	724	Intersection improvements and turn lane redesign when leaving and entering Maple Valley Market/Shell Fuel Station		
217	726	one lane		
218	731	Too much traffic		
219	733	Turning	Pedestrians	Rear ending
220	734	High volume of traffic		
221	737	Single lane		
222	739	too many lights, backs up traffic		
223	740	Need much longer turn lanes for those going to Hwy 18	Need additional lanes to handle the amount of traffic	Too much traffic for these intersections.
224	741	congestion		
225	742	speed limit is ok		
226	745	Make it four lane the whole way	Add Traffic light at SE 250th PL	Add barrier to prevent left turns at 225th Ave SE

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Number	Response ID	First Concern	Second Concern	Third Concern
227	748	Having to turn left over 169 to get to Wax Rd		
228	753	Two lanes both directions		
229	754	Single lane needs to be a double lane	Dark area needs some lights	
230	756	Realign the intersection around shops at 216th - there are lots of cars turning in and out of multiple openings near an intersection - needs to be just one	No sidewalks or crosswalks for pedestrians using the bus stop	No left turn lane for cars turning into the shops
231	758	Light pacing	Single Lane	
232	761	Narrow Rd		
233	770	Slow vehicle shoulder driving (southbound) encourages aggressive driving if shoulder not used for slow vehicles	Driveways to commercial businesses on a curve near a light; should consolidate into signalized intersection	Access to Park and Ride facility is dangerous due to lack of turn lanes
234	771	Congestion	Slowdowns	Stoppages and rolling stops
235	772	Heavy rush hour traffic		
236	777	Main com		
237	778	Need more lanes to accommodate traffic volume	Need dedicated hill climbing lane for trucks	Intxn @ 231st unable to handle traffic volumes @ peak times
238	784	Very congested which makes it dangerous		
239	785	Speed	Drunk drivers	
240	790	(didn't use this stretch enough)		
241	791	It's only two lanes, needs to widen	Needs a left turn dedicated lane for Shell, Maple Valley Market, LArimers, Foleys	
242	792	Single lane from cedargro		
243	794	corner at McDonalds.	Turn L at Wax road, horrible!	
244	802	One lane	Traffic	Too many travelers

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Number	Response ID	First Concern	Second Concern	Third Concern
245	803	Very scary after dark. I won't drive it in the winter.		
246	804	The one lane segment	The intersection at 216th has some wonky curves	
247	805	Lights slow traffic down rather than allowing a smooth flow through		
248	806	lights need to be longer		
249	812	Congestion at 169 and SE 231st	Congestion at 169 and SE Wax	
250	813	Traffic lights not synced	Very congested	Not well lit
251	816	Single lane, clearly needs to be doubled.		
252	818	NB lanes merging from 2 to 1 lane just north of junction with Hwy 18		
253	821	traffic light at 216th that backs up the hwy all the way to Cedar Grove everyday		
254	823	Need more lanes for heavy traffic two lanes to four lanes back to two lanes is making the problem worse	Education on the purpose of zipper lanes so people don't get angry that you are trying to use the zipper lane for its intended use	The ability to turn out of shopping area more ways than right turns only
255	826	slowdowns		
256	827	Congestion and backup of traffic due to so many stop lights in Maple Valley.		
257	828	Wax road intersection congestion	Elementary school bus congestion	
258	832	two lanes	no bike lanes.....there is a trail for bikes nearby. too dangerous for people to ride bikes with fast moving traffic	
259	834	The absolute worst intersection. Too		

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Number	Response ID	First Concern	Second Concern	Third Concern
		many drivers and not enough routes to get around.		
260	836	add 1 lane on both directions	add street lights	add a roundabout instead of intersection on SR 169/SE216th St
261	838	The park-and-ride lot at the NW corner of 231st needs better, mor visible turn lane control. North-bound traffic turning left is often blocking a lane of highway traffic. Southbound truning traffic should have a dedicted deceleration lane for the lot.	The businesses on the west side of the highway at 216th need better turn lane control, both into and out of the business. turning left out of the business needs to be addressed.	
262	839	Does not apply		
263	840	Improvements have helped a great deal with traffic but it is still a nightmare - especially around 4pm		
264	843	Drivers merging/turning improperly from the 18 interchange onto MV road		
265	845	too many lights in a short distance, creating traffic nightmare	Need efficient way to move through traffic through this area without stopping	
266	846	Traffic turning onto the highway from side streets with no turn lanes		
267	847	Need more lanes for the commuter traffic	Road rage people passing illegally or dangerously	Large trucks spewing rocks no visibility Turn lanes needed
268	848	18/169 interchange is a mess. Should be relocated to where the highways intersect		

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Number	Response ID	First Concern	Second Concern	Third Concern
269	849	cycling safely	congestion from single lane through commercial area	
270	850	Congestion	Impatient drivers	Backups
271	851	Traffic entering from SE 232 typically blocks southbound 169 traffic.		
272	853	amount of traffic	traffic lights not matching up	
273	854	No turn lanes	Only one lane of traffic except for the intersection to join highway 18	
274	856	Needs more lanes to handle traffic		
275	857	Mostly congestion entering maple valley		
276	858	Needs widening!!!!		
277	859	Heavily traveled	Not big enough for traffic load	
278	864	Reduction to 40mph and then 35 mph is a good safety rule. Get cameras on red lights and take automatic ticket pictures!	Too much traffic turning between 18 and 169. Make a bypass off 18 or separate exit for 169 or something. This MUST be improved.	Put cameras on all stoplights, take pictures and send tickets through mail, reap a generous harvest of moneys for our hardworking public servants!! It will pay for itself in 3 months and again every 6 months forever!
279	869	No left or right turn lanes for homes and businesses	Congested two lane road	No dividing barrier between northbound and southbound traffic
280	870	Need for turn lanes or other measures to address side road connections		
281	874	Interchange between 18 and 169 in afternoons - drivers using left lane then diving in at the last minute to merge on 169 sb	2 lane to 1 lane reduction near wilderness village southbound up hill-use of right lane as a speedway to get up	

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Number	Response ID	First Concern	Second Concern	Third Concern
			hill then merge into traffic.	
282	878	Lights not timed well.		
283	882	SR 169 at SE 216th St - control shopping center ingress and egress north of signal		
284	885	Fortunately there are more lanes in this segment, but it still gets bottled up where the light is at the Cedar River Bridge and Maple Valley Cedar Grange.		
285	886	Need 4 lanes		
286	888	congested area		
287	889	No lights no visibility	No lighta no visibility	No lights no visibility!
288	890	Congestion	Lack of enforcement for blocking intersection where Petrovitsky Road and HWY18 traffic merge into 169	
289	894	General congestion		
290	895	People don't know if they can go straight at Witte Road		
291	896	Horrible merge lanes	Light syncing	
292	900	Back ups at the light so down everybody easy to read end somebody		
293	901	fix peak traffic flow problems		
294	902	Only two lanes	Undivided	
295	904	Need more lanes of traffic		
296	907	Should be direct connection to HW18, to avoid MV		
297	908	The intersection of 169 and SE 232th St-poor light timing	Need consistent number of lanes	Needs additional directional signage
298	909	Congestion at 169/18 interchange,		

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Number	Response ID	First Concern	Second Concern	Third Concern
		afternoon traffic. Northbound traffic to 169, increase merge distance from fire station lane		
299	910	Long back ups during peak traffic hours in and out of Maple Valley		
300	912	Entering and leaving businesses in and around the Market	"Mis-aligned" 216th intersection	Congestion up the hill to 231st
301	913	Should be 4 lanes		
302	915	Speeding	Visibility	Cross traffic and pedestrians
303	918	absolutely horrendous traffic - traffic lights don't provide for traffic flow	un restrained strip mall/commercial growth	
304	920	Only 1 lane		
305	924	business access	increased growth, only 4 lanes	
306	925	high traffic/congestion in an area where many are changing lanes		
307	926	Too congested		
308	929	Fix intersection for left turns out of parking lot and crossing road. I see road rage and near misses daily.	Create a right turn pocket onto Witte Rd. Get people out of the way.	Widen road to 4-corners (SR 516) so traffic doesn't backup through the valley.
309	931	Need to update the major intersections to function for high level and commercial use.	Let's not forget that Metro and Maple Valley need to provide more and safer parking throughout the community for commuters and carpools. I have slipped in the mud crossing in the crosswalk from the park & ride to the bus station in the dark and laid in t	Timing of signals would help lessen the impact of the backup that occurs from Kent-Kangley to 240th due to the signals.

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Number	Response ID	First Concern	Second Concern	Third Concern
310	935	need additional lanes		
311	937	2 lane road	too many cars	too crowded
312	940	same as before		
313	943	no issues		
314	946	add turn lanes	get rid of plants in middle	sync the lights better
315	948	Traffic light out of synch		
316	953	Intersections at Wax Rd and Witte Rd are choke points		
317	954	WIDEN THE ROAD		
318	961	Stop light buy the fire station		
319	962	congestion and merge with 18	traffic moves poorly	
320	964	Add another lane on 238th to prevent backed up traffic from Petro and the SR 18 off ramps		
321	965	?		
322	966	Traffic volume		
323	968	Needs a center barrier	Needs a lower speed limit	needs more state patrols
324	972	Volume of vehicles	Timing of lights	
325	973	Strange intersection at SE 218th/grange	NB 169 drivers turning left to Maple Valley Market when SB 169 drivers are turning left on SE 216th.	
326	975	No concerns. Good visibility to oncoming traffic.		
327	979	Uneven road surface NB lanes		
328	980	This area could most use WSDOT's all smart designing team's brain! It gets unnecessary heavy, only because of its silly HWY18 entrance and mostly because of hwy exiting cars and	(It got cut off above line, so I'm restarting here). It could use some kind of multi layered overpass to eliminate its heavy congestion. Overpass without no traffic into hwy18S from South bound may be good.	Cont' from above, wanting to go into SE Wax Rd, there should be another exit before 232nd, this will lighten the hwy18exit loads! Another thing you can do is to create a bypass between Witte and Wax road,

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Number	Response ID	First Concern	Second Concern	Third Concern
		merging traffic from Petrovitsky Rd as well, it's just a mess!! It could us	169 continuous overpass (to bypass hwy18 entr	there are many that goes to Tahoma HS/Aquatic cen
329	983	hill is dangerous when icy		
330	984	No turn lanes into businesses		
331	987	The bog down from McD's to 4 corners	Trying to get out of the highlands at lake wilderness is dangerous	Trying to get out of the big neighborhood on the east side of 169 (has Patrick's Faire in neighborhood)
332	989	made that section like 154 to Jones rd		
333	990	I have been in one accident on this stretch and a couple other near accidents. The speed plus people turning plus people trying to get through stop lights plus the congestion makes this short span of road super dangerous	With how many new houses are being built, something needs to be updated, maybe adding lanes	It's hard to turn onto this road with the amount of traffic that flows each day
334	992	Drivers cutting over at the last minute prior to 228th ave SE		
335	993	Traffic	Two lanes	
336	999	None		
337	1000	2 lanes	Turn lanes	Speed limits
338	1004	stop and go	pulling in and out of traffic	
339	1009	Accident		
340	1011	Again, 2 lanes can't keep up with how much traffic is traveling the road at all times.	Big trucks cause slow downs due to the hill and a stop light at the bottom and top. No enough lanes!!!!	Also, very difficult to pull out of businesses, even though there is a very tiny turn lane. Light at 216th/Maple Valley Market is not well planned out to get out of business safely.
341	1018	Too many points of access for volume of traffic	Left turns with no turn lane	Parking vehicles along the edge of the R.O.W.
342	1021	heavy traffic		

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Number	Response ID	First Concern	Second Concern	Third Concern
343	1022	Traffic making right hand turns on a red light from 232nd onto 169.		
344	1030	Traffic accident mitigation by safety improvements	Sections of road can use widening - under capacity during peak hours	
345	1034	widen to four lanes	congestion and heavy truck traffic -	slick road conditions coming down the shaded hill area right past maple valley
346	1037	bottle neck at 224th unsafe for peak times	at peak hours intersections are at service level D	
347	1038	Very icy roads	2 lane road needs to be expanded	
348	1039	Needs two lanes each way, this is the worst sector		
349	1044	Not enough lanes to safely accommodate all the drivers	A lot of traffic lights in a small congested area & traffic gets backed up forever	No where to turn off for emergency vehicles
350	1045	too narrow		
351	1049	Merging traffic from Hwy 18	Timing of lights	Need another lane
352	1051	More lanes	Lower speed limit	Traffic lights exiting larger subdivisions
353	1052	head on collisions	Huge commercial trucks	Icy roads
354	1057	not enough lanes; drives cars to look for alternative routes through residential areas; especially during peak traffic and/or accidents		
355	1073	Congestion coming into Maple Valley		
356	1076	Back to that single lane thing	Back to turn lanes with no advance signage	Cross streets and driveways
357	1077	Not wide enough. Lots of congestion		
358	1081	over congestion	back ups at lights.	single lane most of the way

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Number	Response ID	First Concern	Second Concern	Third Concern
359	1085	A lot of heavy traffic and back up going into town during evening commute	The park and ride at SE 231 people don't use the cross walk to get to the east side	
360	1087	Northbound, limited sight going down the hill, results in many near collisions when it backs up.	Lack of street lights	Northbound, where it narrows to 1 lane past 231st - people act crazy trying to cut in front of others. Many near accidents.
361	1088	need more lanes		
362	1089	Rock trucks		
363	1094	Slow light	One lane	Driveways
364	1097	Sidewalks	Stoplight not long enough	Turning to and from businesses
365	1103	Speed		
366	1104	Sudden stops	One lane	
367	1105	No safety concerns. A large portion of this segment is 4 lanes or has a suicide lane		
368	1111	same as previous		
369	1113	By cedar river		
370	1115	reduce speed		
371	1119	Expansion to two lanes through SR 516	In addition to two lanes, dedicated right turn lane Northbound to Witte	Improve merge from 18 to 169 South
372	1120	Traffic backups due to lane changes	Aggressive drivers	Left turning vehicles especially by schools
373	1121	The entire corridor gets extremely backed-up causing driver stress and road rage		
374	1123	No median barrier		
375	1126	Congestion can be heavy here at the 18 interchange.		
376	1129	Too many cars	Can't make lights	
377	1133	Heavy equipment trucks are slow to climb the hill	When leaving Maple Valley road narrows from 4 lanes to 2 (hwy 18/169 interchange) many cars pass on the right to try to get ahead.	Intersection at 132nd/169 is very congested can take 15 minutes to pass through from 3:00-7:00 pm. I plan my day/route to avoid the area.

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Number	Response ID	First Concern	Second Concern	Third Concern
378	1134	Design for curent volume difficult to change. Once again, WA traffic engineers pain themselves and citizens into a corner.		
379	1138	widen to 4 lanes	dedicated left turn lanes	improved timing of traffic lights
380	1141	Speed limit to high	Need barrier	Slow down
381	1143	Need lights at neighborhoods off of 169	Speed revision through town (slower)	
382	1144	Single lanes that bottle neck into maple valley		
383	1145	no passing lanes		
384	1147	needs to be 4 lanes all the way though maple valley	Side walks through Maple valley	End lanes at the signals , not merging with other lanes just past the lights.
385	1148	Drop the speed limit 40		
386	1151	Better access control	Coordinate signals	Additional acceleration lane for trucks
387	1153	Four lanes needed.		
388	1154	Better light timing to relieve backup	Two lanes uphill to 231st to relieve backup	Backups cause drivers to make dangerous turns
389	1155	Longer turn pockets!		
390	1157	Toatal insanity	Too many cars	Poor signage so people who aren't used to it can't figure out which lane to be in
391	1159	Widen for safe left turn		
392	1160	Need additional thru traffic lanes	Need turn lanes for businesses	This is a state highway being treated like a county road. The existing design isn't adequate for the load
393	1161	speed		
394	1162	Too much traffic for two lane road		

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Number	Response ID	First Concern	Second Concern	Third Concern
395	1165	Coordinate signals from Hwy 18 southbound to keep trucks from having to stop at SE 232nd signal	Terminate access to shopping area adjacent to Chevron gas station	
396	1166	Congestion		
397	1177	Not enough lanes		
398	1180	Not enough lanes	Road too narrow	
399	1181	Merge at Wax road	Lack of lanes	
400	1183	Poorly timed lights between both roads	No SR 18 Access	
401	1188	Build an interchange to eliminate traffic lights		
402	1191	To narrow for amount of drivers during peek hours	Dark	
403	1193	Widen the road	More lanes	
404	1202	Needs to be four lanes		
405	1204	Merging traffic with only one lane		
406	1205	Bypass Maple Valley	With all the traffic lights, 5 lanes would not stop the Major backups	Rock Creek Ele. school is a serious blockage issue before and after school. Parents jamming the parking lot which spills onto SR169 bringing it to a stop in both directions.
407	1207	Lots of lane Changing and lack of road guidance makes it hectic.		
408	1208	Hills and difficult for trucks	Winter weather makes traffic very slow	People get stuck in winter or go real slow causing considerable back up
409	1213	signal lights need to be better coordinated to improve flow of traffic.		
410	1216	Too many lights		
411	1218	Traffic into and out of the Maple Valley Market.		

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Number	Response ID	First Concern	Second Concern	Third Concern
412	1219	Left turn into Wilderness Village by cars heading N when traffic backs up blocking driveway at rush hour	Going from 1 NB lane to 2 at Witte Rd with the downward slope causing excessive speed	Driveway coming out of Taco Time
413	1220	Too many lights to regulate traffic		
414	1225	bottlenecked at SR18	Bottlenecked at 232nd	two to four lane convergence divergence
415	1226	SR 169 needs to be at least two lanes in each direction from Black Diamond to Renton to allow for more efficient movement of vehicles and opportunities to pass safely.		
416	1232	Too crowded		
417	1235	Not enough lanes	speed limit not obeyed	
418	1237	1 lane	No median	Ice
419	1241	none		
420	1246	Two lanes	Congestion at 18 interchange	
421	1252	merge issues	light timing	need more space for turn lanes
422	1253	Trees falling on the roadway	Too much congestion-Turn lanes backed up into lanes going different speeds/directions	
423	1254	There are so many lights in this section and it is just backed up.	Heading north on 169 past SE 231st where hwy 18 junctions, 169 merges back into a single lane heading north. BOTTLENECK!!	Having some kind of bypass as well so cars needing to get to the other side of town do not have to travel all the way through this intersection of dozens of lights. Reroute through traffic
424	1263	Lights are not timed.	Some four lane areas but reduced back to two for no reason	Lots of back ups.

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Number	Response ID	First Concern	Second Concern	Third Concern
425	1265	Back up on lites. Takes, longer to go from Renton to 4 Corners then Start of 169 at Renton to Jones road.		
426	1271	West turns across traffic into the Shell/Maple Valley Market	Park & Ride parking on west side casuses pedestrian crossing busy/unlit road to access Bus Stop on East side	
427	1272	Truck lane needed heading south up the hill		
428	1274	Lights not synchronized, massive confusion and backups ue to turning		
429	1275	Heavy traffic in both directions	Left turn signal needs to last longer	
430	1277	hummmm 2 lanes sucks		
431	1279	signage/road paint for upcoming intersection		
432	1282	Access to trail parking	Turning to farmers market	
433	1283	Backups are ridiculous going South on this stretch in the afternoons. If you have to get to your kid's baseball game at 5 or 6, forget about it.		
434	1285	SE 231st St where 18 and 169 come together	SE 231st St headed towards renton where it drops down to one lane from two and people don't merge properly	
435	1290	no turn lanes to local business	lack of lanes	traffic backups
436	1293	Make this two lanes in each direction. The slow vehicle shoulder	Time the light at 232nd St to favor the majority of the traffic. Time stoplights	If possible, keep beggars, campaign sign holders, and other fundraisers off

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Number	Response ID	First Concern	Second Concern	Third Concern
		is never used by those that should use it.	further down the chain so the road can clear.	the corners of 169 and 232. It's dangerous and distracting.
437	1297	more lanes		
438	1300	not enough lanes		
439	1308	bad access to the park & ride	jaywalkers trying to get the the bus stop northbound from the park and ride	
440	1309	Needs divider and another lane		
441	1319	Congestion		
442	1320	Lighting could be improved on this section.		
443	1322	right turn onto 169	merge to one lane	no left turn lane
444	1323	Accidents	Overcrowding	
445	1324	Lines	Guard rails	Wake up bumps
446	1325	2 lanes when it needs four lanes	uncovered truck loads specifically dump trucks	road narrows causing some wreckless speeding to get ahead
447	1326	No problem		
448	1327	Expand road		
449	1331	Grade too steep for 70% of idiot drivers to make it up the hill in winter	Traffic	Speeding
450	1332	Overcrowded due to multiple turnoffs		
451	1335	2 lanes turning into 1 lane		
452	1339	Very heave traffice, need to allow for more traffic		
453	1340	heavy congestion/ poor lane management: 1 lane to 2 lanes to 1 lane -		
454	1344	The congest ion is this stretch from the volume of traffic and close proximity of stoplights		
455	1345	Inadequate lighting - se 231st > north		
456	1348	Backups	Turning cars	Speed

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Number	Response ID	First Concern	Second Concern	Third Concern
457	1350	Widen the road to 4 lanes	Consider a bypass	
458	1351	Needs more lanes		
459	1352	Lack of traffic capacity		
460	1357	Widen		
461	1359	No center divider	Areas of one lane road cause back ups	
462	1360	Short distance between stop lights that don't sync with one another causing long backups		
463	1362	Short lights not timed well		
464	1363	People run this light constantly		
465	1365	widen road	fix bike lane issue for users going to white road	better traffic mgmt at intersections
466	1367	Stopped traffic	Back ups	Intersections
467	1370	Congestion		
468	1374	NB traffic backups at SE 216th Way signal	Varying road grades can disorient older drivers.	
469	1377	could be better marked as traffic exits the freeway and enters SR 169		
470	1378	Longer green light coming from Petrovisky to 169		
471	1380	Eastbound traffic on 231st turning onto southbound 169 needs a "NO TURN ON RED" sign. I've been nearly rammed multiple times going southbound on 169 with a GREEN light and having frustrated drivers on 231st attempting to force their way in when they have		
472	1381	congested lights		

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Number	Response ID	First Concern	Second Concern	Third Concern
473	1382	heavy traffic coming off of sr 18 frequently running the red light to make a right hand turn		
474	1385	Need for more lanes through the corridor	Dangerous for those attempting to turn left by the ballet school	dangerous where the two lanes go down to one just south of KeyBank
475	1387	Widen		
476	1390	Traffic		
477	1393	congestion	headlights of oncoming cars	
478	1399	Too many lights not timed to increase flow.	Second lane should start sooner on southbound.	Second lane should be extended on northbound.
479	1402	No concerns		
480	1405	Speed limit should be decreased within this area	There should not be any merging lanes in this area	
481	1406	clear of any debree		
482	1407	Only one lane, traffic backs up at night going in to Maple Valley for sometimes miles.		
483	1409	four lanes	street lights	
484	1410	two lane sections need to be 4	Provide left turn ctr lane	
485	1418	congestion		
486	1424	Single lane		
487	1427	Very crowded durning commute times.	I try not travel on 169 durning peak commute times.	
488	1428	Traffic	Traffic	Traffic
489	1436	to much traffic		
490	1438	Often stopped when travelling due to volume and light at Shell station		
491	1440	No stop lights or left turn access lanes available on this corridor.	Being only two lanes here causes traffic back ups and rear end collisions	
492	1442	NA		

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Number	Response ID	First Concern	Second Concern	Third Concern
493	1444	Back up at the light	Back up onto hwy 18	Takes more than one light to get through the intersection
494	1446	Ill times lights causing lots of connection. The corner near Mc Donalds is very dangerous		
495	1451	Road changes from 1 lane each way to 2 lanes each way back and forth too many times.	Changing speed limits.	No or little traffic safety controls at Rock Creek School before/after/during events.
496	1453	To narrow		
497	1455	Road too close to homes	Making left hand turns onto 169 from neighborhoods	Congestion
498	1457	Heavy traffic		
499	1458	Lighting	Speed 2 lanes	
500	1461	The westbound double left turn lane only from 169 onto 231/232nd should be able to gauge traffic and allow for left turns when there is a big gap in the traffic flow heading to MV. For some reason the signal will change during the morning to better refle		
501	1462	Congestion at 169/Witte Rd		
502	1467	Same as other reasons		
503	1468	slow traffic due to not enough lanes	slow traffic because of too many lights	slow traffic because of too slow of a speed limit
504	1469	The heavy traffic and the manouvering up the curves to get up the hill	Drivers heading west trying to make a left hand turn across 2 lanes of oncoming traffic.	
505	1471	More lanes		
506	1473	Road rage	Congestion	

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Number	Response ID	First Concern	Second Concern	Third Concern
507	1478	Intersections are confusing and poorly labeled.		
508	1479	A joke that the state hasn't done anything about this	Maple Valley has more than doubled in size since 1998 and yet the state does nothing	Stop telling me to take a 90 minute bus ride one way to work as an alternative to 169
509	1481	Turn from SE 231st should have 2 turn lanes	Road should be 4 lanes	Too many trucks
510	1483	added lanes	passing lane on hill	separate lane for traffic going to hwy 18
511	1485	More lights, reflective objects, too dark when I drive to work at 4:15am.	Cameras to ticket the a-holes who just have to pass you so they can be first instead of second.	More cameras for the idiots who make illegal turns and make rolling stops instead of stopping.
512	1488	super congested during the morning and evening commutes	intersection at 232nd - traffic lights prevent cars exiting HYWY 18 to do so in a timely manner. It can take 20 minutes around 3pm to make a right turn off the exit and merge going Southbound onto 169	lacks street lights for Night time driving
513	1492	The volumes really slow people down - too many stop lights that create gridlock		
514	1496	single lanes both directions	drivers attempting to cross the lights during red lights.	
515	1498	Too many cars, more lanes needed		
516	1499	No median	No lights	No police
517	1511	None		
518	1512	heavy traffic	poorly timed lights	
519	1513	Holy cow it's crazy on this stretch...		
520	1514	Horribly congested intersection	Intersection is poorly designed	Did I mention the horrible congestion!!
521	1517	Lots of traffic diverging onto two lanes of traffic	Not enough support for farther along into maple valley	

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Number	Response ID	First Concern	Second Concern	Third Concern
522	1518	the turning lanes at 169 and 216th need to be marked better.	needs to be 2 lanes all the way. traffic backs up both ways to get on & off hwy 18	needs to be 2 lanes all the way through Maple Valley
523	1523	lights	two lanes	
524	1524	Dark		
525	1525	Congestion with one lane		
526	1526	Extremely congested 2-lane road		
527	1530	Narrowing to 1 lane right after 232nd	miss aligned signal timing in the morning going east at both 232nd light and wax rd	Narrowing to 1 lane heading north west at 232nd intersection
528	1531	No barriers	Poor lighting	Distractions
529	1532	Back up @ 232nd intersection cause delays/accidents due to bottleneck	Limited lanes b/n 232nd & Witte cause delays backup	Need free right turn lane from SR 18 E to WA 169 S
530	1533	Reckless/road rage drivers	Two lanes	Lack of median
531	1539	Too dark	Too narrow	Too many curves
532	1540	The traffic lights here have timing issues so if you're trying to get on 169 southbound from 18 you could be stuck for awhile. The same is true just trying to go south on 169 from here because the way the lights are timed traffic gets backed up to almost		
533	1541	Bottleneck		
534	1542	Poor lighting		
535	1543	Traffic	Trucks	
536	1544	Curvy	Busy	
537	1545	Timing of the signals	Turning lane for Food Bank and Foleys produce	

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Question 11 (for reference)

In the last year, have you been personally involved in any of the following? (N=898)

1	A “close call” along SR 169	65%
3	An incident where police responded at the scene	7%
3	An incident, but no police response occurred	7%
4	None of the above	31%

Question 11a

If yes, please explain what occurred with as much detail as you can provide (i.e. location/what happened, was there a personal injury, what could have improved safety conditions). (N=512)

Number	Response ID	Comments
1	49	Sometime in April around 7pm, a grey Volkswagon Jetta was speeding along 169 and when they got to me started to tailgate. At the intersection of 169 and Cedar Grove Rd SE, the driver illegally drove onto the left turn lane to pass me but was unable to pass the car in front of me. Reported to 911, but no police showed up or anything happened to the driver as I saw the same car weeks later. WA License Plate 593-VNY. Road rage incident on 7/18/16 around 7pm with red Ford pickup truck on 169 heading towards SE Jones Rd and 169 intersection. Driver was in left lane below posted speed limit. As my vehicle passed on the right lane, driver of red truck sped up in attempt to prevent me from merging. Failing to prevent me to merge, truck driver swerved all over road in fit of road rage. Reported to 911 but have not heard back. These reports appear to have gone unpunished. I now carry a firearm for my own personal protection as authorities fail to police these area from reckless drivers who put my life in danger with their recklessness.
2	55	SPEEDING, aggressive drivers and being in there way. Seen many of the accidents just after they have happened and no one stops they drive through the accident scenes!!!
3	68	At a driveway a bit north of Cedar Grove Road, the resident decided he couldn't/didn't need to wait in the endless line of traffic trying to get out of Maple Valley in the morning, so he just pulled out and waited for a break in the traffic while sitting in the opposite lane. I was a couple cars behind him when he narrowly missed being hit by an oncoming vehicle when there was finally an area for him to pull into in traffic.
4	73	i have had multiple close calls especially near Witte Rd on 169. The additional lane next to Wilderness Village and KFC has created a seriously dangerous situation and I have witnessed multiple MVCs as well as had multiple close calls. Left turning traffic into the QFC parking lot is a hazard with waive through drivers that do not see the cars coming up on the far right. It is a disaster waiting to happen. There have been multiple close calls on 169 with potential drunk drivers or distracted drivers crossing over the double yellow line between MV and Jones Road. The sheer congestion of traffic that backs up for miles creates

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Number	Response ID	Comments
		angry drivers that take short cuts and try and cut in causing accidents. There are too many cars, too few lanes, and it is only getting worse.
5	74	Truck switching lanes without warning in the early morning, merging into moving g traffic
6	77	no injury thankfully but I have seen close calls along the one lane segment
7	82	"Close Calls" 1) Nearly being rear-ended while waiting for a driver to turn left into Foley's Produce. 2) Nearly being rear-ended while waiting for a driver to left turn into Maxwell Rd. 3) Forced off of road due to illegal lane change at intersection of 169 and 216th 4) Almost rear-ended driver who pulled out from Maxwell Rd when me and drivers behind were traveling at 50mph. Had to stand on brakes. Nearly was rear-ended by the driver behind me as well. 5) Unmarked police cruiser passed illegally without emergency lights on, making a very close call with me and an oncoming driver.
8	90	Close calls happen on this stretch on a weekly basis
9	92	Hwy is not adequate for the amount of traffic moving into and out of maple valley, black diamond and enumclaw. The speed limits are too fast for the conditions. There is no safe way for people to safely cross the road (like to a bus stop).
10	95	Multiple occasions of impatient drivers speeding down outside turn lane to merge back into traffic a few cars down.
11	99	The curve in the road near the entrance to 405. Many cars have a difficult time staying in their lane. Have had cars swerve into my lane many times.
12	101	Multiple close calls. In the curves by the aquatic center the lanes are narrow and cars speed. Many cars over the center line. Widen and add a space between north and south lanes. Being cut off by cars racing to get around when it goes from two lanes to one. Cars pulling into traffic from parking along the river.
13	111	A truck decided to be in my lane, no blinkers, just started moving over. I used my horn, but had to slam on brakes to make room for this truck and the pup behind him.
14	115	Almost rear ended numerous times when traffic slowed down from congestion.
15	116	driving in the evening and it was very dark the lane changes from 2 to 1 lane and someone swerved over and cut me off.
16	119	I have driven by or had to re-route around several serious accidents
17	120	There wasn't a wreck, however, the person behind me wasn't paying attention and came close to hitting me.
18	124	The stop and go traffic causes issue. People not paying attention and then it causes others to slam on their brakes to avoid cars
19	129	Sudden deceleration without warning No collision
20	130	seems that too many people are not paying attention... head down, probably reading/texting.
21	132	169 requires vigilant driving, many times have had to come to a complete stop from 50mph along the stretch between 18 and Cedar Grove road in particular due to left turning vehicles. Have had a couple of close calls but ultimately able to stop in time. So dangerous especially in inclement

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Number	Response ID	Comments
		weather or low visibility conditions. I'm always afraid that even if I stop successfully the person behind me won't! Hate that stretch and drive it at least 1x a week. Left turning vehicles on that stretch are not uncommon. Within Maple Valley proper, it can be difficult to turn onto 169. Can barely get out of neighborhood turning R to NB 169 in the morning, same with turning L to SB 169 in the evening. This results in close calls as people who have been waiting forever to turn attempt the turn without adequate space.
22	133	February 17, 2016 was turning left at wax road intersection towards Mc Donalds and was strick by one of two cars perhaps racing into maple valley. The cars did not stop for the red light. I was spun around and vehicle was totaled. Still having shoulder issues from airbag deployment.
23	136	Between Maple Valley and Cedar Grove. A car pulled out in front of me trying to beat traffic. If I hadn't laid on my brakes I would have hit him. Another incident in the same corridor was slow traffic in front of the car ahead of me. I couldn't see traffic stopping until they slammed on their brakes. I had enough room to stop, but it could have been bad if I wasn't driving safely. We need more lanes for traffic.
24	139	I have been involved in close calls almost every day, especially Cedar Grove Rd thru MV. Because of congestion people run lights frequently. I see fender benders weekly in the MV City limits.
25	144	While I've seen a lot of close calls (not been close enough to be a part of them), one did happen where myself and another driver were almost hit by a driver turning left on red (his red) at the 196th Ave intersection. Hence the reason I'm not overly fond of traffic lights on SR 169, they kinda suck and stop traffic... roundabouts keep traffic moving, and make the intersections a lot simpler.
26	145	So much stopping causes people to almost rear end you
27	148	A car crossed the median a bit between jones road and cedar grove rd. They readjusted but not before I swerved to avoid them going off the road a bit because there is no shoulder
28	151	A car swerved into my lane. A person ran across the road I almost hit them.
29	155	I have been nearly hit several times at the merging lane at SE 231st.
30	162	I describe this incident previously. Was dinged by another driver who did not understand how to lanes can merge into the former bus lane that leads you to sunset. A lot of close calls I see in this area and confusion as well. Not sure who has the right-of-way dur to this confusion.
31	165	A car turned right on a red light from 196th onto 169 east bound, right in from of me, cutting me off. An aggressive driver used the turn lane in front of the old rock quarry to drive quickly and bypass traffic for over 1/2 half mile.
32	169	Stop and go traffic so bad that there are almost daily rear-end collisions or close-calls. Everyday I see someone cross over the center divider and at times nearly collide head-on. Adding one more lane each way and dividing part of the highway HAS to happen. The current population of

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Number	Response ID	Comments
		the area needs it and the future growth of the area will make it unbearable and very dangerous.
33	174	Drivers running red light - SE 2401th Street and Hwy 169. My light was green but driver proceeded through their red light at high rate of speed. I always pause before I enter Hwy on my green light.
34	175	Oncoming car crossed center line in two lane section line and narrowly missed colliding with my car.
35	178	Cars crossing the divider lines and frequent passing.
36	179	Traffic stopped quickly and the person behind me was not paying attention and did not stop. They had to go around me on the passing lane to avoid hitting me.
37	180	As previously stated, folks lose patience while waiting for light changes, due to the massive volumes of traffic. We travel this road M-F and constantly have people unsafely pulling out in front of us. We've had many instances where people just pull right out in front of us, forcing us to slam our brakes out, to avoid sure collisions. Maple Valley has experienced a housing boom over the last 15 years and 169 was never built to support the huge influx of vehicles that travel that highway, on a daily basis. Early in the morning (around 6 a.m.), when 169 splits into four lanes, and traffic is just starting to build to peak, motorists drive WAY too fast on that stretch of road. The motorcycle vs. SUV fatality which happened earlier this summer, is proof positive of this - people driving too fast and folks pulling out into oncoming traffic.
38	182	Drivers texting and crossing the center line then jerking back into their own lane; where 169 is 2 lanes between Jones Rd & Cedar Grove. It's happened at least a couple of times.
39	183	Using Cedar River Trail, car made a right on red onto Cedar Grove e without looking. Almost hit me on my bike. No personal injury, missed by inches.
40	186	Driving into Renton near the Testy Chef, a distracted / drink driver came across into my lanes. The other was nearly being hit by an impatient parent turning into traffic from the elementary school.
41	188	Twice in just the last week I have almost been hit head on in the curves in Renton and in the rock slide zone curves by people crossing the center line. The road is too narrow. The transitions from 2 to 1 lane need more warning for those who don't live here too.
42	191	No injury just a car that was coming into our lane from other direction
43	193	Having a traffic light at the Rock Creek Elementary or at intersection of 260th would improve conditions for drivers needing to turn left and either waiting a long time for a clearing or making unsafe fast mergers to try and sneak into a small clearing of cars.
44	199	at the intersection of 154th & 169 -- fast moving car cut into the line of traffic waiting for the left turn light, bypassing the line of cars and coming really close to my front bumper. I have also seen cars turn left across traffic from the right lanes.
45	205	Constant almost collisions from people merging improperly, from 196th all the way up to 18 is the worst area. People cut around slow traffic on one lane sections.

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Number	Response ID	Comments
46	207	Just today, someone pulling out of 228th SE onto 169 nearly T-boned me. She must not have been paying attention, because I had to swerve into the turn lane to avoid being hit. It's possible she thought I was going to turn right onto her street, but I had my signal on to merge left.
47	208	Almost rear ended x2, traffic travels too fast downhill from 18 to maple valley...careless passing on the right. Illegal lane merging.
48	210	Passing vehicles on right side of me driving on mv hwy. Also vehicles passing to speed and almost hitting in coming traffic. I'm not a slow driver either. Usually drive 55-58 mph. Little to no police presence between MV to Jones road. Also hit ice on MV hwy past jones by Cedar Grove land fill (straight stretch)
49	213	Vehicles crossing the center line
50	215	A vehicle was centered on the berm after Jones road, cops were called. For close call, pedestrians crossing the highway by the little store and having to seriously brake.
51	218	A driver coming from Renton area turned left in front of my car , causing me to slam on my breaks and the car behind me to slam on her breaks and turn towards the shoulder
52	219	I have had a person cross the center lane and almost hit me between Cedar Grove and Renton. I have also witnessed the same thing but was not as close.
53	221	At any place where a turn lane ends. Drivers have pulled in front of me to merge without the proper space or without using their turn signal. This causes me to almost hit them and the car behind me to hit me.
54	230	There have been multiple close calls along the road. Almost being rear ended. Almost being side swiped at either the two to four lane or four lane to two lane conversions. Almost being sideswiped by someone in the right lane trying to race up and get over right in front of the police station.
55	236	Traffic stopped and other cars not being aware
56	238	no accidents, but almost on a daily basis there is aggressive drivers trying to cut in front of other drivers or race to get in front of other drivers as two lanes become one and then back to two. The commute during school start and end are particularly bad as commuters and parents are on the roads all at once.
57	239	Commuting hours in the afternoon. Cars weaving between lanes just to get one more car ahead. Sudden stops due to light at 196th causes dangerous situations.
58	244	due to lack of lanes there was congestion and I was hit three times because of the congestion
59	245	Careless and distracted drivers and ones that want zoom around others to get ahead. Cars need to slow down. Was never hit.
60	246	Going from two lanes to one lane drivers speeding to cut in front of a car in front of me. Causing it to slam on breaks. No left turn lanes. Drivers not paying attention almost hitting the car waiting to turn left. Cars that are going to turn left not using turn signal with adequate notice for the drivers behind to adjust.

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Number	Response ID	Comments
61	248	Pulling out of 244th Ave SE and heading south on 169 causes way too many close calls because cars are going faster than 45. Trying to match their speed to merge successfully is always a challenge.
62	250	Turning onto 169 from a business, car was passing another and almost hit my car
63	253	Pulling right onto MV Hwy from Wilson Hill hwy 18 area... No accident, just cars coming too fast
64	255	1. Almost hit a deer. 2. Almost hit head-on by aggressive driver passing illegally. 3. Almost rear-ended countless times due to awful traffic and sudden stops. 4. Almost hit a pedestrian crossing 169 to get to a dark bus stop (no crosswalks).
65	256	Many of the close calls, including my own, come from driver frustration. Backups, poor visibility, dangerous road conditions during inclement weather and odd light timing.
66	259	I was the witness to a horrific wreck on 169 where someone came over to oncoming lane. My husband had to pull a 5 year old from the wreck.
67	261	Close call. Car stopped abruptly to turn left
68	262	At approximately 445 am, I was driving northbound past the Testy Chef on 169. A car traveling southbound with what I assume was a distracted, inspired, or drowsy driver failed to negotiate the turn and was headed in my lane. The car almost hit me head on, and was traveling far about the posted speed limit for that section of road (40mph). I had to drive my car off the road, into the shallow ditch to avoid a collision.
69	266	Mostly I have noticed that everyone on 169 is always in such a huge hurry that they tailgate whoever is in front of them constantly and that has resulted in other people as well as myself almost getting rear ended, so I think that reducing the speed limit to 45 mph could possibly help with that. Another problem is the area where there is only one lane going each way, which causes congestion and a lot of head-on collisions that people who went to my high school have been involved in/died from.
70	267	Being passed when the passing car didn't have enough room. I swerved almost losing control.
71	268	At intersection with Cedar Grove road traffic at a standstill and then starting to move and rapidly stopping resulted in a minor fender bender
72	271	Car passing traffic almost caused a major accident. Also called non-emergency number for a drunk driver crossing center divider that police responded to.
73	272	People passing on double yellow nearly hit me head on.
74	275	Just a lot of close calls from people not paying attention...
75	276	Coming around the corner towards MV past 196th and a truck swerved in to my oncoming lane. I'm a very defensive driver so I am constantly watching for this. Very scary road. Especially at night.
76	277	seen 3 large lifted trucks ran red lights in the last 2 weeks
77	289	I needed to merge where road narrows from 2 lanes down to 1. No one would let me in. I tried to edge in and a feed truck scraped my car
78	291	Someone passed me speeding and was close to hitting another car head on. Between Cedar Grove Road & Testy Chef.

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Number	Response ID	Comments
79	294	Another car crossing center line, cars cutting off to get over when lanes go down to one lane
80	296	Cars crossing center lane. Cars braking quickly.
81	297	On single lane at a stop and go due to previous accident to which police had responded , more cars attempting to turn around
82	298	Had to swerve and slam on brakes to avoid a head-on collision from someone passing going the other direction
83	299	Large rocks in the road just south of Jone's road, blew out a tire, no place to pull over no one stopped to help including pd that drove by
84	304	Intersection at 216th & Hwy 169 nearly an accident
85	305	A car veering out of it's lane due to cell phone use.
86	308	Near cedar Grove Road and a giant rock from a quarry truck shattered my windshield.
87	310	Impatient driver passed me (I was doing slightly more than the limit) and cut in front of me with about a foot in between.
88	318	People over taking in unsafe locations even though i was going the speed limit.
89	319	I frequently have cars cut off traffic Cairo g everyone to slam on the breaks at the j tee section where there USA "right turn only" lane. The light after the composting company.
90	322	More than one occasion travelers in the opposite direction, crossing into my lane. Possibility of catastrophic head on collision. Ice and water making roads dangerous
91	323	It is impossible to turn left out of development, lake forest estates.....about 254th at onto the hwy. we need a traffic at our development or better traffic flow, lower speed limit. Parents driving children to RCES use our entrance to make a u turn.
92	327	Traveling west and almost rear ended someone because they wanted to turn left at the 149?'light. But the back up was 1/2 mile long and they stopped while still in fast lanes.
93	328	People slamming on brakes. A car trying to pullout from a side road.
94	331	Many close calls with distracted drivers/ semis
95	338	Honestly it wasn't so concerning to make an implant in my memory. But I know I am always heightened alert on hwy 18 and 169. So much traffic on single lane roads
96	343	An oncoming vehicle swerved into my lane around a curve on numerous occasions.
97	352	I live along 169 in Black Diamond. A few years ago a car swerved off the road and somehow made it passed my two big cedar trees missing my house by only a few feet.
98	355	I have been on the road win it has been closed for major car accidents , floods, errorsion and had to turn around and go all the way back to 18
99	359	morning rush hour, I was stopped at the intersection of 169 & 240th. Lady claimed she didn't see the red light, reared us into the middle of the intersection.

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Number	Response ID	Comments
100	361	Merging & being cut off very abruptly. Needs to be 4 lanes for much longer! Give people time to spread out vs cramming together trying to out & into maple valley
101	362	Too many cars going too fast, passing on the shoulder, passing in turn lanes, motorcycle even drove between two lanes of traffic.
102	365	Drivers going under the speed limit causing drivers behind them to be impatient. Also, have been rear ended while waiting to turn left just north of the 18 overpass. Drivers constantly passing you on the right while you're waiting to turn left.
103	368	Only because I listed to a traffic report before hand and took a different route.
104	371	People pulling out in front of me from side streets as they get tired of waiting for an opening so they just push their way in.
105	372	The backup at 241st going southbound is heavy, traffic can stop suddenly, and is difficult to see what is happening over the crest of the hill. There are too many people trying to cut lanes to avoid the sudden stops (accident, injury) or just trying to get in front of traffic that is going to merge right aft the light. Too many people are trying to turn left onto Wax road going northbound and creates backup and people trying to avoid the backup by cutting lanes (close call). Trying to merge onto the 169 at hwy 18 interchange is awful (rear end accident, no police, no injuries) and also creates major backup. It regularly takes me over 15 minutes to go from Petrovitsky to 241st, and it's a miracle there are not more accidents.
106	373	It's hard to turn left towards for corners from anywhere without a light. Traffic times you can sit and wait as long as 20 min just to pull out safely . More so during Rock creek elementary school hours and morning and afternoon traffic peak times. Coming out of Arbors at Rock creek from 260th going south on 169 is the worst. There is no median to pull in the middle for help with crossing over. It can be very dangerous at times during rush hours.
107	379	I have had many instances where I had to slam on my brakes because the car in front of me was suddenly turning and there was no turn lane for him to go to, and no regular lane for me to stay in.
108	383	Reckless driver weaving in and out of traffic of busy narrow section
109	386	Had to slam on the brake do to poeple cutting you off in between witt road and petrovitsky. Multiple times both directions.
110	388	I was driving north on 169 past the Foley Produce stand where there is 2 lanes, very small shoulder, no turning lane, a steep ditch that leads up to the Cedar River Trail. A dog (from the trail perhaps? A fence there could have prevented this) walked into the road and I slowed down trying to prevent hitting it. The car behind did not have any place else to go (she said she saw the ditch and didn't want to be in a roll over accident going into the ditch) so she rear ended me. The collision totaled both of our cars and reduced the highway to 1 lane for an hour in Friday afternoon traffic. There was minor injuries. To have prevented this from occurring, the following: 1) A fence along the Cedar River trail or in the ditch to prevent small children or dogs to run out into the highway. 2) 2 lanes of traffic on each side so that there would be a chance for her to have

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Number	Response ID	Comments
		merged into another lane had she seen me slowing down to avoid hitting the dog (or I could have merged to avoid the dog) 3) A wide shoulder to again help avoid hitting someone or an animal in case of an emergency 4) A turning lane to merge into in case of an emergency. 5) Best case scenario ALL of these things in place to have a SAFE corridor to prevent accidents, injury, and death that is so prevalent on this road
111	393	several instances of people passing and barely being able to enter back into lane of travel. Close calls with left turns turning in front of you.
112	398	Lane drift from oncoming car, had to take shoulder to avoid collision, barely had enough shoulder to get out of the way. No lighting very dark in some areas of this corridor..
113	407	Motorcycle fatality where car pulled out in front of a rider while suv driver had red light.
114	408	Almost rear end accident from someone stopping and waiting for left hand turn.
115	411	I was rear ended going southbound approaching the 18 overpass. I had slowed as a driver in front of me was allowing a northbound driver to cross in front of us to get to the vegetable stand. No personal injury, but substantial damage to both vehicles.
116	413	An individual passed me around 5 am in through the median space right after Jones Road. He apparently didn't feel that I was driving fast enough and I couldn't move over to the right lane.
117	415	There are numerous times when trucks are trying to not allow people to pass cutting people off. There are many impatient drivers who speed excessively once they are through the traffic jam Darius. Distracted drivers have little time to react because of the high volume of traffic.
118	416	Driving out into center turn lanes from development on 250th we are forced to speed out quickly into center turn lane (or sit for upwards of FIVE minutes for a true break in the traffic). On a number of occasions I have had semis in the traffic I'm going to merge into (AFTER the semi since I'm sitting in the lane waiting to merge into traffic) coming into the center lane within inches of my car. Other drivers in either direction will slam on their brakes and can create an accident easily by their reaction to our jumping out into the turn lane.
119	422	On the stretch of road between Jones road and Renton (WHERE THERE ARE NO BARRIERS) A car simply swerved over into the center turn lane, and almost in my lane when I had to swerve to avoid a head on crash. A simple concrete barrier would have made him hit it, instead of almost hitting me
120	424	Multiple instances of people merging trying to "squeeze in" and almost getting side swiped, I have had at least a handful of cars swerve to avoid rear ending me etc. In the areas I described throughout the survey.
121	429	I was biking along the cedar river trail and almost was hit by a car turning right, as their light was green. They were travelling east on 169 (turning south) and this was at the intersection of 131st Ave.
122	434	drivers not paying attention to traffic and coming out of parking lots and obeying signs

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Number	Response ID	Comments
123	435	Someone rear ended me because traffic was backed up so far from the traffic light and car was going 45 and came around the corner to see the traffic and slammed into me...another time a giant dump truck almost hit me same situation going speed limit but traffic back up from the one lane road. Another time I almost t-boned a car who pulled out into traffic from a side street...too many close calls - luck will eventually run out
124	438	I've seen an accident there where the road got narrow and it was a wet day. A lady ran into the side rails and it looked like i had recently missed the accident luckily. I think widening the roads would help a lot
125	439	Heading south in Maple Valley, a car turned out of the wilderness shopping center immediately in front of me. I had to slam on the brakes and swerve. The car probably did it because traffic was very heavy and got tired of waiting & thought I'd stop. Also had my windshield broken by an uncovered dump truck load. The rock was so big that it made a hole almost down to the center plastic between layers of windshield glass.
126	443	Intersection of 196th and 169, eastbound - people changing lanes at the last minute as the road goes from two lanes to one, with a forced right turn lane.
127	446	Near misses everyother day.. because of the things i have outlined in this survey!
128	453	Cars turning in front of me quickly due to the long back up
129	455	A car stopped on Hwy 169 southbound right past Royal Arch park to turn left, the car behind didn't see that they had stopped in time and rear ended the car stopped. Injuries to the driver in the car that was rear ended. Turns off a busy, fast moving hwy are too dangerous and should be eliminated.
130	456	High speed police chase of a red HUMMER speeding along the shoulder heading opposite traffic along the south side of 169 and 140th Ave SE on 9/6/16
131	461	Rapidly stoping traffic.
132	462	Just saw a motorcycle accident last night that looked terrible. Accidents happen daily on this highway and when they do happen, it shuts down that whole highway. It's TERRIBLE!
133	464	distracted drivers almost plowing in from behind due to a stop in traffic - either due to someone turning ahead or just heavy traffic
134	470	Intersection of Hwy 169 and Kent-Kangley in 4-Corners. A lady was leaving a shopping parking lot and didn't look well enough before pulling out in front of me. I had to slam on my breaks.
135	476	I was coming out of Maple Valley on 169 and stopped to turn left into Foley's Market. The car behind me did not stop even though I had my turn signal on and was braking, and so the car had to swerve out of the way onto the shoulder to avoid hitting me. A turn lane would have prevented this, and would also improve traffic flow on the road.
136	477	Almost rear ended while sitting at light for Jones Road heading eastbound. Cars come around the corner and don't have time to slow down for the light, especially when there is a long line of cars at the light.
137	480	Close rear-enders, people swerving, etc.
138	493	Maple Valley Highway and Witte Road - my son was driving at 9:00 pm with my two young grandchildren (2.5 and 9 months old). He had the

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Number	Response ID	Comments
		right of way to turn heading to Renton - car ran through red light and totaled his car. I see cars running lights all the time. Why aren't there cameras to give out tickets you would make a fortune at all the lights on SR169, Luckily, he had top notch car seats and he and his children were fine.
139	494	I have had a number of times where I was almost rearended again along 169. Once near Jones Rd at the same place I was rearended several years ago and at least twice going southbound near the 169 and Highway 18 as I approached the Maple Valley grocery. I almost rearended another car at the same intersection.
140	496	I have not personally, but have known people that have been injured or killed.
141	499	No accident occurred because I maintain sufficient clear space in front of my car. Multiple incidents have occurred with cars stopping suddenly. I slammed on my breaks and barely stopped in time.
142	501	Many times I have almost been hit head on by oncoming drivers especially between Cedar Grove and Jones. Also had an ice skid out during last winter after Jones near that cedar rapid gas station. No other vehicles involved
143	509	Both times rear ended, people get going then suddenly traffic is stopped
144	513	I was almost rear ended in front of the testy chef bc a car was turning at fees and the traffic stops so fast because there is no turning lane
145	516	Many close calls at the 288th and 169 intersection. Daily. Long waits to turn left.
146	521	Traffic bottle necked at the Cedar Grove light and the car behind me almost rear ended me
147	526	Cars stopped to turn while others behind the car go around it at full speed leaving the cars following them to have to do the same or slam the breaks if they are following too close. Wildlife in the road eating road kill- I had to slam the breaks to avoid hitting an eagle. Amazing and terrifying at the same time. Oncoming cars swerving (due to using phone or distracted driving) causing frequent scares along the 2 lane portion
148	531	Rear ended due to stopped traffic at Jones Road. No injuries.
149	534	A dump truck heading south on 169 crossed the center line into my lane at the curve between Jones Road and Cedar Grove Road. A wider center divider might help, or an actual barrier.
150	536	fender bender, i was rear ended by an inattentive driver on hwy 169 near se 214th
151	537	slamming on breaks as the sudden line up to turn left became clear; traffic in left lanes quickly dodging right in order to avoid the backup
152	544	merging lane at witte rd
153	545	Dump truck traffick nearly caused accident
154	547	Have almost been rear ended multiple times from people not paying attention to traffic or signals. Where the highway goes down to one lane at 231st people rush to merge, cut people off.
155	549	almost all the scenarios i've mentioned, but most often getting cut off at the Mpl Vly hwy /Jones Rd intersection, I cant even could t how many

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		times someone has been in the right lane to turn and cuts to the left in the intersection just as soon as the light turns green
156	553	There are frequent close calls on 169 from 4 Corners to Cedar Grove Road. Major congestion. With increasing volume of traffic on 169 building from Black Diamond, it is hard to turn left from Maple Valley neighborhoods onto 169 heading toward I-405. The left turn on 169 at Wax and Witte are hazardous. Make sure your assessment considers relocation of Tahoma sr. High School starting with 2017 school year. Latest Near Hit occurred at Cedar River Bridge on 169 by Testy Chef restaurant. Car behind me screeched to stop with quick changing red light. I had stopped prior to intersection due to backed-up traffic.
157	554	I didn't have any of these, but have often felt unsafe from the tractor trailers or especially the dump trucks. They follow way too close.
158	555	Several times have braked quickly to avoid car pulling out from business or driveway. Was rear ended at stoplight at cedar grove Rd. See impatient drivers constantly doing dangerous lane changes or passing in no passing zones
159	557	Close call - people passing when not supposed to.. Needs more lanes, too many cars on the road
160	559	Over a year ago we were hit from behind while fully stopped due to congestion. Every morning we see close calls driving to work, too many cars so we get the people trying to pass when it isn't safe, passing of school/public buses, drivers driving on the shoulder. It is nuts!
161	567	Cut off a few times, seen several people texting.
162	568	People cutting into congested traffic and another time when someone stopped quick with no warning
163	570	a few different times and at different places where there are lights or congestion the person ahead of me had to slam on their brakes because traffic came to sudden stop or slow down due to amount of traffic ahead and I've almost hit them each time. Have also been the one who suddenly had to stop and almost got rear-ended. There's way too much traffic when you hit the busy intersections and towns, some of the lane changes are confusing. If there is an accident you are stuck for hours with no options for other roads to choose, this is a big problem. Happens normally in Maple Valley and Black Diamond areas
164	574	Almost t-boned in MV city limits by a car pulling out into suicide lane. Missed me by less than an inch near the QFC.
165	577	Traveling south from Renton towards Jones road, car almost sideswiped me changing lanes (from right to left) to avoid right turn only lane.
166	580	People speed through oncoming traffic lane to "get ahead" and cut on....very dangerous moves.
167	582	texting driver nearly crossing into oncoming traffic south of cedar grove.
168	583	There have been several times when drivers get aggressive on 169, especially spots that go from one lane to two. They speed up & cut people off to get ahead at a merge. Keep it at 2 lanes all the way through!
169	586	Incoming traffic turned directly in front of me without warning at 45mph
170	589	Semi truck crossing the center line and a motorcyclist passing in no passing zone.

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171	591	A truck,skidded off road and hit guard rail. I had to swirve to avoid crash.
172	594	While traveling on 169, I've been nearly hit near 18 and Wax Road in Maple Valley. A vehicle traveling fast North bound on 169 went through the light at Witte Road and almost took my car out. Coming down 169 North bound around and past Witte Road can't be tricky at times.
173	597	Sudden deceleration from speed People changing lanes rapidly due to bottleneaking Poor lighting around curves causing people to cross centerlines Road rage due to long traffic waiting
174	598	Mud slides along 169 make the road very danger
175	604	The congestion on 169 makes for conditions that could lead to rear end collisions. I have had multiple close calls with people almost rear ending me due to speed or not paying attention
176	606	In the morning it takes 35 minutes to go 23 miles. In the afternoon it takes 45 minutes to go 23 miles. Unbelievable
177	608	Cars speeding up right lane and cutting into traffic at jones road almost causing accidents. And cars swerving over the center line
178	609	Narrow section between cedar grove road and jones road. There was large debris in the road from the crumbling hill side cause a driver to swerve into my lane nearly causing an accident
179	617	Forgot about ice on road. Southbound just before the right turn only in renton. The two right lanes sit in the shade during the day. The roads need to be dried when it is wet and freezing over night. Snow and ice never melt, even on weeks of 0 precipitation. When precipitation isn't expected for long periods of time, and the whether is below 25 degrees, those south bound lanes are sketchy at best.
180	620	1. car turns out in front of me.(once) 2. car suddenly decides to turn left and has to wait on traffic. (3 times)
181	622	A truck swerved into my lane in the rain and it was dark so I almost didn't see it in time. This was heading south towards Cedar Grove road. Also, turning left into Royal Arch Park while heading north on 169...very dangerous during peak traffic hours.
182	623	Multiple occasions where vehicles seem to be involved in street racing.
183	639	Car wasn't staying in their lane and missed clipping me by inches :(Scared me and my kids
184	642	Southbound approaching 196th, driver in right-hand lane suddenly moved into left lane right in front of me at intersection because lane ended (right-turn only). Better signage needed sooner in that lane. Several incidents of drivers turning left onto, or stopping to wait for a clearing in traffic to turn left off of Hwy 169, requiring traffic on hwy to suddenly slow dramatically or stop. Two-way center turn lane is desperately needed!
185	644	People turning on to 169 while traffic was moving swiftly almost hit.
186	646	Possible head on by Red Dog tavern.
187	648	I see drivers not paying attention resulting in lane drifting, inconsistent driving speed causing road rage and near head on collisions. I have seen several accidents but not witnessed them. Making 169 4 lanes from

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		Renton to Maple Valley would help considerably. License suspension + fines for inattentive drivers and mandatory testing for all license renewal.
188	649	A car headed out toward maple valley from Renton along cedar rive was passing in area they should not have been attempting causing us to move to shoulder. To shocked to look at plate all you can think about is oh my god no! I have seen this too many times alway on my mind to watch, but when it really happened I was not prepared, except to get out of the way. They continued on to do again I am sure.
189	650	Southbound (headed West) traffic traveling at high speed along SR169 or turning right (North) onto 196th Ave SE often run the light at 196th Ave SE & SE Jones RD; also had to slam on brakes and swerve to avoid traffic turning Northbound (headed East) onto SR169 from 196th Ave SE.
190	657	Someone crossed the centerline into my lane. Road rage incidents concerning merging traffic - pushed off the road. Blocked intersections at lights.
191	663	I have several close encounters, especially with large semi's crossing the center line in the area between 196th and Cedar grove. The road is too narrow for the large vehicles traveling at the speed limit. Also almost been rear-ended when stopping for vehicles turning across traffic on to side streets between Cedar Grove and HWY 18.
192	669	Several close calls for head on collisions with people crossing the line. One accident where I was rear ended badly. Personal injury occurred. Hwy 169 on Ceder river bridge next to Testy Chef. Speed coming down the hill the problem.
193	672	Driver came into my lane in one of the northern curves. I drive in very early hours, so it's dark. Better lighting is needed & better lane division (reflectors).
194	677	I was rear-ended 6 weeks ago going west bound of SR 169, stopped at the Cedar Grove signal, hit by driver going 30 who failed to see that the light had turned red. The stretch of road from MV city limits to Cedar Grove Road is very dangerous with drivers going 50-60 mph and failing to stop at the signal. The traffic is horrible through that section and drivers are hit nearly every day.
195	678	Rear ending between 240th and 250th in heavy morning traffic. No injuries, extremely limited damage.
196	682	I've been witness to severa cars passing illegally. Watched as someone nearly had a head on collision due to illegal passing. Speeding is a factor, and also people going to slow.
197	683	Constant road rage of people because of the traffic. Always issues on North 169 just north of hwy 18 junction in front of bus stop where it goes from 2 lanes to 1 lane - people won't let people merge in and then people are always trying to shoot the gap - I have had a lot of close calls being the person behind two cars trying to fight for the spot. It happens at least once a week.
198	686	Was travelling westbound when we narrowly missed a section of tree falling into the highway and blocking the eastbound lane
199	687	A LOT of people running red lights at the Intersections of SR 169 & SE wax Rd. This intersection is NOT marked very well. The painting on the

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		road is non-existent and if cars are sitting over the road signs, you can't tell which way to go. We need signs on the signals as well. People also turn left from the "Stockton Restaurant" Parking lot in front of the people turning right off Wax Rd on to SR 169. Those same left turners also go straight onto Wax Rd, cutting off those that have the right-of-way to go straight. Dangerous Intersection. The 2nd one is SR 169 and Witte Rd. I have seen multiple vehicles including Semi's running this light and almost clobbering the people turning left from Witte Rd. on SR 169. The intersection at SR 169 & 231st turning left is dangerous. 2 Lanes go left, but the cars on the inside lane sometimes swing wide into the outside left turn lane causing cars to get cut off. Clear Signs, buttons on the Road, Signs on the Signals would help tremendously. And lastly, the Signal at Witte Rd and SR 169 needs to be synchronized better with the signals at SE Wax Rd and the one at 231st. We sit at those signals for way to long. Synchronize those 3 and a huge bottle neck can be avoided and less people running lights.
200	690	people walking on the shoulder of the road in the very morning hours when it's still dark and rainy
201	692	5 times along Maxwell, we have been nearly Tboned or Tboned another car coming from 169 through the one lane roads under the cedar river trail. this is not 169 specifically, but a side road coming from that road.
202	698	Several times cars heading towards me have crossed over the center lane. Almost been rear ended waiting to turn left into Foley's. Traffic has delayed me hours upon hours.
203	703	People ride your tail because it is so congested. They also will try and pass and cut you off just ride the next cars tail. These have been the close calls.
204	709	Getting cut/off, near collision for cars turning left onto 244th at 169 southbound and 244th - need round-a-bout or light - very dangerous - have seen multiple accidents at this intersection!! Traffic flow could be GREATLY IMPROVED by allowing left turn on green at all traffic lights - morning and afternoon traffic gets congested because there are no yellow left turn lights on green allowed. Have to wait entire light cycle to get green left turn arrow. Maple Valley is too big of a city now to have to wait for entire light cycles to be able to turn left. Simple fix.
205	710	Multiple occurrences being cut off due to two lanes reducing to one.
206	713	There have been numerous times when people didn't realize that 169 changes to one lane and they end up cutting off drivers
207	717	heading north on 169 to turn left on SE 231ST ST cut off by cars changing lanes from the far right lane to the far left lane. This common occurrence could be lessened by changing the merge left northbound beyond SE 251ST ST to a merge right for through traffic. This change would eliminate a lot of the turbulence that occurs as drivers from Witte RD choose the shortest lane turning left to northbound 169 to get through the light even though they plan on making a left on SE Wax RD or SE 231ST ST

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Number	Response ID	Comments
208	718	Northbound on SR 169 approaching Wax Rd. Left turn lane not long enough. Traffic backward up into center and right lanes and came to a stop. It happens every day.
209	723	No injury but many impatient drivers trying to cut in with the long lines. You have to be alert more and even once in Maple Valley during the rush hour time. I have seen some serious accidents -
210	724	I personally witnessed a car in front of me going S. bound cross over against traffic and run into the East side ditch narrowly missing oncoming traffic.
211	726	skidding car with no barrier (median)
212	733	Intersections. Also turning onto and off of 169 in city
213	734	No Injury, but some lanes end and have speeding cars and nowhere to escape. It's too heavily trafficked and hearing of deaths many times a year.
214	737	Impatient driver passing a group of cars due to no passing lane; Cedar Grove to SR-18.
215	740	2 incidents: 1) people dodging & weaving through traffic almost had me side-swipped 2) coming to a stop for a light and almost getting rear-ended because we were all previously doing 50 mph
216	741	repeatedly swerving car ahead of me almost causing an accident and there was nowhere for me to go to avoid him; a crash between Cedar Grove & 18 closed 169 entirely and me and my 3 children were stuck in our vehicle for 45 minutes just to *get* to Cedar Grove so I could take a the ONLY alternate route home to Maple Valley.
217	742	many accidents. Once 169 turns into two lanes, many two car accidents because inattentive driving due to texting. I do see cars swerving on the two lane road of 169 because they are most likely texting.
218	746	tree fell on my car
219	754	stuck in traffic getting backed up in to Issaquah Hobart Rd. and May Valley Road and Jones Rd. Also traffic backs up along Maple Valley HWY by 150th and NW church.
220	756	I was rear-ended heading south-bound in the section from Cedar Grove Road to Hwy 18 when I stopped suddenly with traffic in front of me but the car behind me did not stop in time. I had an injury. I was nearly hit the same way a second time.
221	761	Stopped traffic resulting in being rear ended. More lanes to reduce stopped traffic.
222	763	Someone turning right and I had to slam on my brakes (so many cars coming I'm assuming they got impatient).
223	766	Sudden stop for turning traffic blocking lane
224	775	A close call with an inattentive driver in opposite lane veering into my lane also almost rear ended waiting for traffic ahead of me to turn onto Cedar Grove Road.
225	776	Very close call with someone who cut me off where it goes from two lane to one lane.
226	778	I have had several windshields dinged(eventually cracked) from uncovered gravel hauled by dump trucks. They also need to sweep the road of gravel more frequently.

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Number	Response ID	Comments
227	784	Speeding vehicle on 169 made a close call while entering from SE 253rd Place.
228	785	A driver swerving, speeding, and weaving in and out of cars.
229	786	Another car crossing the center line and pulling back before hitting me head on
230	787	Traffic stopping suddenly. Cars passing when they shouldn't.
231	789	Car merged from right lane into left lane/through lane without signal at the "neck down", causing me to nearly hit the jersey barrier
232	790	Multiple times, motorists started to merge into my lane while not looking, texting/being on phone, travelling too fast. Distracted driving is a huge issue on this stretch, as is merging in both directions, and weaving across lanes. The interchange under I-405 is terrifying, and seems very poorly designed.
233	793	Person cutting in at an intersection because I was not tailgating. I was in a left turn lane and it was raining.
234	794	intersection of wax rd and 169. Other car took off too fast from light and slightly jumped the median to rear end our car. Merging going south next to apartments.
235	797	Emergency stop to avoid rear ending the car in front
236	802	People stopping to turn and cars almost hitting into you because they're expecting the traffic to keep flowing.
237	804	In the S curve portion near the river and the Renton Community Center, I had a close call with an oncoming vehicle. The other vehicle didn't navigate the turn very well and ended up over the center yellow lines. I was driving next to a big dump truck and couldn't move over much. We ended up both being okay, but it was pretty darn scary. I really hate that curve section. People are constantly crossing over the lines. Those new to the area fail to anticipate the severity of the turns, and even those of us who have been here a while can get muddled. At the very least some signage indicating the upcoming curves would be helpful. At best the severity would be mitigated, or the speeds lowered significantly.
238	805	Traffic stops suddenly; Some cars cannot make their left turns into their driveways and impatient drivers pass them on the shoulder
239	806	Not enough time to stop when turning
240	812	Twice or more, other cars drifting into my lane on 169 just southeast of 405 on ramps.
241	817	Due to excessive speeding by other cars, I've nearly been rear-ended multiple times while waiting for a car ahead of me to turn left from Hwy 169 onto a side street.
242	818	A car zoomed down the right lane SB just north of Jones Rd and cut into the left lane at the last minute too close to get past as many cars as possible before 169 went to one lane. Happens all the time.
243	823	From 288th St onto 169 going either north or south is dangerous. No light and 50 mph at that intersection has led to many close calls either trying to turn north onto 169 or trying to go south. The sight of the drivers can be limited by other cars when on 288th. Cars will pull up so far so they can

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		see (limiting your sight) even if you were there first. If a light was there that wouldn't happen.
244	828	Cut off by drivers merging from right turn lane at Jones road into through lane at the intersection.
245	830	Making a left turn from main intersection onto 154th from 169, drivers are so frustrated by long waits that often people are running the light, making poor choices with right turn on red and thus blocking people who have left turn green light right of way. Several close calls for collision can be seen almost daily!
246	832	people using the shoulder as an extra lane on the two lane section of road. Often when waiting to take a left turn and other cars will maintained their 40-50 mph as they pass me on the shoulder. Often barely enough room and might get hit one of these days.
247	833	I had a car cross the lane coming towards me, traveling at least 50 miles an hour. I had to swerve into gravel on side of road. Very scary. In addition I have been stuck in traffic at least 10 times all lanes shut down due to wreck.
248	836	close calls due to left turns
249	838	Traffic at the produce stand is really hazardous. In the afternoon, reason to apply firm brake pedal to slow or stop occurs much more frequently than it should on a highway. Both directions.
250	839	Trying to turn left to go up hill near New Life Church. Someone turning right jumps the light and very nearly hits me. This happens at least once a month, it's scary.
251	840	Between Jones Road and Cedar Grove heading South - huge dump truck came across line on a slight corner and forced me onto the small dirt shoulder. It has happened a few times on that stretch.
252	841	Turning onto 169 from the residential areas between SE 240th St. and SE 260th St. can be dangerous due to two-way traffic and high speeds along the corridor. Taking my son to learn driving has caused a few times where drivers on 169 have had to slow down when we got onto 169.
253	845	The "close calls" occur everyday and everywhere are not a result of SR 169 in particular. Rather, it is a result of too many people/vehicles in an area that simply does not have the transportation infrastructure to support the numbers. Also, lack of driver training for folks new to the state, lack of continuing education for driver training, and lack of enforcement of proper driving. These are Washington State failures and failures of our leadership to ensure a decent quality of life for the citizens of King County and Western Washington. Stop inviting more businesses and people to the area until these issues can be corrected.
254	847	There was a two car accident coming into MV and traffic was slowed for miles. I stopped for a car turning left and the car behind me slammed on the brakes and almost hit me.
255	848	Other driver not paying attention and swerving into my lane. Also, traffic congestion is a global warming risk. Finally, my property values will drop if 169 travel times continue to increase.
256	850	A local driver in a rush tailgated for miles even though I was going 5 miles over the speed limit at the time. He chose to pass 3 -5 cars at a time

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Number	Response ID	Comments
		putting many lives at risk. The roads are often backed up or at least packed with cars.
257	851	Too numerous a nearly daily occurrence. Broken windshield rock from dump truck. Huge amount of dump truck traffic on 169. Unsafe merging. Stopped left turning traffic. Impatient drivers.
258	856	Dump truck traveling west on 169. I was stopped at light at the turn to Cedar Grove Rd. I was 3-4 cars back from the light intending to stay on 169 into Renton. The dump truck was a number of vehicles behind me and without slowing down drove onto the shoulder on the north side and drove down to the intersection to turn toward the landfill. My whole car shook on the road and I felt lucky not to have it hit or scraped down the passenger side.
259	858	Someone coming towards me (head on) in my lane of traffic after passing a motorist on two lane road!!
260	859	Traveling southbound toward Maple Valley I was cut of at the intersection of 169 and 196th by someone failing to merge and driving in the right turn lane until they go to the intersection. No collision and no injuries. This has happened more than once.
261	860	People turning left at SE 260th ST have almost been hit by traffic coming in both directions because there's no merge lane or light to assist left turns.
262	862	Inattentive driver came into my lane.
263	864	Person did a U-turn about 3 cars in front of me, threw off the truck in front of me who then hit the car in front of him (the one who experienced the U-turn right in front of him). Fresh accident. They pulled over and police came. Also I came up on fresh car accident at 240th Ave & 169 where fluids were leaking onto road, injured passengers were being led to curb, all in the middle of a busy intersection - dangerous for all nearby, for victims trying to get out, backed up traffic for 2 miles Also lots of times I've had people in desperation turn left out of somewhere onto 169 right in front of me, nearly causing an accident - there was maybe a slight hole between me and next car because I like following distance and they desperately took their chance I drive a school bus plus my own car and always have to anticipate desperate left turns, upcoming left turns on a 2-lane street that are stopping all traffic suddenly, runners of red lights (desperation or frustration or selfishness), etc.
264	865	Almost hit a deer crossing the highway, not sure best way to deter wildlife from running across the highway.
265	870	Speeding, reckless passing
266	872	SR 169 WB (towards renton). I was approaching SE 207th St when a slow moving vehicle entered SR 169 from 207th. I was forced to use the limited right hand shoulder to avoid striking the slow moving vehicle. Increased shoulder width or a center turn lane to be used by merging traffic may have prevented this close call.
267	874	Multiple near misses by people merging in at the last minute from hwy 18 southbound onto hwy 169 southbound on the overpass. Witnessed an

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Number	Response ID	Comments
		oversized load truck get cut off in that location and he couldn't stop in time and made contact with the offending vehicle.
268	885	Someone almost rear ended me on SR169 and between Cedar Grove Rd and Maple Valley city limits. The incident occurred when a truck had a piece of furniture fall out of its bed, and people were swerving all over the place to avoid it and other vehicles. This happened between Jones Rd and Cedar Grove Rd.
269	886	Cars cutting around you too close. No center turning lane, so The car behind you doesn't realize you're stopping
270	887	Commercial truck crossed over the center line of MV highway on section of highway just south of Jones Road intersection that came close to causing head on accident with me.
271	888	Car crossed center line between 196th and Jones road
272	889	Car flipped
273	890	I've nearly been hit several times by distracted drivers in opposing direction. I've witness several "road rage" incidents that escalated.
274	894	Too much development in MV , not enough road.
275	895	Heading out of Maple Valley, I often turn right on the Cedar Grove Road. I've had people come whipping up the shoulder, trying to scoot by the waiting cars. I've also had people suddenly change their mind and change lanes to the left when they think they can't go straight at Witte Rd.
276	896	Too congested
277	901	dangerous stopped traffic
278	902	Drivers coming in opposite direction crossing the center line coming at me throughout the areas you are looking at.
279	903	Semi truck cut me off by turning into my lane
280	904	Closer to Mv I was cruising along and the car ahead of me suddenly stopped bc a car was trying to turn left off of the highway. There's no turn lanes and it holds up traffic and then people do crazy things to get around
281	905	Driver crossing center line
282	907	Near rear end due to reduction to one lane
283	912	Near rear-enders while stopped for other vehicle making left hand turns between 216th and Jones Road.
284	913	I was in a 3 car accident waiting at the stop light at Cedar Grove road going NB. I was 5 or 6 cars back from the red light. A driver wasn't paying attention and rear-ended the car behind me, which was then push into the rear of my car. Often people will see that the light is green, but the cars farther back haven't started moving yet and they fail to slow down thinking the light is green and traffic is moving. I have seen many rear-end accidents at the location in the 7 years I have been driving the corridor.
285	915	There's not any one incident, driving on 169 is typically kind of risky, if I can avoid it by going another way (petrovitsky or 128th thru Renton highlands) I do. I routinely experience cars approaching too fast behind me or merging in front of me without enough space, and having to break quickly or change lanes to avoid hitting someone from behind due to their recklessness or being rear-ended myself.
286	920	Traffic suddenly stopped at lane reduction past Renton.

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287	928	just past the Chevron in Maple Valley where the new lane was added, rather than use the right lane to turn motorists use the right lane as a passing lane to fly past motorists using the left lane just to get ahead. Motorists in the left lane are annoyed about being cut off and there ends up being a race to be first. I have almost been smashed in to on SEVERAL occasions by that car wanting to come up from WAY behind and cutting in to the left lane before the right lane ends.
288	929	I have had close calls where people have ran red lights and also make left turns right in front of you. Any sort of widening of extra lane improvement might slow people down because they won't have to sit through multiple lights. I was involved in a rear end accident last December at MV HWY and 232nd. We waited over 40 minutes for police and no one showed up. Cars were drivable, so we exchange info and went home. I am still being treated for injury.
289	931	Road is dirty and LOTS of gravel hits and cracks our windshields on an ongoing basis. My teen daughter was driving when her car and was almost forced off the road by a dual trailer gravel truck that sprayed her car with gravel as it sped towards her head on and partially in her lane as she rounded the curves northbound just before Jones Road. She was terrified and her passengers were screaming and she called me from the roadside in tears. The road should be straightened out so there are no blind curves and there should be more lanes and wide shoulders.
290	939	cars crossing over center lane all along the roadway. Highest area is the curves around Jones Road Intersection
291	943	A dump truck hit a small pickup who merged onto 169 N from the Shell station just before Maple Valley. No injuries, but clearly blind spot made it tough for small truck to see (it was his fault)...perhaps barriers to prevent this...forcing someone to u-turn at signal?
292	945	A vehicle passing because of the car in front of them was going too slow. The car ended up head on in my lane causing me to drive off to the shoulder to leave room for the car to clear and move back into the correct lane. Need 4 lanes for safe passing.
293	946	A close call is darn near a weekly event with people getting impatient. I've had people pass me and almost cause a head on and I've gone over fog line to avoid them. I've almost hit a person riding a bike in the lane and no place to move over.
294	948	School bus stopped around a blind corner from jones road and traffic stopped and almost was rear ended. Bolder fell from caving in side mountains. Rocks in street
295	954	MULTIPLE TIMES I HAVE CAME CLOSE TO BEING HIT HEAD ON DUE TO THE NARROW ROAD. WE NEED MORE THAN JUST ONE LANE EACH DIRECTION OF TRAFFIC. I HAVE COME CLOSE TO BEING HIT WHEN TRYING TO MAKE A LEFT TURN FROM SR 272 ONTO SR 169 BECAUSE OF NOT BEING ABLE TO CLEARLY SEE THE TRAFFIC LIGHT DUE TO A TALL TRUCK BLOCKING MY VIEW.

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296	961	Almost getting rear ended a couple of times at stop lights. When people are traveling at a high rate of speed and the light changes.
297	964	Frequent instances of road rage and aggressive driving witnessed (being cut-off, slammed breaks, speeding in high traffic zones to cut people off) in areas where traffic must go from two lanes to one. I was forced to slam on my breaks as I was being pushed into oncoming traffic by a car merging while I was traveling with my toddler in the car. When I honked, the driver slammed on his breaks and flipped me off. We were in bumper to bumper traffic.
298	966	Several close calls with oncoming traffic. Water drainage on roadway/standing water during rain. Mud/rock slides south of Jones Rd.
299	971	Close call with an on coming car who crossed the median at 50+ miles per hour and I had no room to react. He caught it just in time.
300	975	At Cedar Grove intersection, almost rear-ended a car because it was not apparent the 'line had stopped' and backed up for a long ways.
301	979	SB - Abruptly stopping after cars ahead stopped due to a vehicle attempting to turn left into a driveway.
302	980	I've seen a serious accidents scene involving multiple cars (more than three) on 216th intersection at night. Also witnessed similar accidents on the area where it(169) gets straight, parallel to Maxwell Rd, also at night.
303	981	Minor rear end between the shell station and cutoff to witte road. Lot of close traffic in the afternoon and the end of a long drive,
304	982	truck threw a rock up and bounce over my car
305	983	car turned in front of me with very little room, was traveling at 45mph
306	985	A young person was not paying attention and swerved into my lane. Because it's a 2 lane highway and I was trying to avoid getting hit I had to drive off the road.
307	987	People not paying attention as to when their lane ends, pulling out in front of me when there is no room at previously mentioned locations, a lot of almost tail Enders
308	990	I was rear ended on 169 near the KFC. The person in front of me decided to turn late so I had to slam on my breaks and the person behind me was on his phone and hit me. No injuries but my car was totaled. This section of road needs turn lanes and/or added lanes
309	992	There was no one particular incident this year that got my attention. I've just been cut off, a victim of road rage, and seen a lot of angry drivers that are in too much of a hurry
310	993	Drunk driver swerving
311	995	I worked at Rock Creek Elementary. To control traffic leaving our school in the morning we have to put out a no left turn sign and cones. When I was going out to pick them up a large SUV that was in a hurry didn't wait for me. Luckily I saw them out of the corner of my eye and took a step back. If I wouldn't have they would have hit me right in the head with their car as I was bending over to pick up cones. Similar situations also happened to other co-workers doing this job. If we had a light there cars could turn left, many cars make the right, go down to the next sub division and make an illegal u-turn to go back towards four corners. The other incident was an accident my son had by four corners.

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312	996	No injuries or property damage, but a few close calls or possibles with people losing patience, and making poor choices. Traffic on this road is at such a level, it is causing quite a bit of frustration, and people taking risks they otherwise probably wouldn't.
313	1004	Traffic will stop all of sudden and if you look away for a second you could rear end someone.
314	1010	My daughter was in a horrible accident and I was behind her four cars
315	1011	I was pulling out of 214th St onto SR 169 turning right, when I almost got hit head on by an impatient driver going the other direction who decided to pass in an area that was not a passing area. It was where the food bank road is. It was perfectly clear my way, I checked sever times...and the other way too. Luckily when I started turning I look at the other lane and quickly pulled off to the side of the road so I wouldn't get hit. I had my 2 children in the car with me...talk about scary!! That intersection needs to be marked better...something needs to be done!!!
316	1012	Frequently driven off the road by large trucks not paying attention
317	1018	Individual "racing" up on the right lane just before the light at Jones Rd in order to cut into the line of vehicles ahead of others. Usually a close call due to limited space and a forced entry into the line of traffic.
318	1019	Been luck but seen many others who were not as luck and stuck in traffic on one lane road that is a main commuter highway for the Maple Valley and beyond communities.
319	1021	Almost hit a person walking....night time Car turned out onto 169 from blind hidden driveway....More four lane roads
320	1022	People changing lanes at the last minute when approaching the lane reduction.
321	1024	everyday has a close call
322	1032	Person gunned to make late light on 154th and rear ended car sticking out in intersection to go up 164th hill
323	1039	going from 4-lanes to 2-lanes is a challenge.
324	1044	Between Lk wilderness & 4 corners cars pulling in & out of housing development. I've almost been hit a couple times from people being impatient due to the traffic & just pulling out.
325	1051	Too many times to count, near hits with people trying to exit our neighborhood onto an extremely busy 169. And just waiting 5-8min to even exit during rush hour.
326	1052	A car ahead of me drifted off the road and over corrected coming very close to the on coming traffic in the other direction.
327	1055	On 2 or 3 occasions, while heading south on 169 past the 196th/Jones intersection, cars crossed the middle line, causing me to slow way down and pull over to the side of the road (as much as I could) to avoid a head on collision.
328	1061	Rear ended at SE 240th St and MV HWY in Maple Valley
329	1064	In heavy traffic a car passed on double yellow, was really close to hitting the oncoming car.
330	1065	Truck and trailer overloaded with logs. Truck and trailer had 4 foot galvanized pipe to extend side uprights. Logs were loaded another 2 foot

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		higher. Entire load secured with two single wrap of 1/2" steel cable. Logs were cut only 0.5 foot to 1.0 foot longer than uprights. sudden braking may have caused a load shift which may have dumped entire load. I remember seeing the accident at 405 & 190 where the little girl was killed by a truck that dumped it's load of logs. I remember it everytime I pass a poorly loaded lumber truck. These people should stop before another is killed or injured.
331	1067	Can't remember specific examples but involves erratic cars trying to get around long lines at the lights.
332	1068	Have somebody weekly pull out in front of me not sure for some if it's a sight distance issue or just trying to shoot the gap
333	1070	drunk drives, cars coming into my lane, cars that have collided and police came which shut the road down in both directions.
334	1076	People don't signal turns til the last minute (or at all) and I've had to lock my brakes. Numerous people texting and staring at phones.
335	1077	Trucks pulling out constantly. People slamming on breaks both ways coming up to cedar grove. Lots of TRAFFIC on the two lane portions. Two lanes each way would be extremely beneficial
336	1081	Drivers crossing the center lane where it is single lane. Seen several rear end accidents due to inattentive driving, but also lack of turn lanes.
337	1085	Drivers merging at the last minute in many places where 2 lanes merge into 1
338	1087	Too many to list. Usually happens when traffic is backed up in the morning - newbies don't expect it and skid to a stop. Happens the most as the come over the bridge near 207th going southbound because they can't see over the little hill. Also happens going northbound as you go down the hills towards SE 216th. Been in several near misses as people force their way in between cars where it narrows down to 1 lane just past 231st. Above all, it needs to be widened to a 5-lane highway! The 2-way road cannot handle the capacity. It needs to be widened, with turn lanes added, and LED street lighting and sidewalks throughout. You want safety? There's your answer!
339	1089	People slamming on their brakes due to people turning across traffic
340	1090	Deer crossed my path of travel on two separate occasions. Fortunately, I saw them and was able to brake in time to avoid them and traffic was not congested so much that I had anyone behind me affected by my sudden braking. Every time, historically, that I have had a deer cross my path of travel, it has been on the stretch of 169 between the bottom of the hill after Jones Rd/196th Ave & the New Life Church campus.
341	1094	Bad driving from oncoming car
342	1113	Many cars have swerved into oncoming traffic
343	1119	Traffic backed up going North Bound just beyond 18 on ramp. Blind spot from hill caused several cars to skid to a stop.
344	1120	1. Dump truck ran a red light & hit me in an intersection. 2. Nearly hit by left turning vehicles.
345	1123	Oncoming car started to cross center and I had to swerve
346	1125	Traffic backed up to a stop around a blind corner very far from lights.

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Number	Response ID	Comments
347	1129	I was stopped for the red light on Maple Valley highway and the car behind me waited to slow down and ended up swerving to a stop. Luckily I was not rear ended but just panicked.
348	1133	Impatient drivers passing on the right as I waited to make a crossing left turn into businesses (Foley's produce/Performance Truck). Different days and different sections of 169. Center turn lanes would help with variable speeds.
349	1135	Almost rear ended. Inpatient drivers traveling along an extremely congested route.
350	1137	I use the left turn lane going up to Issaquah/Renton and the backup is so long that almost everyday a driver speeds by the backup, slams on their breaks, and then merges into the line of waiting cars.
351	1141	I was on 152nd Ave SE in the morning, approx 8:05 AM headed North. I was stopped at the 169 intersection waiting for the light to change. As it changed to green, I started across 169. A vehicle coming West on SR 169, from the turn lane decided to not stop. And took a right onto 152nd Ave SE. They almost slammed the side of my car. This is occurring due to the heavy stream of traffic from Maple Valley that is cutting through the Renton Highlands off of 152nd Ave SE. That road backs up from 156th Ave SE and SR 169 due to volume. So, the cars coming off SR 169 do not stop. They continue to feed whenever there is an opening. This backs up traffic coming from all other directions. Please consider placing a "No Turn On Red" from 7 am to 9 am and 2:00 Pm to 4:00 pm. This would solve the issue, this would be on the right turn lane from SR 169 west bound, turning right on 154th Pl SE.
352	1143	I've had cars pull out in front to of me who live in the residential areas in Maple Valley whom I've almost hit. I've had people swerve in to on coming traffic on all parks of Mapplethorpe vslley. I seen people almost get rearended were you turn into follys produce.
353	1144	This isn't something that occurs once in a while. Almost everytime we commute on Maple Valley Highway there is a close call whether it's a driver crossing over the center line or a driver not paying attention or a sharp corner that take someone by surprise. The road speeds are fast which I understand because people need to commute in and out of Maple Valley. And since there's only one way in and one way out I understand the road speeds should be faster than some others however with no center barrier it's a dangerous place for commuters and families and pedestrians. The single-lane gets bogged down with slow drivers which then causes others to get aggressive and make unsafe choices. If the lines were longer between Jones Road and Highway 18 and provide more space for drivers to make safer decisions.
354	1147	multiple issues with cars pulling into traffic without enough room. Multiple issues with cars waiting until the last minute to get over when lanes go from 2 to 1. Semi's and large trucks causing back ups driving right next to each other instead of staying in the right lane.
355	1148	My mom was hit while changing lanes on Maple Valley Highway because a car was speeding and came out of nowhere.

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Number	Response ID	Comments
356	1153	Twice, in Black Diamond just north of the road to Ravensdale, oncoming traffic swerving into my lane. I suspect they were not paying attention, possibly looking at their cell phone.
357	1154	Turning left into driveway while waiting for break in constant oncoming flow and even when giving plenty of warning of the turn, I have almost been rear-ended at least once a month, sometimes more.
358	1157	I walk to work a lot. I have to walk along SR 169. Every time, I almost get hit in a crosswalk walking with a green light.
359	1160	Several where people don't have turn lanes (or apparently know what a turn signal is or how to use one) and abruptly turn, or the shoulder's not wide enough for them to get to the right. Several where I was crossing at 154th with the light and walk sign and was nearly hit several times by drivers who aren't looking and just whip through making right turns on red. There are rear end accidents at this intersection all the time. The new strip mall is going to make that worse - people will be trying to go 65 or 70 in a 50 and slam into people either slowing or stopping to turn or just coming out of the strip mall.
360	1163	The section of the road between 405 and 140th is too narrow. I've seen several cars cross lanes in the curves between the Renton community center and the golf course and come close to side-swiping others.
361	1166	I would not say a "close call" but I've followed many cars that are driving aggressively or impatiently or distracted with swerving over the center line or toward the ditch. If the road were divided, an accident would be less likely to be serious or fatal.
362	1173	Many times people cross the lane around the curves
363	1176	several times I've had drivers pull out in front of me when trying to pull into the highway from the local gas station. Its very hard to cross oncoming traffic. I've also had many encounters with drivers waiting until the last second to change lanes before the 196th stop light (Maple Valley bound) since the right lane is turn only.
364	1177	Frustrated driver weaving in and out changing lanes cut in front of me near Maplewood golf course. Fortunately i was able to brake enough to avoid collision.
365	1178	Many times, people going over 60 MPH before 196th, in the right lane. The sign that right lane must turn is hidden around the curve and very close to light. Just yesterday someone came within 6 inches of taking someone's front bumper out to merge at the last second. Also, had someone when I was in the right lane where it is straight before the gas station, come up on me very fast (I was going almost 60) and proceed to weave from right to left lane almost clipping each person, and then going between two cars causing the right lane driver to have to swerve onto the shoulder to not get hit, that erratic driver then ran the red light at the top of that hill.
366	1181	Cars are always trying to merge at the last minute where the road goes from 4 lanes to 2 lanes. I have almost been hit on my bike at the intersection of Cedar grove road, 169 and the trail.
367	1182	way too many cars, aggressive drivers in and out of lanes.

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Number	Response ID	Comments
368	1183	Nearly rear ended car in front of me, looked at gauges as was going around corner, locked up brakes in process, truck locked up brakes behind me.
369	1184	I have almost been rear-ended a few times along the two lane portion of the corridor, between Cedar Grove Road and Maple Valley, when I've had to stop for individuals making left hand turns.
370	1193	Just people trying to pass when there was not enough time to do so.
371	1196	Near accident when turning right into gas station-south bound on 169
372	1202	Attempting a left turn out of neighborhood from SE 253rd onto SB MVH into merge lane only to have NB driver enter lane to make left turn onto 353rd.
373	1204	Traffic entering hwy when volume is heavy. Forcing oncoming traffic to brake
374	1205	I was SB169 at SE253rd in the center turn lane waiting to make a left turn. A semi was traveling NB. The driver of the car behind the semi decided he was going to use the center turn lane as a passing lane and pulled out from behind the semi to pass. Due to the semi going for the shoulder the idiot avoided hitting me head-on and went between the semi and me.
375	1208	Car overtaking caused me to go off the road without damage just fright!
376	1213	almost being rear ended while entering my driveway. Car had to swerve to miss me and then I gunned the car to get out of the way. The other thing that happens all of the time, is that they are passing me on the right(which is illegal), and they very seldom slow down at all.
377	1216	Single lane person came into oncoming lane
378	1218	At Jones road. Car in the right turn lane, me in the lane going straight, both of us heading in the direction toward toward Maple Valley. Light turned green. Car in right turn lane cut in front of me, almost causing an accident.
379	1219	Slight fender bender caused by a young lady texting across from the old library.
380	1225	I was just minutes behind the motorcycle fatality. My vehicle is constantly pelted by rock from heavy commercial vehicles. Non-divided highway oncoming traffic excursions. Heavy braking or near miss rear end collision, or left turns into oncoming traffic at left turns under trestle. Left turn entering traffic challenged and impatient because of low opportunity.
381	1226	Another vehicle moved into my lane, forcing me to quickly move onto the right shoulder of SR 169.
382	1228	Almost hit due too two cars merging from different directions at 231st and SR 169.
383	1235	There is no room for mistakes of any kind on the stretch from Jones Road through the bridge on Cedar River. Too much traffic, too many distracted drivers, and not enough patrol. Accidents can and will continue to happen on this stretch of road. Please allow King county to issue building permits for large housing developments in Maple Valley and Black Diamond so it will be complete gridlock.

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Number	Response ID	Comments
384	1237	Heavy traffic, merging traffic, stop and go, fender benders
385	1239	Almost got hit by dump truck
386	1241	Semi over the speed limit coming into my lane
387	1243	A close call making left turn in morning from park and ride just north of SE 231st St with backed up northbound traffic and fast moving southbound vehicle. Witnessed a close call with southbound vehicle approaching SE Jones Rd going straight through intersection from right turn only lane nearly missing vehicle in straight lane when it had to suddenly swerve left when lane ended.
388	1252	weather and glare kill people, distracted drivers add to it, the road is a deathtrap.
389	1254	Heading South on 169 towards SE Jones Rd. New to the area and didn't know the lane suddenly came to a stop and turned into a turn lane only. Very dangerous section. By the time you realize both that it is turning and there is a stop there it is too difficult to merge back left. Cars are lined up bumper to bumper. If people don't travel this section regularly, you forgot this lane merge and stop sign exists and rear ends happen regularly.
390	1257	Trying to cross constant traffic is difficult
391	1259	Head on injury accident just north of 169/Jones Rd
392	1265	Twice. Once coming from Renton where Jones rd and 169 meet where the 4 lanes end, A car cut in front of me from the turn only lane, just after the light turned red. Many folks standing on their breaks that time. (Have to say it is much better since the road went from 2 lanes to 4 at the golf course from Renton going toward Maple Valley. Thank you for that) Once while heading toward Renton between maple valley and cedar rd a car tail gating then decided to pass three of us. They just made it before another car was headed toward them. That car had to swerve to miss the car that passed the Three of us. Very scary.
393	1270	I have had multiple cars and even a flatbed construction truck loaded with concrete pipes pull UTurns across lanes east of 154th to avoid the long lines turning left to go up 154th. I have also almost been hit from both side at the same time while waiting to turn left at 154th. I was at the 149th (Ron Regis) light and someone tried to cut into line on my right while someone used the tie lane for 149th to try and cut into line on my left. My sister was killed 10.5 yrs ago by someone making a uturn across all lanes just east of 154th. I am constantly frustrated, scared and worried for our safety on this road.
394	1271	Too many to recall details. Primarily two categories 1) knuckleheads taking too much risk accessing hwy and not understanding how to gauge speed appropriately. 2) Heavy traffic and too many access points casuses heavy breaking from high speeds.
395	1274	Car behind me didn't realize I was stopped for a turning vehicle a few cars in front of me at an unmarked turn area and almost hit me from behind
396	1275	A vehicle in front of me was attempting to pass another car and was almost struck by a truck coming the opposite direction.
397	1276	Truck swerved into oncoming traffic near the landscaping business

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Number	Response ID	Comments
398	1277	Lets make it simple... increase 169 to 4 lanes. If you want to save lives focus on SR18 and make that a safe viable option. the congestion created on 18 from the funneling from 4 to 2 lanes is ridiculous and at the merge from 90 to 18 people are going to be killed.. stacked up for miles on the side of 90 waiting for a semi not paying attention to plow thru them. come on man, you want to talk low hanging fruit or do you really want to make a difference. Look at 18
399	1283	Almost every day on SR 169 I see someone swerve back into their lane after almost driving straight into mine (head-on). I have taken to driving as far to the right side of the lane as I possibly can to give myself more time if they don't swerve back in time. You also have to be very careful with the sudden stopping at high speeds to turn across traffic to homes or businesses. I have almost been rear-ended many times because people tail-gate and don't leave room to stop if this were to happen. Two lanes in each direction and barriers between oncoming lanes are beyond necessary at this point. Roundabouts instead of lights would be wonderful on this road to reduce speeds in high-turn areas and facilitate these turns safely. Provide turn lanes at the very least.
400	1286	Our son was hit by a car that was driving over the white line while taking the garbage to the end of the driveway. I was hit by a car from behind as I was pulling into my driveway, and I was stopped with my signal light on.
401	1288	Driveway is off 169hwy so stoping and turning into my drive way you have to worry about the ppl behind you slowing down enough not to go in teh back of you. Also pulling out of the drive way you have to worry about how fast they are going and getting your speed up so they dont' honk or flash their lights. I say make it the old Maple valley Hwy and figure out a new route for the HWY up 196th.
402	1290	fatality accident multiple other accidents
403	1292	Unfortunately, your study is not including anything between 140th Way SE and 154th, which is horribly neglectful. I was almost hit trying to turn left onto westbound 169th from just east of 140th, attempting to utilize the center turn lane when someone trying to make the light to travel south on 140th was heading westbound 169 and using the center island as a left turn lane in order to bypass westbound traffic backed up at the light on 140th. Also, as a Board member of the condos at 169 and 140th, there were two incidents this year where police were called because of cars traveling too fast attempting to turn right onto eastbound 169 and instead hit our monument sign. I'm not counting the times in past years where they hit our fire gate, etc. People also try to exit southbound on 140th making a Left because they can't exit onto westbound 169 from that entrance. They U-turn up the hill at SE 154th Pl to use the left turn lanes at the bottom of the 140th hill to gain westbound 169. They head past 140th westbound on 169 and U-turn at the golf course at 131st before heading eastbound on 169th to gain access to the condos. They will also head eastbound onto 169 and make a U-turn at 149th - when it does turn - instead of attempting to turn left out of the property directly onto westbound 169. This is a serious problem that needs addressing!

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404	1293	We were traveling NB between 232 and 216 behind a large propane tanker. The light at 216 had backed up to halfway up the hill SB. The tanker slammed on his brakes, skidded to the right, and nearly went over the embankment, taking out the guardrail. We almost passed him moments before when the lanes merge from two to one, but didn't. If we had, we'd have been hit. The lights on 169 and the two-to-one lane merges infuriate people. DO SOMETHING.
405	1294	People don't know how to use the turn lane in Maple Valley
406	1296	Close calls happen all day, every day. Drivers are erratic, particularly when frustrated by traffic.
407	1300	Rear end collisions (mostly fender-benders) in segment 3 of your survey
408	1302	Almost hit a bike rider coming off the trail (he didn't stop) when turning right onto northbound 169 at Cedar Grove road.
409	1305	My neighbor was crossing SR 169 in the crosswalk at 140th Way SE and was nearly struck by a vehicle coming down 140th Way SE and turning onto SR 169
410	1309	1) Narrowly escaped head-on collisions by drunk or distracted driver on multiple occasions. 2) Almost hit deer twice. (I've been commuting this route for 22 years)
411	1311	No traffic light at 253rd SE makes it difficult for pedestrians and cars crossing or turning onto SR169. Pedestrians regularly cross over SR169 and walk and run down to Lake Wilderness trails.
412	1312	I have not had an accident yet, but on two occasions, an impatient driver switched lanes at high speed, forcing me onto the shoulder and causing me to slam on my brakes to avoid leaving the road completely.
413	1314	Almost rear ended at 154th right hand turn lane.
414	1316	Car drifted across center line right at me. Had to swerve on shoulder to avoid them
415	1318	Cut off where the road goes down to one lane at Jones road. High speeders coming from Renton trying to get in front of people before it turns to two lanes. Drivers crossing the center lanes at various points of the highway.
416	1320	There have been several times when I have been driving the stretch Northbound between Cedar Grove Rd and Jones Rd, and have had other drivers tailgating me, even though I have been driving about 5 to 8 miles above the speed limit. As soon as we have arrived to where the lanes split into two at 196th, the drivers swerve into the other lanes, or, if that's not possible because of other drivers, continue to tailgate to such an extreme that if I had had to slam on my brakes for any reason, the other drivers' vehicles would have been buried in the back of my van. I have had drivers make u-turns in front of me, usually around the lone gas station on this stretch, as well. My friend lost her life ten years ago on this road, and it upsets me every time I see this type of aggressive driving. Perhaps additional signs along the road marking the places where people have lost their lives in crashes would help people slow down and not be so reckless.
417	1321	Traveling speed heading to maple valley from Renton on two lane road. Semis can get off balance and swerve

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418	1322	Just past key bank, 169 goes back to 1 lane, car flew by me on the right then cut in front of me and slammed on their brakes. I almost hit him and the car behind me almost hit me.
419	1324	Another car drifted into my lane. We would have hit head-on if I hadn't swerved. I don't know if the other driver was texting or asleep or distracted...but I know if wake up bumps had been installed in the center of the road, it would have prevented what might have been a tragic accident.
420	1325	there is a constant problem with uncovered loads on dump trucks, Wood fell off a truck and hit a car. A truck rear ended the car behind me in the dark one early morning. There is hardly enough shoulder for getting out of the way. I crossed the on coming traffic lane and when to the opposite should to avoid the read end accident.
421	1326	This used to be a nice back road but is now considered a highway. There is too much distracted driving going on anyway but with the road being curvy, two lane and no Center baracade is very dangerous.
422	1327	Opposing traffic coming over or close to the center lane.
423	1328	Since there are heavy traffic until the road splits into two lines, people get stressed out and go in speed to get two two lines and can cause accidents. The main issue is traffic, needs more lines
424	1329	Driver in oncoming lane began to wander into our lane
425	1331	People tailgate and do not signal when slowing for turns. I've seen more than one driver in the right turn only lane southbound at 196th blow through the intersection making a thrid lane, hitting the sidewalk curb and force their way into the southbound lane because they didn't want/know to wait in the long line of traffic in the left lane.
426	1339	An old man turned right onto 169 at Wax Rd apparently thinking he had a lane there and our van pool had to slam on the brakes to avoid hitting him. Of course he was blithely unaware that he had done anything wrong and continued on his merry way.
427	1340	Between 196th and Cedar Grove road, nearly rear-ended due to a car waiting to pull into a private driveway. I stopped while the car in front was waiting to turn, but car behind me had to slam on breaks and skid to shoulder...very close call.
428	1341	Very icy roads on thanksgiving along the river.. drivers speeding and sliding. Needed to be salted! I believe one car ended up going almost into the river.
429	1344	SEVERAL times in the last year, driving eastbound approaching Jones Rd, cars abruptly moving to left (my) lane. Earlier notice (signs) that lane is ending may help. Both directions between Jones and Cedar Grove Road, more than a few times an oncoming car or truck (luckily not a semi) has veered into my lane, forcing me onto the shoulder. A divider between lanes would have helped keep them where they belong; a barrier on the river side would help keep cars from going in the river (wher I thought I might end up!)

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430	1345	frustrations with short zipper Lanes causing people to fail to yield. tailgating. using very narrow shoulder to pass when center turn lane would leave situation. poor lighting further amplifies poor visibility.
431	1347	Drivers drive "crazy" on the road and it's so dark with changing directions. Combo is not settling.
432	1350	Narrowing of road has enticed many to speed and pass on the right to get ahead rather than zipper merge cutting me off very near end of merge Safety is being compromised by an ever increasing volume of traffic increasing frustration of drivers.
433	1351	Almost rear-ended. I have witnessed several accidents.
434	1352	Several instances when on-coming traffic would ever across the center line between Cedar Grove Road & lower Maple Valley where the McDonalds & Wax Road is located
435	1357	A pickup ahead of me crossed the center line
436	1358	Trying to merge out of the long back up of traffic on Hwy 169, waiting for the left turn light onto 154th and was nearly hit by a driver as I didn't realize how fast he was approaching, obviously the line in traffic is at a dead stop and the drivers on the highway are going 50-60mph make it very dangerous to get out of the backup. Almost hit multiple times trying to make a left onto 154th from Jones road, heading east. It is a blind turn with drivers on 154th south going very fast down the hill, even going into the suicide lane I have had many close calls.
437	1359	A semi-car carrier went through a red light at Cedar Grove Road just missing t-boning me as I was making a left turn onto SR 169. Drivers run that light often! Perhaps install traffic camera's?
438	1360	There have been numerous close calls with long lines of traffic leading into maple valley with sudden stops going 50 Mph where it creates a chain reaction of hitting brakes almost hitting one another
439	1362	Stretch of highway from Four Corners to 154th in Renton. So many people traveling on this highway, most of which is only 1 lane in each direction. Multiple occasions I've had to slam on my brakes and narrowly miss the driver ahead of me. I've been the car behind an accident at least once in the last year.
440	1363	Almost t boned by person running light at sr169 and hwy 18
441	1365	Sudden swave to avoid on coming driver
442	1367	Almost hit from behind while stopping.
443	1368	to many accidents at Cedar Grove Rd and SR 169, been stopped and diverted to many times because of accidents including fatal accidents
444	1369	Having a cars merge from 2 lanes into 1 lane. Been close to being hit multiple times and had to avoid them and move into oncoming lane.
445	1370	1. I hear crash and see debris. But dangerous pulling out onto 169 from 244th. the Belmont neighborhood area. A light is needed. 2. Drivers pulling into and out of wilderness village don't look across two lanes of traffic. Also when pulling out of wilderness village, taking left onto 169 the visibility is reduced because of the fence/hand rail along side walk. I've witness 3 close calls and drivin past pulled over cars after crash.
446	1380	Northbound 169 at the 405 junction: The line for traffic heading onto southbound 405 is often very long and drivers attempt to cut into the front

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		of that line, right before the light and thereby blocking through traffic. That forces drivers heading for Bronson Way to either miss the light, or force a bunch of lane changes (in a very busy intersection) to get around them. The situation with the 231st intersection: Eastbound traffic on 231st turning onto southbound 169 needs a "NO TURN ON RED" sign. I've been nearly rammed multiple times going southbound on 169 with a GREEN light and having frustrated drivers on 231st attempting to force their way in when they have a RED light. The curved angle of that intersection (it's not 90 degrees) may contribute to this. This has only happened in heavy traffic and is not as much of a problem in light traffic.
447	1381	there are always close calls turning into our driveways . Someone will get very hurt just trying to get into their driveway
448	1382	There is too much traffic along this corridor for safe and efficient travel. backups along the entire corridor due to right and/or left hand turns frequently create unsafe passing conditions for both the person turning and the vehicles trying to maneuver around them.
449	1386	Several along the road between 152nd in Renton and Jones Road - 1) Hit a patch of black ice in the left hand lane going SB and did a 360 into middle lane - very lucky that other traffic on the road was nowhere near me; 2) many instances of trucks and cars merging into the left hand lane at Jones Rd at the very last minute when they find out after the corner that the right hand lane is a turn only lane - too many times to count how often this happens
450	1387	Stopped traffic due to vehicle turning accross oncoming vehicles
451	1388	It was the intersection of 240th and Witte. Three cars crashed in August. Yes, injuries.
452	1393	Truck full of garbage driving rashly forcing me to pull over between the turn for cedar grove and renton
453	1394	vehicle merged into through lane from right turn only lane for 196 Ave SE when going North on 169. Happens all the time. extremely dangerous after dark; need earlier signage to encourage merging left before the dark curve.
454	1397	Tailgating weaver trying to use sides or oncoming traffic lane to get by.
455	1398	someone crossed the center line, no injury or impact they realized what they did
456	1399	Thanksgiving weekend i the afternoon I watched a vehicle behind me heading northbound hit icy patch near Renton city limits. The vehicle veered across turn lane and two lanes of traffic hitting the shoulder and rolled 1 or 2 times. When I returned home on the same route there was a second vehicle in the ditch in about the same location. I had traveled the road two consecutive days and the road conditions were the same each day. The road was covered with a heavy frost all day each day because the hillside next to the highway doesn't allow sunshine to melt the icy.
457	1404	Sideswiped by person in right lane who does not how to change lanes. No injury
458	1405	Rear ended on SR 169 in front of KFC headed south. Spouse rear ended in the same stretch of road in front of KFC approximately 8 months later.

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Number	Response ID	Comments
		Speed limit in this congested area needs to be decreased. Merging traffic is very dangerous in this area due to congestion and speed. In one instance police and fire were involved to address injuries. My child was rear ended by a driver texting as he rounded the corner at the 4-corners intersection. Our family has been involved in 3 accidents in a 2 year period within 2 miles of our home in MV.
459	1406	icy roads. slid was able to correct. A young girl was killed because it is not properly deiced on straight away by gas station and curve. no sun hits there so it never melts!
460	1407	Thousands of houses are being built and have been built in Maple Valley, Black Diamond, and Enumclaw adding to the tax base but SR 169 modifications have not kept up. Future changes will have to be big and difficult except for some small bandaid areas.
461	1408	Passing in designated and non designated areas at high speeds and sudden need for passing car to return to original lane resulting in close call for on coming traffic and normal traffic flow. I see at least 1 accident per week on 169.
462	1409	Just trying to get on and off without getting hit 244th Ave SE ,Witte Road, Four Corners, Maxwell Road
463	1419	Having to stop suddenly for turning traffic. Many people illegally pass on the shoulder when a car is stopped waiting to turn.
464	1420	There are many times when oncoming vehicles cross or nearly cross the center line. I have also nearly rear-ended another vehicle at night in the rain because, even with their tail lights, I could hardly see them stopped.
465	1421	During a rainy night traveling back from the airport, a coyote ran in front of my car just south of Jones Rd. It was nearly impossible to see--lighting would have made it much less dangerous.
466	1424	Someone crossing over the centerline
467	1428	Speed is the factor the majority of the time!
468	1431	Not much could be changed by a safety change, just in attentive drivers.
469	1433	Sudden halts in traffic with the stop/starts that occur on my entire commute as well as on weekends when I take 169 to 405. Thankfully I leave room and pay attention, but it's been closer than I would like multiple times.
470	1438	Several distracted drivers driving off road and near rear-end.
471	1440	Was a lost rear ended when I had to stop for car turning left between SE 231st and Cedar Grove Road.
472	1444	Almost rear ended while waiting for the light at 231 and Hwy 18
473	1446	Motor cycles are especially vulnerable. We've had several incidents of people just not seeing us
474	1450	I was rear ended Many close calls in years I have driven 169
475	1451	1) Being cut off and nearly colliding with another vehicle in the Renton to Jones Rd area. 2) Sudden stops nearly resulting in collision SB nearing the SR18 overpass during heavy rush hour.
476	1453	Drivers going to fast for conditions, unsafe passing, texting
477	1454	Car crossed middle center lane into oncoming traffic where I was at. Swerved back into lane. I would assume the driver was tired.

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Number	Response ID	Comments
478	1455	Traveling Northbound on 169, in the curves just past the Taco Time headquarters nearing the 405 interchange, the truck in front of me lost control and went into the ditch on the right. I was able to avoid it.
479	1457	Car stopped suddenly, causing me to swerve to the right. Traffic was heavy. People always running school bus flags.
480	1458	Motorist passing in center turn lanes or oncoming traffic
481	1462	A car was passing me on 169 between Cedar Grove and Hwy 18, and narrowly missed an incoming car.
482	1467	This happens all the time, trucks and cars almost swerve into incoming traffic die to the one small lane road. Two lanes with a median in the middle is needed!
483	1468	Every day I have to deal with merging semi trucks, people rushing ahead and squeezing in, stop and go traffic. Then there have been a couple of times where some dumb ass got himself killed and you jerks blocked off the road for hours. It is not our fault that someone was driving like and idiot, get the road cleared and let us get to work. It rubs me raw that 4 lanes of traffic get blocked and I have (and several hundred other drivers) find an alternate way to work because of the actions of one
484	1469	From the light at 18 heading west drivers will use the merge lane to speed up to gain a space or two in traffic, I have been cut-off numerous times
485	1470	Car accident. Drivers need to pay more attention.
486	1471	People cross No the center line and people slamming on their brakes because someone decided to turn left.
487	1479	Almost rear ended twice inthe last month due to backed up traffic due to people making left hand turns
488	1481	A driver took a left across two lanes of traffic in front of us and we hit them. They were cited but traffic was then blocked for miles during commuting hours. Left turns by traffic heading north should not be allowed on the stretch of road by the qfc and gas station on 169. There are a lot of accidents there.
489	1485	The area between Fred Meyer and Safeway on Kent Kanglely. I'm coming from Ravensdale towards 4 Corners, red little car pulls out from FM side turning left towards Ravensdale. She did not even look towards her right at the oncoming traffic from 4 Corners. CShe just kept going. I was stunned that she made it through that intersection without a serious accident. I witnessed the whole thing as I was driving up to it. CAMERAS COULD CAPTURE THOSE WHO FORGOT HOW TO DRIVE!!!
490	1486	Cars trying to get onto 169
491	1488	someone driving in the opposite direction on the 2 lane span - drove over into oncoming traffic
492	1489	Trees falling on the road. Maybe have all the large trees checked out for issues
493	1490	Always have to drive carefully- oncoming cars at high speed, have had a couple start to veer into my lane or towards the shoulder and then correct themselves. Traveling at 45 mph and all of a sudden car in front stops to wait for clearing in traffic to turn left.

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Number	Response ID	Comments
494	1492	A car coming towards me crossed over the double line and almost hit us. Luckily they swerved out of the way at the last minute - between SR 18 and Cedar Grove - make it a divided highway and add additional lanes in each direction
495	1499	Speeding car went to pass with traffic oncoming. Cut me off and I had to slam on my brakes - almost went off road.
496	1502	Late at night cars swerving into oncoming traffic when it is so dark and has no median.
497	1513	It's not big enough to support the massive expansion of Maple Valley.
498	1514	Trying to cross 169 just west of 196th after spending time on the cedar river trail. Other incident at the 169/hwy18 intersection. People take risks out of frustration. Pull out in front of you.
499	1517	Cut off by a car speeding around, trying to get in front of all the other cars before the lane changed to one lane only
500	1518	just past hwy 405 heading towards Maple Valley where it does a big S turn , my work van got rear ended. a person 2 or 3 cars ahead decided to take a left turn into a side street, but was sticking out in to lane. the 2 cars in front of me slowed and swerved. I slammed on my brakes and swerved into the suicide lane to miss them, but the car behind me rear ended me. I stopped and waited for all the traffic to pass us. when I got out to see how the other car was, there was nobody there. they left the scene.
501	1521	Vehicle following too close that almost hit my car when traffic stopped for red light
502	1524	Someone turning out of my market across traffic and didn't see me coming in turn lane. Almost t-boned him as he turned. Also someone stopping suddenly to make a left turn. Almost rear ended.
503	1526	Near Red Dog Bar, I was traveling in southbound 2-lane road, vehicle traveling north made an unsafe pass around a vehicle and dangerously completed the pass at close distance to my vehicle. A 4-lane road would ease congestion and provide for safer passing of vehicles.
504	1529	I have had so many close calls that I have recently started driving a longer route to work to avoid the stress and scares. 1. A flatbed construction truck with cement pipes on its bed pulled a u-turn across most lanes near 164th to get into the turn lane for 154th heading westbound. He was so close to hitting us that I honked and also took his information from the truck and called the company. 2. Waiting in line to go up 154th heading eastbound 169. Someone cut the long line by getting into the turn lane for 149th but ran the red light and crossed the intersection to cut in line in front of me. At the same time someone was rudely pushing themselves in front of me on the right. We were going to be hit from both sides at the same time! It got to the point where you couldn't leave "any" space between you and the car in front of you because it would be looked at as an invitation for someone else to cut into that little sliver of space. People are constantly cutting in the lines for both the 154th and 140th intersections. It is also very scary to see how many people make u-turns across the highway at multiple points in the 140th - 164th section.
505	1530	Debris falling out of a truck onto road. Cars brakes quickly when road narrows to one at several points on 169

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Number	Response ID	Comments
506	1531	I've seen multiple car accidents, cars getting pulled out of the river from sliding on the ice to cars crossing over the center line from sliding on ice, cars swerving from road debris falling off the hill that is slipping into the cedar river. Numerous crosses marking the memory of a loved one killed on this road
507	1532	Backup waiting for vehicle to turn off WA169 E between Cedar grove Rd and 216th into residential/business address, impatient cars passing on shoulder and opposite lane almost collide with oncoming traffic.
508	1533	Getting cut off in city limits, walking across the street at the intersection at four corners commuters are driving very aggressively and aren't patient waiting for pedestrians to cross.
509	1539	Cars stopped to make turns and back up traffic. Come up at a curve and slam on breaks.
510	1541	Car crossing center line. Thankfully was watching and able to slow and move to shoulder and miss an accident.
511	1542	=- traffic quickly stopping due to a car needing to make a left turn. - drivers passing on the right or shoulder part to get ahead of Slow cars. - drivers passing large trucks to get in front of them to move up the line.
512	1545	1. A car drifted over the center lane, they appeared to be texting/using their phone. Needed to swerve to miss. A barrier would prevent any head on collisions. There have been a number of fatality accidents since I have lived in Maple Valley. 2. Car slamming on their brakes to make a turn into the Food Bank. Nearly rear ended them. Having a turning lane would give a safe place for people turning to wait for oncoming traffic.

Question 12

Thinking about the SR 169 corridor from Maple Valley to Renton, list any factors you think could contribute to serious and fatal crashes on SR 169. (N=754)

Number	Response ID	Comments
1	38	Too many cars, not enough lanes, no median
2	49	Speed and tailgating is a huge problem on 169. From 154th Pl SE to SE Jones Rd is a racing strip. People driving slow in the left lane causing drivers to pass unsafely on the right lanes. Distractions and unsafe merging especially from the 76 gas station are also a huge problem. This road needs more police activity from all the reckless drivers especially in the evening commuting hours.
3	55	Speed, aggressive drivers,
4	61	The backups during commute times contribute to serious rearend accidents. The speed differential in the existing two lane each direction section contributes to serious headon collisions.
5	63	Pavement, lighting and the lack of two lanes each way.
6	64	It's getting more congested all the time. Backups to lines can go on and on.
7	66	Not in the last year, but I witnessed a near fatal accident near Royal Arch park. A driver headed north bound was turning left into the park. A motorcycle collided as the driver made the left. Turn lane in the middle might have helped this situation.
8	67	Lanes becoming 2 northbound oftentimes has cars changing lanes and passing at higher speeds. Cars parked and pedestrians on the east side along the river seems sometimes unsafe. The highway also has bends which make it difficult to see at some points.
9	68	This is a two-lane highway carrying thousands of cars each day. There are numerous driveways on both sides of the road and no turn lanes for drivers to use. There are twists and turns in the road that make it difficult to stop in time if traffic backs up right around the corner and you're traveling at 50 mph. Though the most dangerous factor is the crumbling hillside between Jones Rd and Cedar Grove Rd.
10	70	Congestion at turning points
11	71	Lack of turn lanes
12	73	Speed, congestion, no lane dividers, and during the winter the failure to mitigate ice. That road is especially icy in the fall and winter months. The fog sets in and it creates an ice layer. Multiple times last year WSDOT failed to de-ice or sand.
13	74	Poor entry and exit for merging traffic, and back ups for exits that lead to lots of changes in lane
14	77	traffic is extremely high for a one way road, especially at the fairly high speed limits in that area. between the frequency of trucks, the speedstrips people drive, the single lane, and the winding turns, crashes and incidents are basically inevitable
15	80	Lack of turn and acceleration lanes. Reckless drivers.

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Number	Response ID	Comments
16	82	1) Lack of passing lanes or safe passing areas. 2) Too much congestion of commercial vehicles traveling < 40mph 3) Unmarked and sudden lane merging 4) Reckless driving due to unpredictable lane changes
17	92	The narrow road from cedar grove rd to Jones rd. Is too narrow and curvy for the amount of traffic. And pedestrians or bike riders seriously take risk of life on that section of the road
18	99	Congestion. Narrow lanes. Inattentive drivers
19	101	Speed difference between those following the limit and most other drivers. Lack of center barrier. Narrow lanes. Many side roads and parking areas alongside the road (especially along the river where people park to float).
20	111	Due to a single lane and no turn lanes, people are trying to get by any way they can and it is very unsafe. Passing when not enough site distance.
21	112	Speeding, lack of left turn lanes, traffic (people driving unsafely because traffic has made them late)
22	113	Excessive speed especially at the one lane intersection.
23	115	Lack of capacity (more lanes) and poor alignment and width of the roadway
24	116	the lack of lighting and lack of road dividers and lack of actual lanes it needs to be widened to accommodate the amount of people moving out of maple valley each day/evening.
25	119	No divider, too many cars on the road, the highway is dark in the winter, texting/distracted drivers
26	121	No barriers or turn lanes between traffic on a 2 lane highway moving at 50 mph. Slides. left turns onto & off the highway
27	124	Stop and go traffic, too much congestion. Not enough lanes
28	125	The bottleneck between maple valley and 196th.
29	126	too many cars
30	129	You get stuck behind some slow-poke in the single lane section. Everyone speeds up to get around once there are two lanes. It happens coming and going. At late night coming home, there is usually some jackass flying like a bat out of hell--right on your butt.
31	130	it would be nice if law enforcement paid more attention to distracted driving. too often people are crossing the double yellow... either ticket them or put up jersey barriers.
32	132	No center turn lanes, two lane road that is extremely congested, many small access points that result in sudden deceleration as vehicles stop on highway to make a turn, vehicles turning onto 169 with no lane to accelerate in, pedestrian and bike access to cedar River trail limited in some stretches, long stretches not lit at night, lack of shoulder in some areas, narrow lanes near Renton end of 169. Stop and go traffic during rush hours. And much more traffic to come with construction of Diamond Hills development with no current work to alleviate an already overburdened highway.
33	133	Large truck traffic and speed before and after two lane sections.
34	136	Congestion. Traffic unexpectedly stops for left turning traffic. Or, traffic backs up at Cedar Grove and someone isn't paying attention and have to slam on their brakes which causes the car behind them to slam on their

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Number	Response ID	Comments
		brakes, and on and on. A right turn lane going northbound on SR 169 at Cedar Grove could keep slowing right-turn traffic out of the primary lane on a green light.
35	138	Speed, texting, distracted drivers, bad lighting and heavy trafagic all combine for a potentially very bad stretch of roadway.
36	139	Congestion, lack of barriers, lack of lighting, road conditions and distracted drivers. I have seen road rage, but not daily.
37	144	Speed, lack of passing lanes (impatient people take risks), lack of barriers separating traffic (drunk drivers, distracted drivers, drivers falling asleep... with so much traffic, barriers make a lot of sense on this corridor). Numerous driveways and intersections. Traffic lights. Sharp curves (a few locations).
38	145	No passing lanes and a lot of lights
39	147	High traffic volume. High speeds on the 4-lane section.
40	148	Speed No barrier Too narrow in spots
41	151	No lights, narrow roads and no crosswalks.
42	154	Speed, no center barrier & needs street lights
43	155	Increased commuters on an already congested roadway.
44	156	Traffic Needs to be four lane Traffic causes people to pass when they shouldn't
45	157	Need more than 2 lanes to accommodate growing city. Icy roads and some sort of guard rail to protect head on collisions. Something to protect mudslides along road during rainy season
46	158	Too many cars on too few roads!!!
47	161	One lane, each way.
48	165	Only two lanes cause considerable back up and traffic. No barrier or median between cars driving 60 mph is scary! Dim roads at night make visibility low.
49	167	Slow drivers lollygagging along and people getting frustrated and passing at inappropriate times, causing head on collisions.
50	168	Too many cars, school being on main road and lights not being there, 2 lanes going to 1 lane and people trying to beat the line of traffic.
51	169	Narrow, single lanes each way, undivided sections, poor lighting, poor protection from landslide conditions.
52	171	Blind spots, not enough lanes, bad traffic lights, speed limit too slow
53	172	They have to put lights up for evening very dark on 169 in maple valley area and they need to build 2 lanes in each direction. We need more road to hold more traffic.
54	173	People driving too fast, too much traffic/congestion, left turns across the highway
55	174	SPEED
56	175	Narrow windy two lane roads Where highway has a center traffic turning in and out of that lane. People doing U-turns in sections where center turn lane is present (see it all the time) Commercial hauling trucks throwing up rocks. Too short passing zones that aggressive drivers take chances with and speed through. Ravines that are inadaquately guard railed and cars and

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Number	Response ID	Comments
		drivers end up lost down in for days. Cars illegally going around turning cars on the shoulder.
57	176	Lack of parking at Rock Creek Elem causing families to park along highway - scary!
58	177	Lack of no center turn lanes and poor lighting
59	178	Poor lighting Small lanes Too much traffic
60	179	high speeds, people on their phones, weather conditions
61	180	I've already stated all of them: Too many motorists on an infrastructure that never meant to support this many vehicles at one time and was outgrown 15 years ago. Impatient drivers waiting on long light cycles. People driving too fast, when not congested. Cutbank above 169, south of Jone Road, looks like it could let loose, sending large boulders and dirt directly onto the road / motorists.
62	182	People racing to make the lights. People get impatient because of how long it takes to travel (esp with traffic) and don't want to make the lights. I think 169 should be straight through with no (or next to no) stoplights. I would not want to see the speed limit decreased; it already takes too long.
63	183	Speed. Slow vehicles, impatient drivers. Texting. Snow/ice. Sudden change to red by the lights
64	186	It's only one lane. No divided highway. traffic lights at spots along that road especially in Maple Valley
65	188	Too narrow in dangerous curves. Deer. Drunks coming home after last call.
66	191	No divider, single lane each way and poor lighting at night
67	193	Lack of lights during dark hours, high speeds around curves, wet roads.
68	194	Dangerous bottlenecks caused by switching from two lanes to one No left hand turn lanes
69	195	Lack of street lighting. Cant see the road in certain spots
70	198	There are way too many drivers on this road. Road rage is a serious factor to consider.
71	199	increased traffic, high speeds, narrow lanes beyond Jones road
72	203	Cars not observing the speed limit. Extreme congestion. The road needs to be expanded.
73	204	No Guard Rail, No Dividers
74	205	All of it, I avoid this road after dark
75	207	The constant switching from one lane to two lanes, and random turn lanes that also act as merge lanes. It's hard to know what people are doing because there are so many different options. It's a hodgepodge.
76	208	Between Jones and cedar grove 3 fatalities within 5 years. No lane definators fog lines dim. Lane is caving..very dangerous area of travel. Speeding need more radar patrols..
77	210	No Jersey barrier on straight stretch. Drunks coming from Classics bar and bar i169. Passing vehicles . Passing vehicle on right shoulder. Dark corners that are hard to navigate in rain and night. Narrow roads and high speeds.
78	212	Twists/turns, poor visibility, no room for disabled vehicles to pull over, poor lane separation between different lanes of travel, etc.

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Number	Response ID	Comments
79	213	Vehicles crossing the center line. Dark in places Increased traffic
80	215	Poor lighting, poor road surfaces, narrow lanes especially by 196th.
81	218	Heavy traffic and limited space makes it a danger. Part of the problem is the back up on 405 every morning
82	219	It's horrible and it gets worse every year. Now we are adding thousands of homes in Black Diamond, so it's going to get worse each year. It unfortunate that 169 has been neglected for so many years. I'm sure completing 18 between Hobart and I-90 would eliminate a huge amount from 169.
83	221	Slow drivers in the right lane. People merging at the last second without signaling.
84	222	I believe that there are some improvements that could be made that may help make 169 safer, but I believe the largest factor in these horrific and tragic accidents is distracted driving.
85	230	Continued non-expansion will continue to result in accidents as the two grows coupled with the expected surge in population in Black Diamond.
86	231	two many cars and two small of road. Need to add two lanes
87	232	The road is not maintained in the cold season with sand or de icing.
88	233	Speed and stupidity. Nothing to do with road.
89	236	Dark roads at night, heavy traffic conditions, not enough lanes (and turn lanes)
90	238	poor visibility, too few lanes
91	239	Not enough lighting and no divider causing potent ion head on collisions.
92	240	The extreme darkness of road at night. The very icy conditions in areas where they road is in shadow of hill..some days frost stays on road all day, even in nice weather.
93	241	People crossing over into oncoming traffic mainly. It's a long stretch of road with dimmer lighting. People can get tired and/or distracted while driving.
94	244	lack of lanes to decongest traffic is a big deal
95	245	Slow the drivers down, more lights to the road, and widen the road. Is not a safe road in the evenings or rush hour.
96	246	Single lane roads, impatient drivers, no left turn lanes.
97	250	Number of cars traveling on the road
98	255	Excessive traffic Speed Poorly timed intersections Blind curves No street lights Deteriorating roads No barriers from head-on traffic Landslides not managed
99	256	Poor lighting and poor visibility throughout.
100	257	Speed, no median, single lanes, poor lighting
101	261	Narrow road. Not well lit at night. Lack of turning lanes
102	262	Facts that contribute to crashes along 169 are as follows: - increase in people traveling the road, due to the constantly growing population of Maple Valley - distracted drivers using their cell phones - no median on the two lane stretch of highway between jones road and highway 18
103	265	Shaded roadway in winter time that becomes and stays icy Driver fatigue - it's the last leg of a drive where people are already fatigued from driving heavy traffic on 405 and I-5 Speed - it's a generally straight road, close to

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Number	Response ID	Comments
		home and people just want to get home fast after spending a lot of time on the road commuting.
104	266	The area where there is only one lane/the lack of a barrier between lanes, the high speed limit, people speeding in general, blind spots around corners where I once almost got hit by an ambulance that was in my lane, the inability to pass slow vehicles in a lot of areas.
105	267	Just too damn crowded . People get impatient and tailgate or pass when there just isn't enough room.
106	268	Low visibility, only one lane of travel in both directions, sections of highway that are not well lit
107	271	The fact that it's a long single lane causes drivers to take risks to get around slower vehicles. The fact that it's often used by large trucks exacerbates this problem
108	272	Too many cars going too fast on a too narrow road (for a long stretch of the highway).
109	273	Head on collisions high rate of speed with no safety barrier in center
110	275	Narrow lanes!! Heavy traffic with no room to maneuver
111	276	Lack of a larger center divider. The need for better lighting.
112	277	Due to congestion people feel like they must rush through lights, merge aggressively, and tail gate. The lack of passing lanes and space between on coming traffic is a big concern. During sever weather often there are down trees shutting down exit of the whole city
113	281	Stopped traffic and left turns. Poor entrances and exits.
114	291	Too many cars, left turns, road not cleared in snow, ice.
115	294	Excessive speed, lighting,
116	298	Too many cars, too little road, which causes slowdowns and backups. When traffic slows down, some drivers get impatient and try to pass when it isn't safe.
117	299	Lots of big trucks, only 1 lane in each direction, not enough lighting
118	303	Too congested, need more lanes and less businesses. They cause a distraction!
119	305	Drivers now obeying the speed limit. Almost everyone who drives through there goes at least 60 mph. If you are going the speed limit it feels like people are going to run you over...even if you are in the right lane.
120	308	No center divide, no lighting, high speed.
121	310	People get so impatient being in the bottle neck sections then do stupid things; especially if there is a "slow poke" holding up traffic for a while.Lack of lighting, proper grading, width of road, and needed lanes all combine for deadly interactions.
122	311	Not having a corridor, seems like deadliest crashes are head on from cars crossing the middle line
123	312	Curve in road east of classics tavern seems narrow . Barrier walls on south side of road
124	316	Single lane with oncoming traffic without a divider. Stop and go traffic.
125	318	Old road markings not maintained. Not enough speed limit signs.
126	320	Too much traffic in too few lanes, poor lighting
127	321	Need additional lanes, fewer stops and dedicated by pass onto 405 south

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Number	Response ID	Comments
128	323	We need a wider road! The congestion adds to bad driving, impatience, no turn lanes In areas before maple valley. We need another traffic light either at the school or one of the developments between that point and the first light at wilderness village. One recent Saturday afternoon a car was flipped on its roof as cars left the farmers market at RCES..
129	326	it is an older narrow 2 lane highway,not built to handle the amount of traffic on it now. The population continues to grow,and the roads need to do the same.
130	327	Dark speed no barriers
131	328	Congested traffic with no entrance or exit lanes resulting in people trying to get on or off the highway
132	330	Speed limits, curves with limited sight distance, insufficient road width, growth, minimal patrols....this road has become a nightmare for commuters over the last thirty years and is long overdue for reconstruction. the state really needs to make it a priority!
133	331	The narrow road and haven traffic contribute. Should be 5 lines through to maple valley.
134	332	High speeds. High usage. Long stretch of road may make drivers inattentive or tired. Dark road can contribute to being tired.
135	338	The main thing is that there is too much traffic on a small one lane road. It needs to be widened to allow for shoulders and passing. Many times cars are going well below the speed limit which can crew are dangerous situations and backups. There are semis that use these corridors as well
136	343	Blind curves, heavy traffic, lack of lighting, animals on road, no center barrier.
137	351	Too many lights close together in maple valley. Lanes end people cut off other people.
138	354	Only 1 lane from Maple Valley.....until just passed 196th/Jones Road.
139	355	Blind spots, floods, poor turn lanes, mudslides, impatient drivers trying to pass
140	359	high speeds to many cars
141	361	Needs to be 4 lanes
142	362	It needs a BIG DIVIDER that is all.
143	365	Slow drivers. Drivers passing on the right.
144	366	Not enough street lights. Only 1 lane each way, and no center barrier
145	367	Kummer Bridge
146	368	single lane highway from Maple Valley to 196th/Jones Rd; this needs to be at least 4 lanes with a center turning lane.
147	371	Too much side street access for the amount and speed of the traffic.
148	372	Too many lane merges, too many concentrated light cycles, too many blind corners with turning traffic/hills with speeds high in one lane and low in the other, not enough space between directions of traffic for the volume/speed of traffic to prevent head-on collisions
149	373	We need more lanes and a possible median in the middle with all those big trucks and fast drivers on that highway route!
150	377	Too much congestion coming from new housing in Bonney Lake and Black Diamond

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Number	Response ID	Comments
151	379	One lane in each direction handling all of that traffic, while there are numerous places of business and streets where drivers need to turn off the main thoroughfare but have no turn lanes to support them.
152	380	congestion resulting in road rage, dangerous passing and no center turn lanes.
153	381	Traffic backups due to left hand turns... Impatient drivers speeding to get past the two lane traffic of drivers camped out in left lane
154	383	Insufficient traffic signals, lanes decreasing down to one in each direction approaching MV, insufficient turning lanes and feeder lanes
155	386	Tight lanes and poor visibility. Coupled with distracted drivers.
156	388	It needs to be WIDER. There is TOO much traffic on this road and 2 lanes with no turn lanes and small shoulders is just not enough for the speed limit.
157	389	The weather conditions and roads not safe for the volume plus that volume and the speed and narrowing of the road.
158	393	lack of lighting, turn lanes, speed and passing
159	394	Windy roads with only one lane and big trucks.
160	395	Mud slides.
161	397	Too much traffic, the roads can't handle it anymore. It now takes 40-50 to get from Maple Valley to 405. I wouldn't recommend living in Maple Valley to my worst enemy due to horrible commuting conditions.
162	398	Distracted drivers.
163	399	People crossing the center line and people not paying attention, not realizing someone is stopped waiting to make a left turn into a driveway
164	400	In the two lane section many older drivers or drivers unfamiliar with the road drive at speeds well under posted. Other drivers get frustrated and pass them. There are few areas where passing can occur.
165	401	People not merging when going from 2 lanes to 1. Only 1 lane in both direction. At the turn to Foleys produce people will drove around them on the right going off into the shoulder.
166	407	Poor traffic flow leading to road rage or distracted drivers who play with their phone in boring traffic jams
167	408	Left hand turns.
168	411	Distracted drivers, impaired drivers. Impatient drivers attempting to pass.
169	414	People drive as if it's a 60mph zone especially North of Jones Rd. More signage needed.
170	415	No other accessible ways to commute in and out of Maple Valley. Too many unmarked unsigned places to merge on and off the highway and with the high volume of traffic people tend to be risky because of the week
171	416	Too much traffic on 2 lane roads. Road rage of those stuck. Lack of lighting. Lack of shoulders to move out of danger into.
172	422	2 lanes of traffic going 50 miles an hour is enough on its own, and then not having a concrete barrier is even stupider.
173	424	#1 Non attentive drivers (texting, doing makeup, smoking, multitasking etc) #2 The busy intersections where there is either no light or a short turn only lane for a light or the areas where it turns from 2 to 1 lane.
174	425	No gaurd rail separating traffic lanes/directions

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Number	Response ID	Comments
175	429	Cars trying to bypass large trucks headed to Waste processing. Long lines for turn lanes that affect other lanes of traffic. Not appropriate length of right turn lanes to slow down within the lane, people slow down on the main highway
176	432	No dividers
177	434	visibility and a large number of drivers exceeding speed limits. Also the number of driveways that are on the entire route.
178	435	One lane roads Not enough traffic lights to control traffic Too much traffic and not enough roads!
179	438	Some areas where the lanes turn into one before/after a turn/curved road is dangerous. And the lack of lanes, narrow roads, and close proximity to the forest. As much as I love the animals, I think there should be like, a tiny 2-3 foot raise fence thing to keep the wildlife off the road. And we should widen the lanes but also provide more area for the wildlife while doing so, so that we're not just making it more convenient for us humans. If we put a wildlife sanctuary somewhere within the side of the road and provide the animals with all that they need, they won't feel the need to wander into the road ways as well.
180	439	Speed + only 2 lanes + very few pull safe over spots = deadly conditions. If a car breaks down on almost anywhere between Jones and Hwy 18, it is extremely dangerous for everyone. This stretch is about 20 years past due for safety upgrades.
181	443	The sections where the road is just one lane each way with no shoulders and no median.
182	446	Poorly painted lines. .. skinny roads in hazardous areas. No street lights in hazardous areas.. lanes ending and merging to one
183	451	Rain, fog, not enough street lights, not enough lanes
184	453	Bad drivers, poor lighting, not enough lanes
185	455	Single lanes, too much traffic, turns off of the highway.
186	456	Vehicle speed, blind corners, pedestrian lack of ample sidewalks.
187	458	The road is very dark at night, driveways are not visible and it's hard to know when people may be entering or leaving the road. Traffic is so bad that people take chances.
188	460	-Mudslides S of SE Jones Rd. -Distracted drivers, head on collisions. - Merging past 231st while north bound.
189	462	Not enough lanes and too many large trucks. People try to pass and get aggressive when someone is going too slow but there aren't enough lanes.
190	464	single lanes
191	466	The amount of traffic. People start driving recklessly because they are sick of being stuck going so slow, especially before/after work.
192	470	Too many cars in too small a space. More lanes would help a LOT.
193	473	Heavy traffic, not enough lanes, businesses on either side with no turn lanes, windy roads, dark between Jones RD and Cedar River RD
194	476	people speeding and not paying attention to turning traffic
195	478	I think timed traffic lights may help.
196	480	Head on's and accidents due to improper medians and lack of shoulders.

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Number	Response ID	Comments
197	484	It being a two lane road a lot of the way. People get stuck behind a slow vehicle and then try to pass when there's not a lot of room to do so. So much slow traffic causes road rage.
198	486	The volume of cars. The frequency of long distance trips.
199	488	Driver inattentive/distracted driving paired with speeding around dangerous curves
200	490	High speeds, poor street lighting, no middle barrier, limited lights for safe left turns out if housing, gas stations, etc
201	492	Turning traffic into residences stopped leading to a rear end collision.
202	493	People running red lights all the time is my main concern - cars trying to pass another car, frequent stops to turn off highway. Not enough lanes. SR 169 is a death zone.
203	494	Width of road and number of lane. The road isn't wide enough to handle the number of cars that use it. Lack of barriers at certain places. Need for additional lighting, and sharp corner warning signs as well as upcoming traffic light signs for corners.
204	496	There are large parts of the roadway that are icy in the winter time. The roadway is shadowed by the hillside, so it rarely completely dries out. A stringent de-icing program or more mechanical means need to be deployed.
205	498	No dividers between oncoming traffic with fairly high speeds of traffic and curvy road.
206	499	Impatient drivers, heavy traffic, congested roads
207	501	The fact that there are no barriers or medians separating oncoming Lanes.
208	509	A lot of turns, need to slow down
209	512	Speeding drivers and congestion
210	516	No turn lanes. Lots of traffic. No lights at busy intersections.
211	521	It needs more lanes to avoid traveling 50 mph to dead stopped
212	525	No middle barrier along highway 169...people can easily cross the center line
213	526	2 lanes and distracted drivers do not mix well
214	531	Congestion. Far too many cars for a mostly two lane road.
215	536	inattentive drivers, the lack of a center median,
216	537	dump trucks using both lanes, creating congestion and erratic behavior from other drivers
217	538	Speed
218	539	Too much traffic causes people to get angry and dart in and out of traffic, cutting cars off. Trucks cause back ups and such slow speeds that people almost rear end each other.
219	542	High speeds.Nobody goes the speed limit and there are a high number of cars there at one time. No barrier to protect from oncoming traffic.
220	543	Most of the problems I have witnessed are a result of traffic backing up a very long distance from traffic lights. The traffic volume is just too large for the infrastructure. Lots of rear end collisions. I am very concerned for the impact the MPD's in Black Diamond will have on my commute. I have been doing the same daily commute for 17 yrs and I am consistently

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Number	Response ID	Comments
		taking an extra 20 + minutes for the afternoon commute from my past historical average.
221	544	Need to have a barrier that separates north and south Bound lanes. Lighting is bad from 196th to 216th
222	545	Lack of two lanes in both directions. Lack of public transit to reduce vehicle traffic. Heavy usage by commercial vehicles
223	547	Speed. Narrow road. Traffic. All combined creates real problems. Road is too small for the volume of traffic and drivers in attention.
224	549	too much traffic, not enough lanes, not enough work around routes to avoid a fatality or collision if they do occur, not wide enough roads...needs to be 4-6 lanes all the way from Renton to Enumclaw
225	550	Too narrow, needs widening, four lanes please
226	551	Excessive speed. Poor lighting.
227	553	Increasing traffic volumes starting earlier and earlier (some days at 515-5:30 am there are delays by 4 Corners through Renton. Dangerous left hand turns from Maple Valley neighborhoods onto 169 with building traffic backups leaves cars in center turn lanes for minutes sometimes Dark and narrow for bicyclists and pedestrians Stoplights due not appear to be timed. Park-n-ride by 169 & 18 has high frequency of collisions Backups exiting off of 18 to get to 169 has many close-calls due to backups
228	554	Too many cars and too many reckless dump trucks.
229	555	One lane roads and congestion
230	557	Too many cars - congestion - people in a hurry
231	558	Speeding, poor visibility (especially during early morning and night time), lack of divider between northbound and southbound lanes
232	559	Blind roadsthat pop out, road not having a proper median, speed, and too many aggressive drivers
233	566	Lack of center turn lane
234	567	Texting and driving, lack of rumble strips between lanes of traffic, road too narrow - should be 2 full lanes in each direction, all the way to renton.
235	568	Overload of traffic People walking Wild animals
236	570	The accidents happen because people are so frustrated with the back ups, some people try to move around too fast etc. More lanes would help between Maple Valley and Black Diamond to loosen the traffic and handle the massive amounts of new homes being built in Black Diamond in the near future. This growth is going to be horrible if there aren't lanes added very soon.
237	571	Not enough stops/traffic lights, not enough road lighting
238	574	Too many cars in small space.
239	577	Because 169 goes from two down to only one lane (either southbound from Renton to Jones Rd. or northbound from Maple Valley towards 216th), cars try to maneuver around other "slower" vehicles to avoid getting stuck behind them, often cutting off (or crashing into) other vehicles in the process.
240	578	No barrier. Poorly lit. Only having one lane in each direction and having aggressive drivers tailgate or try to pass slow moving vehicles

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Number	Response ID	Comments
241	580	No passing or slow traffic or turn lanes
242	581	Too much traffic not enough lanes
243	582	lack of lighting, especially fall and winter. narrow, two lanes with small shoulders between MV and 196th.
244	584	In general, this is a result of rural meeting urban, with urban dwellers moving into rural areas and not being familiar with anything other than wide sections of straight pavement. The system would benefit from lighting, turn lanes and holding the sliding hill back. Other than that, people just need to pay attention, drive defensively and get off the phones.
245	586	More traffic will create bottlenecks and increased chances of accidents or fatalities
246	589	Ice, night blindness from the headlights of drivers in semi's or people who don't dim their lights, and driver I attention or falling asleep. I travel to work early and when there are wrecks in front of me, I often think it's from a tired driver.
247	591	Lack of light at night; cars trying to enter highway from neighborhoods where you have to turn left to enter highway.
248	594	Traffic, impatient drivers, population increases, causing very frustrated commuter and non-commuter drivers. Speed is definitely after a factor on 169. The speed on South 169 Near SE 276th Pl. is too fast (50 mph). There are LOTS of children Kindergarten through 12th grade who cross this intersection Daily.
249	597	Insufficient lanes to handle the traffic Poor lighting Lack of jersey barriers to river Pedestrians parked during the summer accessing River
250	598	People do not obey the speed limit which is 50 on most of the road, but it varies (down to 35 in some areas). Flashing lights where the speed changes might help.
251	599	two lane roadway
252	601	High speeds on relatively narrow road, high traffic volume, I don't remember the two-lane section being well lit in fall/winter
253	606	How about four lanes.
254	608	No center barrier! Right turn lane at jones rd used as a merging lane
255	609	Mud slide, unmarked turns, poor lighting, narrow curves, large trucks using narrow roads.
256	610	People not going the speed limit.
257	613	accidents caused by congestion
258	614	Speed. Dark streets.
259	617	Ice. See last answer.
260	619	Distracted drivers. It's a fast High traffic freeway
261	620	1. left turning traffic 2. slow drivers.
262	622	Lack of lighting Narrow lanes Too few lanes Poorly marked lanes Speed signs too infrequent
263	623	As I have mentioned throughout, on average vehicles tend to travel well in excess of 10-15 mph above the posted limits. This, coupled with increasing traffic, rural and heavily wooded areas with wildlife incursions, weather, and a mix of freight traffic create a high risk scenario.
264	624	Distracted driving and speeding.

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Number	Response ID	Comments
265	625	No lane divider in dangerous curves. No turn and merge lanes for maplewood neighborhood by cear river market and taco time hq
266	627	Narrow lanes, no turn lanes and no well lit at night
267	628	People running the lights to avoid being further delayed. Pulling out into traffic and not gaining speed causing rear end collisions. Large trucks causing visibility problems and people want to go around them or just get impatient.
268	632	Poor like lighting at night, poor protection of steep slopes near Cedar River
269	635	Drivers drinking, poor lighting, drivers crossing over highway, speed, bad weather conditions, traffic congestion
270	637	Curves, the river so much traffic small lanes, so many roads feeding into it
271	639	No median More stop lights in the long stretch of road. Slow people down?
272	642	Falling rocks and landslides, lack of center turn lanes, insufficient warning of right-turn only lane southbound at 196th.
273	644	Not always a turn lane Line of sight Land slides
274	646	Narrow lanes contribute to possible head on crashes when speed is involved.
275	648	traffic volume, texting, speed
276	649	The high volume of traffic and the cross traffic. The amount of large trucks and slow moving traffic.
277	650	High speed and impatient traffic on SR169 not wanting to stop at lights.
278	652	icy and slick roads, unclear marked lines closer to I405 during rainy days, speed limit is too fast, not lite clearly, need warning signals for traffic lights turning red and warning others to get ready to stop, roads get narrow in some parts of SR169, overgrown trees can create blindspots, turning lanes are not long enough for cars to fit.
279	656	speed, weather, forced to be on shoulder
280	657	Two lane undivided highway.
281	658	two lanes with too much traffic. two many driveways. no left turn lane
282	659	Since it's only two lanes for half of it, that can pose a problem. If it gets one slow driver on it, people want to pass. This can be an issue, as passing can be very dangerous. There needs to be more lanes. The traffic gets horrendous.
283	663	Heavily traveled by large semi's. The highway is no longer setup to handle the volume of commercial and small vehicle travel. This road needs to be widened to 4 lanes to accommodate the growth of this area.
284	669	No barriers, roads too narrow (tight fit in some places). Not enough space for the amount of semis and large construction vehicles.
285	672	Too much traffic on a road not built to handle it. No lane division between all that traffic in opposing directions. Poor lighting.
286	674	not enough visibility (width of the road) for commuters to see what is ahead.
287	675	Narrow shoulders!

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Number	Response ID	Comments
288	677	Winter - ice. The road doesn't appear to be treated for ice and with the density of trees it makes for a serious hazard. Poor striping and poor lighting is also a contributing factor.
289	678	Unexpected stops for people turning in front of you. People who are unaware that 169 becomes two lanes immediately after the curve at 196th. Large trucks cause major slow downs in the two lane areas which contribute to angry drivers and unnecessary speeding when it finally opens to 4 lanes. No barriers between opposing lanes of traffic.
290	682	Speeding, too many cars on roads that can't accomodate the traffic
291	684	The so-called turn lane. As noted before, it's rarely used because it's not very needed, with so few businesses between Renton and Cedar Grove, and it's terrifying to use. It also is SO easy to cross, resulting in easily fatal, even if rare, head on collisions. No reason for accidents on 169 to be fatal. A greenway with occasional turn lanes could really help.
292	685	No guard rail no side line to pull over in If an accident, can't see no lights at night.
293	686	High rate of speed on the section where there are two lanes in each direction without center barriers. I know of 2 fatal accidents that may have been prevented with a center barrier.
294	687	People driving too fast and too much congestion. Get people moving and these things would not happen as often.
295	689	Generally aggressive driving and passing. SB commute in the afternoons I see a lot of vehicles 'jockeying' for position before the roadway goes from 4 lanes to 2.
296	690	narrow lanes, only two lanes.
297	692	The amount of traffic is significant in the morning and evening for the commute time. People get frustrated waiting in line, and tend to speed up where they can - whether it be a right turn lane, or even the shoulder. Then they try to merge in, quickly, causing other cars to stop suddenly. Not safe. There is also pedestrian traffic along this highway due to homes and children waiting for the school bus; I've noticed cars not stopping for the school bus.
298	696	Traveling at high speeds with no barrier between lanes
299	698	Weather, road condition, lack of lighting, lack of turn lanes.
300	702	Poor drainage. When it rains heavily, water pools very quickly over the road.
301	703	Impatient aggressive drivers
302	706	too many large dumptrucks on that road, too many cars for so little a road too many left hand turns without turn lanes
303	707	No turning lanes Heavy truck movement Traffic congestion
304	708	Speed, volume, lack of on/off ramps
305	709	Very dark - need street lights. Blind spots coming up/down hills - lights and better/brighter pavement markings would help. Walls/barriers/curbing would also help from head-on collision situations. Narrow corridor - expand to 2 lanes each direction.
306	710	Single lanes . 405 on ramp lanes Mudslides.
307	713	It's dark and slick in the winter. Street lights would be great!

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Number	Response ID	Comments
308	717	Traffic volumes that exceed the roads design.
309	720	Aside from "Road Rage" due to backups, I think the section near Jones Road is at most risk. It is Narrow and a but curvy with 1 lane each way with edges/drop offs, uneven pavement due to sinking soil and washout hazards above. This is section where a woman was trapped for days a few years ago upside down in a ditch in car. This section is most at risk of serious injury or death.
310	721	speed
311	722	poor visibility due to low lighting, curves, high speed, narrowing, hidden driveways, no dividers between traffic directions, trees etc.. People walking or riding bikes along the highway
312	723	I moved to Maple Valley 2 years ago from Fairwood and hate the roads. Always slow, the one lanes are frustrating and the backlog feels like the commute to Bellevue from Renton in the mornings but you are trapped and don't have options.
313	724	A turn lane is needed!
314	726	One lane only starting in Maple Valley, road rage, illegal U-turns to get out of it and lack of a median.
315	731	Too much traffic, too few lanes
316	733	Speed. Congestion leading to crashes. No sidewalk for pedestrians.
317	734	I heard of a graduated Tahoma High school woman that died as a car in the oncoming lane came into her lane. What a tragedy and loss of life when safety should be priority. Barriers between the other lanes is needed.
318	737	Single lane, no passing zones and high volume.
319	740	Inconsistency in the lane sizes and the amount of lanes. Too much fast paced stop & go. Oncoming traffic open to crossing over yellow lines.
320	741	the volume of residents in Maple Valley, Black Diamond & neighboring communities has grown & continues to increase at such a rate that getting IN or OUT has become so exceptionally inconvenient as to contribute to driver impatience, distraction and aggression. Add weather and visibility factors, and the amount of accidents and time spent sitting on the road is not surprising AT ALL.
321	742	TEXTING TALKING ON A CELL PHONE HIGH SPEED DUI
322	748	169 is very dark and hard to see the center line.
323	753	Black ice
324	754	Single road way, like Hwy 18 used to be. Road way is dark and lanes are close together. Road moves a little back and fourth into Renton from Maple Valley as well.
325	756	There needs to be a center divider and wider four lanes to lower the danger of head-on collisions. I witnessed a head-on crash that killed one driver on the section between Cedar Grove and Jones Rd.
326	758	Only two lane road, poor line of sight. Needs an expansion to 4 lanes and bridging to straighten out line of sight
327	759	Different speeds and traffic backups make for sudden stops
328	761	Carrying capacity of the road is often exceeded during commuting hours.

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Number	Response ID	Comments
329	763	Only 1 lane each way makes turning in and out of neighborhoods impossible. Totally backs up on 231st and continues all the way back. Need more lanes
330	766	No barriers on curvy dark segments of the road from Jones Road to Cedar Grove road
331	770	High growth of Maple Valley leading to more traffic. Large volume of heavy trucks. Undivided highway. Large number of driveways. Narrow roadway in places.
332	771	Not enough lanes
333	773	Single lanes without a cement barrier. This is the same problem with Hwy 18 where there's no barrier for some odd reason. With the amount of daily traffic something needs to be done.
334	775	Traffic stacks up waiting to turn from 169 onto Cedar Grove Road. impatience/people make poor choices because of the slow pace of traffic.
335	776	Not enough street lights. Land slides due to black plastic torn.
336	778	Narrow lanes, heavy truck traffic, poor, slow, or no response to reporting impaired drivers
337	782	Lack of a barrier between opposite directions
338	784	Speeding (lack of enforcement by WSP), severe congestion, curves & driveways.
339	785	Speed Intoxication Distracted drivers
340	786	Traffic. Slow driving. Two lane non divided road
341	787	Should be wider with more lanes and turn lanes.
342	789	Slow traffic, road rage;
343	790	In general, this stretch (northbound) was generally safe. Traffic does slow at the exits to Kent, and was sometimes dangerous there. Also, the section approaching I-405 is treacherous--motorists do not generally observe the reduction in speed (I have been tailgated there many times), and traffic coming off 405 is generally travelling at a higher speed while visibility is reduced at the overpass.
344	791	Way too much traffic for only two lanes given all the development in MV, Black Diamond and Enumclaw. Traffic is unreal with the Puyallup Fair is running.
345	793	Congestion. Insufficient turn lane capacity. Traffic heading north into the Highlands is trapped on the highway because of lack of arterial signals or density growth and lack of arterial capacity.
346	794	too many cars and not enough space
347	797	The 4 lanes merge into two and the speed is still high without any barriers between on coming traffic
348	798	Pretty much the entire stretch is a huge problem with deteriorating road conditions. Speeding, left lane camping and reckless driving on the 4 lane portion between 154th Pl SE and SE Jones Rd. Major flooding issues and noticeable erosion between SE Jones Rd and Cedar Grove Rd. Traffic congestion between Cedar Grove Rd and 216th along with lack of proper median turn lanes and a right turn lane onto Cedar Grove Rd heading Westbound.
349	799	2-lane highway with no divider

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Number	Response ID	Comments
350	802	Way too many cars for the size of road. It's the only way out from Enumclaw on down to the 405. Too much population for a small roadway.
351	803	There are too many cars on the 2 lane section. In winter it's dark and visibility is poor. Please find a way to widen the road.
352	804	The iciness of the road in wintertime. You can suddenly come up on patches of pure ice on what had been a clear road. The one lane, windy road section between Cedar Grove and past Jones. The intersection at 216th. I think it just needs better markings so cars know where to go without hitting someone.
353	805	Too many cars for two lane road Big trucks driving too fast Pull-outs for school buses would help
354	806	lighting speed limit non improved shoulders on the road cross traffic entering road
355	809	Volume of traffic and decrease in lanes from 2 to 1 at Jones Rd
356	812	Congestion, sharp bends in the road
357	813	Not well lit- when cars approach toward you, have to follow white line on right to stay in lane. In rain, dark, fog and ice very frightening
358	817	Lack of barrier between lanes to separate oncoming traffic, excessive speeds and crowded roads.
359	818	There are more cars on the road than 169 can handle.
360	819	distracting driving, under the influence, wild life,
361	821	single undivided lanes with left turns on a highway.
362	823	This is a high volume high speed corridor. It's time to make the corridor safer for the amount of traffic and speed. Period.
363	824	Distracted/drunk/impaired drivers, high speed, no barrier between
364	825	drunk driving, poor lighting, rain, curve road, not enough passing lanes
365	826	Lack of divided highway
366	827	The overwhelming increase in volume of traffic due to overbuilding of houses in Maple Valley, which the road infrastructure cannot handle. There are far too many commuters on 169 and those of us who have lived in Maple Valley for many years have had to increase our commute times by sometimes triple what we had even just a few years ago. My drive from MV to Burien used to take about 35 to 40 minutes and I now have to plan on at least an hour, but more likely an hour and 15 minutes to get to work. Even if I leave at 6 a.m., it is already overcrowded. The timing of the lights does not help either. I think that people's frustration and desperation could be the single biggest factor in increasing crashes because people are starting to drive aggressively and dangerously. I do not want to see the speed limit lowered, however, because that will only contribute to the increase in commute time. I know the increase in volume is not a WSDOT problem, but maybe part of your recommendation can include forcing Maple Valley to STOP allowing the building of new homes. Our infrastructure cannot handle it.
367	828	Over development without sufficient road improvements. No viable alternate routes or modes of transportation to Renton.
368	829	stop lights are to fast when it turns red

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Number	Response ID	Comments
369	832	1. People driving like idiots 2. shortened sight distance around corners 3. 50 mph in two lane areas with curves might be too fast, maybe 45 or 40 more appropriate. 4. No passing in 2 lane sections
370	833	All same issues as mentioned. Too many cars, region has doubled in size over last 10 years, no updates to hwy. my husband is a police officer that travels it at 4 in the morning and says he is always worried about on coming traffic. No time of the day is better than the other. Hwy. needs to be updated to accomidate the growth. Not hard to see.
371	834	Traffic! Too many cars and not enough roads. Too many housing developments with no changes to any roadways in the area. It's only going to get much worse and there will be many more incidents.
372	835	Amount of truck traffic, drivers trying to get around them.
373	836	lack of another lane on both directions causes traffic jams when there's vehicles turning left, also causes a lot of "close calls". Traffic lights don't help, a roundabout is the best options to keep traffic flowing.
374	838	Too much highway access, short approaches, sharp turn-ins, no aceleration or deceleration lanes. Yeah, much of those access points are residential driveways that have been there since Grant was president. Things have changed.
375	839	Speed, sunshine, concrete barriers, rush hour light jumping, people backed up in turn lanes all the way to 140th trying to turn left up hill to 156th.
376	840	I firmly believe a barrier between the two way lanes is needed as well as a small shoulder to pull over on. I do not want to see the speeds reduced nor more lights installed. Travel time from Maple Valley to the 405 interchange are very long as is. Thanks!
377	841	At night there is very low visibility along the southern part of the corridor (along the tracks), along with a few hills that can obscure oncoming traffic.
378	842	Poor driving.
379	843	Speed Impatient drivers Rockslides Poor lighting Lack of proper guardrails
380	845	Lack of driver training oversight, distracted drivers, drivers frustrated with the traffic nightmare of Western Washington.
381	847	Two lanes not enough for all the cars. Low visibility. People trying to turn into homes or business hold traffic. People speed once it turns into two lanes after Jones because of frustration. Drivers passing turners illegally
382	848	Volume of traffic crowded onto 2 lanes. Terrible location of current 18/169 interchange - traffic backing up to/from interchange onto highway. Need ramps/overflights with no stoplights at the end.
383	849	Actually, this Hwy travels from Renton through to Enumclaw and development in Black Diamond will add larger volumes of traffic. Single lanes with left turns without turn lanes and high traffic
384	850	The volume of traffic is not safe for a 2-lane road. The curves and turns could be dangerous for those who drive the road frequently and are too impatient to stay behind the day long stream of multiple semis headed to Cedar Grove landfill.
385	851	School buses cause blocking. Congestion cause unsafe driving.

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Number	Response ID	Comments
386	853	The road is extremely slippery in the winter. The amount of lanes for the amount of traffic I would assume accounts for at least some of the crashes.
387	854	Not enough turn lanes, only one lane each direction for most of the corridor and people driving too slow under the speed limit
388	856	Too many cars Too much speeding The turn only lane at 196 The lack of enough lanes to handle both the commuters and the truck traffic
389	858	Two lane traffic!!!! Needs widening.
390	859	Icy conditions along the river. Frustration caused by constant, lengthy back ups. Changing from 2 to 4 lanes and back.
391	860	Going from single lane to double lane to single lane and back causes traffic back ups
392	864	huge amounts of traffic large, industrial vehicles that do not have much respect for red lights etc 2-lane roads with LOTS of people trying to turn left high speeds on 2-lane roads only 3 north-south roads in ALL of MV: Witte, 169 and 180th in Covington (Actually 2 in MV) makes for long traffic lines and desperate drivers And if anything goes wrong it stops the entire city from moving More houses in Black Diamond are going to flood us - EVERY ARTERIAL IN MV SHOULD BE 5 LANES PERIOD.
393	865	wildlife, heavy traffic causing drivers to become impatient and drive iradically.
394	869	Two lane roads, no right or left turn lanes, no barriers between northbound and southbound traffic on two lane roads.
395	870	Congestion, reckless passing or tailgating, speeding
396	872	High Speeds, limited entrance and exit lanes (turn lanes) for may side street. poor nighttime lighting
397	874	Poor traffic light sequencing from 18 interchange all the way to wilderness village, especially in the afternoon. Heavy truck traffic going up the wilderness village hill makes people attempt crazy maneuvers all the way through the congested corridor. Heavy backup in the mornings after 6 am through the whole maple valley area northbound due to poor traffic light sequencing.
398	878	Trucks driving too fast. Single lanes. Drivers trying to merge into one lane near intersection of 169 and 196th.
399	879	Drivers turning on to 169 going to slowly. Drivers stopping and not getting up to speed quickly enough.
400	882	1) The destabilized hillside south of 196th Ave SE is - in my opinion - a high to severe risk to all vehicles during the rainy season. 2) Chronic congestion points create fuel for impatience and poor decision making; illegal passing, illegal u-turns, sudden left turns across traffic and right turns into traffic after minutes of exasperated waiting for safe openings.
401	883	Blind curves, lack of adequate warning signs, no dedicated left turn lanes, two lane highway in sections w/ limited space for evasive maneuvers.
402	885	Texting while driving, not paying attention to the road, driving while under the influence, passing unsafely, and going too fast.
403	887	Inadequate width of MV highway between Jones Road and Cedar Grove Road. Heavy commercial traffic that goes to Cedar Hills Landfill and Cedar Grove Composting. The highway in that corridor is completely inadequate to handle the level of commuter and commercial truck traffic.

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Number	Response ID	Comments
404	888	currvey 2 lane road
405	889	It is too dark! Not enough middle barriers
406	890	Everything I've already provided in the survey
407	894	People try to make up for stop and go delay in the less congested areas by speeding.
408	895	More than anything, I think it's the number of cars on the road. I've lived out here for 30 years...and know how crowded the road is. At the very least, we need much better bus service to get some drivers off the road. Maybe a direct, express bus to the Tukwilla train station would help.
409	896	Too dark, impatient drivers
410	898	Speed, to much traffic moving along a two lane road, and a land slide.
411	900	High speed, ice in winter, not enough lanes in certain areas. Too many Bars on the freeway, so lots of drunk drivers, and cliffs in some spots.
412	901	the high speed 2 lane sections need to be widened into 4 lanes
413	902	Not a divided highway with high speed (50 mph) with most people wanting to go faster or pass drivers unsafely.
414	903	Ice in the winter. Too many semi trucks.
415	904	People turning left out of neighborhoods and schools on to the highway. Also People passing illegally
416	905	Needs a barrier between lanes
417	907	Single lane, no turn lanes or center lane, too congested, too many waste haulers
418	908	Multiple places where traffic lanes go from two to one or vice-versa. The speed limit on narrow and winding sections of the road. Lack of turn lanes Lack of pull-outs Lack of shoulder Heavy truck usage
419	909	Private driveways entering the hwy. Pedestrians walking along road. Need to increase access to trail for non motorized users.
420	911	Stupid drivers
421	912	Unexpected stops for left turns; excessive speeds; visibility especially in the winter months; impatient drivers due to congestion
422	913	Little or no shoulder in several areas. No lane barriers in the 4 lanes sections.
423	915	Speed (it's straight between maple wood and the curve after jones road, perfect for racing or being a reckless asshole) Slippery conditions Lack of visibility at night Big rigs, dump trucks, cement mixers and a narrow road (like at the curve on the bridge right after classics' bar- I always avoid being next to a semi or in an inside lane at that point. There seem to be a lot of crashes there.
424	918	Large trucks, garbage trucks, construction trucks -side-dumpers etc. cement trucks and the like
425	920	Lane number changing. Semi truck traffic
426	924	2 lane highway, minimal lighting, hillside stability.
427	925	narrow lanes, curves with no barrier between traveling directions, potential rock slides, turning traffic into residential/business driveways
428	926	Needs bicycle lanes

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Number	Response ID	Comments
429	928	SPEED. Even though the posted sign is 50, the average speed is 60. Those people going 60 usually are traveling in the right (slow) lane while others in the left (fast) lane are going above 60.
430	929	Parts of it are too narrow and too dark.
431	930	high speed and no barriers or shoulders
432	931	People really misjudge speed; there is no reaction time to avoid cars trying to get on the highway. When they pull out from a driveway, there is no center lane to pull into and merge. Therefore, they sit across the lane of travel as they try to get into the traffic flow and it is very dangerous. People get tired of the traffic delays and want to get down the road to the freeway, so they travel faster than the posted speed and weave in and out of traffic. More lanes would allow slower traffic to move right and a center turn lane would allow cars getting onto the road a chance to get on the highway and merge.
433	934	The roadway from 196th ave SE to Maple Valley with one lane in each direction and no divider.
434	935	need additional lanes
435	939	No barrier in center of roadway with all the truck traffic
436	940	people passing, too much congestion, no where to go if you have to stop or get out of the way. Right/left turn lanes would help
437	942	The road is too narrow, the speed limit is too high, turns from and onto the roadway are dangerous, capacity is inadequate
438	943	Primarily blind spots & curves. Also, much heavier usage, which will get progressively worse as development in Black Diamond increases...devising a way to add lanes the entire length is essential.
439	945	Need 4 lanes for passing safely. Semi and earth moving truck route should be banned from this highway
440	946	narrow lanes, bikes on roadway from Wilderness village to maple valley, blind corners with no shoulders. We need 4 lanes all the way to Renton.
441	947	Lack of barriers between oncoming traffic lanes, no areas to pass safely, generally the congestion along the road.
442	948	Nothing in the middle of a two lane road and no street lights.
443	952	Too much traffic and only 2 lanes. 169 should be a freeway. This state is insane! If it were California or Texas it would have been a freeway decades ago.
444	954	ROAD IS TOO NARROW. NOT BEING ABLE TO SEE TRAFFIC LIGHT DUE TO TALL TRUCK OR BUS BLOCK VIEW.
445	961	Narrow in some spots along the cedar river
446	964	Road rage caused by severe congestion
447	966	Narrow, poorly lit two way road with 50 mph limit. Increasing population south to Black Diamond means higher volumes, highway needs to be two lanes each direction from Jones Rd to Maple Valley. (and all the way to Black Diamond, but I suppose that's a different study!)
448	967	poor visibility at night
449	968	No center barrier
450	971	No median. No safety protection in between lanes of travel. Oh, and land slide much?

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Number	Response ID	Comments
451	972	Volume of vehicles
452	973	Difficult / confusing left turns.
453	975	The single lane road is my biggest concern.
454	976	=- People on their phones, texting while driving - Slow dump trucks/construction equipment - Reckless drivers making bad decisions and speeding to try to get past People driving the speed limit or Slow dump trucks
455	979	1. Landslides 2. Turning cars into driveways 3. Sections that are one lane in each direction.
456	980	I don't think any of my witnessed crashes were anything to do with how 169 is, it's just a human decisive factor (drunk driving at night? Driving recklessly, speeding, youth crazy driving??). Actually I'm not answering the question but suggesting that : 1) Just as mentioned before, there should be clear sign/posting of "No Passing On The Side Of The Road"!!! 2) More LED lighting may be necessary. 3) More Speed Limit Signs
457	982	more congestion
458	983	no center turn lane
459	984	Way too many people trying to get in and out of the city during peak travel times. Not enough traffic and turn lanes to keep traffic moving.
460	985	2 lane highway. Rocks falling onto road way. No barriers.
461	987	Old or covered signage, lanes not marked well, pot holes in road
462	990	The high speed limit plus coming up quickly on stop lights (Cedar River Rd) makes this highway super dangerous.
463	992	Barriers between lanes especially when it's down to two lanes
464	995	Speed, not enough lanes, not enough lights.
465	996	Noted above, but the traffic volume here is beyond what this road was designed for I would guess. When a minor hiccup occurs it turns into a large stoppage, and people are getting impatient.
466	997	Darkness and lack of lanes
467	999	2 lanes, no divider, limited shoulder, not well lit, striping is faded in many spots
468	1004	Only two lanes with no divider.
469	1006	No lane dividers
470	1009	Not enough lanes
471	1010	Need more lanes, just too many people traveling on it
472	1011	To much heavy traffic for the road to accomodate all divers safely. The speed limit is fine, we just need more LANES!!!! I think driving at night and during rain are the worse due to visibility. It is very dark in various areas and with that big hillside, close to 196th, it gets frost on it in the cooler months...which we also call black ice. Very invisible and fatal at least 1-2 times a year. :(
473	1012	People on cell phones
474	1018	Aggressive driving due to too much traffic on a two lane road.
475	1019	center barriers or a center turn lane to provide added safety for head-on crashes and safer turning off highway. Highway lighting is not provided for the majority of the 169 HIGHWAY
476	1021	Two lane only section

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Number	Response ID	Comments
477	1022	Negligence of the over sized gravel/dirt haulers.
478	1024	no shoulder, road tilts to river
479	1029	narrow road and no lighting
480	1030	- Insufficient lighting at night. - Insufficient traffic storage for turning movements at some intersections. - Traffic accident mitigation by safety improvements (requires analysis of accident records and applicable safety improvements for accidents on c
481	1032	Amount of traffic and frustration
482	1034	Ice - shaded road way for 6-7 months of the year. Too much traffic to support two lane road. heavy truck traffic and impatient drivers trying to get around them, probably to save windshields. s-curve around the river area, especially in fall-winter
483	1035	Too many people drive too fast and the large number of heavy trucks that travel this route.
484	1037	At peak traffic volumes the corridor is unable to handle the current load. Future volumes???
485	1038	The icy roads have caused fatal accidents. I think maybe a divider should be put between the north/south lanes, at least in the sections where I mentioned the ice being an issue.
486	1039	lack of jersey barrier combined with relatively high speeds.
487	1044	From Lk wilderness to Renton there's not enough lanes to accommodate the traffic. I've traveled from Ravensdale to Renton & back for 20 years & the stretch from cedar grove to Renton gets little sun in the winter & the road is very icy. I've witnessed numerous cars slide off the road not speeding, just due to ice!
488	1045	too narrow for current commuting traffic leading to congestion, leading to road rage and texting, which ultimately can lead to accidents.
489	1049	Lack of center divide with high speeds, one lane causing backups and rear end collisions, people turning left and blocking traffic
490	1051	No barriers
491	1052	Huge commercial truck lights blinding on coming traffic. Cars crossing the middle line into oncoming traffic. Cars being rear ended, pushing cars into the on coming lane of traffic.
492	1055	Crossing the center line.
493	1061	Two lanes and high use
494	1063	turning traffic no dividers between lanes/oncoming traffic wet roads, icy roads no lights along roads
495	1064	Heavy traffic breeds impatience among drivers and they take stupid risks. Left turns across the highway slow the flow.
496	1065	1. Poorly loaded trucks 2. Trucks and trailers using both lanes, driving side by side. 3. High closing speeds by drivers traveling opposite directions at two lane area. 4. Poor driving habits by all.
497	1067	The left turns gets so backed up that people dart all over the place or cut into side streets to beet other people.
498	1068	for the most part traffic keeps speeds down during my commute but think most driveways need to be cut back to allow more sight distance
499	1070	drinking

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500	1073	No turn lanes or passing lanes along many parts of the highway; variable speeds, especially due to congestion in certain areas;
501	1076	Stupid people, failing to stop for turning traffic and pedestrians
502	1077	Not well lit. No barriers where there should be.
503	1081	The lack of a two lanes each way with a center turn lane seperating traffic the whole way.
504	1084	Rock slide, speed, lack of lighting
505	1085	Narrow 2 lane road in many places to include the hills or cliffs that seem to wash away near 196 Ave SE.
506	1087	It's simple - it's a 2-way road carrying WAY too much traffic. It must be widened to 2 lanes each way with a turn lane in the middle. And place jersey barriers in the middle along the stretches that don't need a turn lane. That stretch of road is also quite dark. The lighting is insufficient. Particularly where it's 2 lanes only.
507	1089	People turning across traffic, one lane roads and all the damn Rock trucks
508	1090	1. Poor nighttime visibility, mixed with blinding headlights in your eyes on the curved sections of the highway. 2. No divider on single lane stretches of the highway make it too easy to cross the center line, especially when blinded by oncoming lights and poor nighttime lane markers, this is in spite of the rumble strips.
509	1092	There are not enough lanes and the lights are not set for optimum travel convenience. The traffic light cycles are too long, allowing traffic to back up. There is entirely too much traffic for this road to handle.
510	1094	Divider
511	1095	There should be more barriers in the middle of the highway and more shoulder space for cars to pull off if needed. Also more street lights.
512	1096	Very tight lane width in the turns (with the drain holes that bounce you around)
513	1097	2 lanes, no divider, no side rail/guard, lighting, turns, no sidewalks
514	1102	Turn lanes would be helpful since there are so many cross streets on the two-lane road with 50 mph limit.
515	1104	One lane road, high speeds, curvy, lots of traffic with sudden stops
516	1105	No barricade on the 4 lane portion the remains extremely icy in the winter months. If I recall correctly this is how Madison Casey died in a head on collision.
517	1106	Speeding and its very dark on the road
518	1111	Heavy traffic beyond intended design and load Impatient and/or reckless driving
519	1112	The road is turning into a version of South Hill - each traffic light added makes the traffic situation worse - long back-ups and people get very impatient. It's billed as a "highway" but has become a "stop and go way" from Renton to Black Diamond. Maple Valley and Black Diamond both are very spread out now and even as a driver it seems crazy to be going 35 in areas that appear to be country and not "town" and in other places the speed limit is 40 which seems too.
520	1113	Lack of middle partition.
521	1114	Ice Repetitive Merging Mudslides

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Number	Response ID	Comments
522	1115	sun glare, pavement conditioning and striping
523	1119	50MPH speed limit with no center divider. No dedicated turn lanes on single lane between 18 and Jones. Too many signals at Witte, Wax and 18 on ramp No zipper effect for two to one lane transitions.
524	1120	Too many big trucks in a hurry. Aggressive drivers. Bad traffic flows. Speed, especially in two lane area of highway. Left turning vehicles or vehicles entering roadways. Unsafe passing. Inattention.
525	1121	The entire corridor gets extremely backed-up causing driver stress and road rage. Coordinate 16347-16803 area and 169; landslide problems onto 169
526	1123	No center barrier! My friend was killed because some lady made an illegal u turn and forced her car off the road and it burst into flames. I know 3 people who have died on this road
527	1124	cell phones, slow drivers, only one lane causing congestion and unsafe passing practices, deer crossing the highway (dont want to see any animals be displaced)
528	1125	Poor signage, views blocked by trees, too many traffic lights on a road that has a 50 mph speed limit. People not staying in right lanes except to pass.
529	1126	The Hwy 18 interchange, Cedar Grove Road, and 169 approaching 405 can all become very congested with traffic. This can lead to drivers becoming distracted and lead to serious and fatal crashes.
530	1129	People not paying attention or deer on the road (happened to me twice).
531	1133	1. Narrow and dark road between 196-Cedar Grove road. 2. No turn lanes to access businesses 3. No passing lanes to maneuver around large equipment dump trucks
532	1135	2 lane Rd, mass traffic volume
533	1137	High speed limit
534	1140	Very dark in some places and not much room for pulling off to the side in some spots
535	1141	Need to lower the speed limit!!! Put a no turn on red coming from SR 169 turning right onto 154th PL SE.
536	1143	No barrier between the roads It's a dark road at night if you don't know it it isn't the easiest to drive There are a lot of people who live off of Maple Valley Highway yet there are no lights for them so they are having to cross into traffic that is going 40 or 50 miles an hour. And it is a busy road.
537	1144	This area just screamed danger every time we drive through it. We always make sure to drive in the far right-hand Lane and keep an eye on drivers who are going too fast down this area. With no lights people use it as a freeway instead of the highway. It's scary to see how fast drivers come barreling down the road as they enter Renton. When they approached Renton the speeds change from 50 to 40 and it bottlenecks and people don't necessarily pay attention to the speed limit signs. And wonder if a light or a center barrier would be a good solution to slowing people down.
538	1145	way too many cars for a one lane hwy during commute times. people get frustrated and that contributes to irresponsible driving.
539	1147	Speed, alcohol, icy/wet roads
540	1148	The speed and also there's just too many people on that road. It wasn't designed to handle this many cars. Those turn lanes you have to get into

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		the suicide lane so far back, and then you have cars flying past you while you're completely stopped. Then you also have people who are waiting until the last minute and cutting over and cutting people off. Kind of a disaster.
541	1151	Inappropriately-low speed limit, too many access points, WSDOT failure to construct interchanges, no signal coordination, SR 18 and I-405 congestion
542	1152	Drivers exceeding the speed limit, drivers passing, narrow two lanes for how much traffic there is
543	1153	Too much traffic for the road.
544	1154	It needs a middle turn lane to give left turners time to turn into driveways without being in the flow of traffic. People also turn left out into traffic at wrong times too because of timing of both lanes. A middle lane will give them time to get out and wait to get into the flow of traffic, and eliminate their fear of not having another "opportunity" to get out for a long time.
545	1155	Speed, Inattention, inadequate turn lanes or two-way turn lanes, mix of vehicles/bicyclists at busy intersections with the trail close by, road rage
546	1157	People are so frustrated with being stuck in traffic that they start driving aggressively to make up time
547	1159	The slope of the road way...in certain areas with natural land movement.
548	1160	People are expecting it to be a highway so they're not looking for other people - that motorcyclist who got dragged 250 ft is a good example. I'm surprised that doesn't happen a lot more often. People speed through here like crazy. If we had adequate lanes to move through, I think there would be less of the passive-aggressive behavior that causes accidents. Distracted driving is another. People think they can read their phones and drive in heavy traffic even at low speeds and that's not the case. No one is out enforcing that. I was following a guy the other night who was doing 40 mph N-bound and staring at his phone in the left lane.
549	1162	Speed, too many vehicles, following too close and heavy truck traffic.
550	1163	see previous comment about narrow lanes within the city limits of Renton.
551	1165	Rear end collisions from people going under railroad underpasses. Multi-lane roadway would force trucks and large vehicles with or without trailers to keep right. Prohibit school buses from stopping traffic during peak times causing back-ups and rear end collisions.
552	1166	Lack of divider on a congested busy road that gets icy and has many aggressive and impatient or distracted drivers. I also rarely see any police patrols on this road to reduce irresponsible driving.
553	1167	Lack of additional emergency lane
554	1173	No shoulders, not enough lanes,
555	1176	inability to pull out onto the road from side streets or driveways. Limited visibility/ one lane traffic each way after 196th toward Cedar Grove Road. Obscene amount of congestion coming from Maple Valley in the morning and coming from Renton in the evening commute.
556	1177	Speed and frustration with congestion

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Number	Response ID	Comments
557	1178	People texting all the time, not paying attention to speed, road rage due to slow traffic and drivers going under the speed limit, people turning in front of cars who are going 50-60 MPH
558	1180	The road is too narrow for the increase in traffic.
559	1181	The roads and infrastructure in general have not kept up with the growth of Maple Valley and Black Diamond. currently all roads in and out of the area are 2 lanes at some point. The bus system is not serving the area very well either. There has not been very much expanded bus service in years.
560	1182	single lanes, too many cars
561	1183	Lack of Highway capacity, long backups.
562	1184	Lack of turn lane, lack of shoulder
563	1186	Narrow roads. No median. High speed
564	1188	2 lane highway
565	1191	Highway is not divided between different directions - nothing to stop someone who crosses center line. Very dark and hard to see wildlife
566	1193	Oh my.....people trying to pass!!
567	1196	Volume of traffic where some drivers are not paying attention, going too fast
568	1202	There is too much variability in lane counts, posted speeds and traffic volume. The highway was not designed to support the volume of traffic that is present. Heading south from Renton, it is a four-lane highway with speeds consistently at or above 60 mph. It then narrows to two-lanes which are more consistent with a country road. Drivers do not take the transition well.
569	1203	Turning left onto the highway is dangerous. People try to jet across into traffic. There have been several near misses.
570	1204	General congestion along the single lane area causes risky driving conditions
571	1205	1.Lack of capacity for the amount of traffic. 2. lighting is very poor at night. 3. road is not divided, contributes to head - on accidents.
572	1207	Cars cutting in front of other cars ignoring right of way.
573	1208	Road is only partially upgraded since 1990 And is overloaded with trucks and cars all moving on a single lane more suitable for the 1950's
574	1213	1. Residence access 2. Business access 3. Cell phone usage 4. Excessive speed 5. Passing on the right 6. Number of trucks using highway
575	1214	traffic congestion, students getting picked up for school at the side of the main road, multiple cars turning in and out of neighborhoods
576	1215	No lane separator between east bound and west bound lanes
577	1218	There are places where a car can leave the road, which gets slippery in cold weather because of the proximity of the river, and cannot be seen from the road. The merging from two lanes to one at Jones road causes people to jockey for position and cut others off as they merge. This is not helped by the signage which is too close to Jones road when traffic is heavy. There are no turn lanes for most turns and people back up waiting for a car to turn or they illegally pass the turning car. Slow drivers result in some other drivers passing unsafely to get around the unnecessarily slow

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Number	Response ID	Comments
		drivers, many of whom travel between 25 and 35 miles per hour in a 50 mile per hour zone for no apparent reason.
578	1219	Weather,dark roadway
579	1220	No barrier between north and south bound lanes
580	1225	Surface is generally not bad. Highest danger exists in undivided sections. Get people off smart phones it makes them stupid. Eastbound corner at gas station just past SR18 slows traffic considerably. Ice is well maintained through winter months. Primarily road design and heavy use contribute most to danger, second to distracted driving.
581	1226	The lanes near SE 5th Street in Renton are very narrow. This is especially dangerous when there are trucks in the lane as they tend to spread into adjacent lanes.
582	1228	Not enough road for the number of drivers.
583	1232	Crowded highway causes drives to be aggressive and dangerous
584	1235	Too many vehicles, distracted driving, no lane dividers, not enough turn lanes. C'mon, it's not that hard people
585	1237	Ice, it's terrible through the winter, also, too much through traffic for a 2 lane road.
586	1238	sharp turns limit visibility
587	1240	in the 1970s I lived in black diamond and worked in woodinville, commuted sr169 5 days a week and the road has only had improvements to increase traffic about 30% but in the last 30 years the traffic has increased 300%, just bring the road up to federal highway standards for the traffic counts
588	1241	speed no dividers
589	1244	On the parts of the road that are only one lane each way, the lanes are narrow which is a factor in many head on collisions. When it turns to two lanes, a lot of people treat it as an on ramp and start going 60+ mph. Also the intersection at 154th place, in the morning commute makes people impatient and they use the school entrance to make u turns and run the light. This makes it very dangerous for the parents trying to get their kids to school.
590	1246	No turn lanes, two lane highway, 50+ speeds
591	1247	Slow drivers being unpredictable and upset if you try to pass
592	1252	black ice at unusual spots and time of day due to shade probably kills the most of us. bad road design the rest.
593	1254	The changing from 4 lanes to 2 lanes back to 4 lanes. Causes a lot of stop and go, fast and slow cars. People, if they are peeking at their phone or not paying attention to these sudden changes in speed can get into trouble quick. Also, the angst and frustration of this congestion day after day causes people to do crazy things like trying to pass cars on the shoulder that are trying to turn off of 169 where it is only 2 lanes, putting others in harms way. Also, just the fact that a car is suddenly stopped on 169 to take a turn. Not many attempt to turn off of that 2 lane section any more, but when someone does, it throws you off guard. You are clipping along at hwy speed when suddenly you have to slam sign on your breaks to a complete halt. Dangerous!! Also, the Stop sign and merging of lanes

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Number	Response ID	Comments
		mentioned as you are heading south on 169 towards SE Jones RD. DANGEROUS!!
594	1258	Way too many cars are speeding. There are narrow road, fear that rock might fallen. One lane part of 169 is too busy. Need 2 lanes through out 169.
595	1259	Only 2 lanes and not divided
596	1260	None that I have observed.
597	1263	Two lanes, not 4, Back ups, icy road conditions, there are just too many people commuting on that road and the road is not built for that capacity
598	1265	You already know the factors..
599	1267	Road rage and inattentive driving
600	1271	Too much traffic for existing road structure - Road improvements and construction have been neglected for 15-20 years while population has skyrocketed.
601	1272	Poor lighting at night makes oncoming cars headlights seem extra bright, especially on the narrow, winding 2 lane sections. Small intersection at Cedar Grove makes large commercial trucks coming or going to the landfill have difficulty making the turn on to Cedar Grove Rd or making the right turn from Cedar Grove on to 169.
602	1274	Very dark at night, barely any shoulder on a significant portion of the road, no turning lanes and just too much mixed traffic (commercial and commuter)
603	1275	Heavy traffic, narrow lanes, insufficient number of lanes, no street lights.
604	1276	As a survivor of a horrific accident in 2004 I live with pain daily, my mobility and life was forever altered. This could have been avoided if there was a barrier and shoulder space. A large truck crossed the center line hitting my young son and I head on. No shoulder to escape the 60mph truck just east of Cedar Grove only a sever drop off. No barrier to prevent this :(we were lucky to survive the paramedics say. Broken backs and leg ect. Shameful nothing has changed and others have lost their lives.
605	1277	I stated it once but worth saying twice...Lets make it simple... increase 169 to 4 lanes. If you want to save lives focus on SR18 and make that a safe viable option. the congestion created on 18 from the funneling from 4 to 2 lanes is ridiculous and at the merge from 90 to 18 people are going to be killed.. stacked up for miles on the side of 90 waiting for a semi not paying attention to plow thru them. come on man, you want to talk low hanging fruit or do you really want to make a difference. Look at 18!!!
606	1279	single lane roads, lighting, speeding
607	1281	Speed
608	1282	Slow moving traffic, distracted driving, no dividers
609	1283	WAY too much traffic for one lane roads. No barriers between oncoming lanes of traffic. I see road rage almost every day because it's such a long stretch that you can be stuck behind someone going 5-10 under. Shady areas + icy conditions + high speeds + no barriers are a huge risk on this road.
610	1285	Speeding Congestion causing people to become frustrated and drive erratically so they can "make up" time Lack of turn lanes along parts of the corridor

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Number	Response ID	Comments
611	1286	speed and congestion.
612	1289	Lack of lights. It's very dark, cannot see very well
613	1290	Speed, lack of enough lanes, lack of barriers between lanes, no turn lanes to local businesses, high traffic volumes
614	1292	Lighting. Too many cars due to increased development that doesn't consider traffic impact. City too quick to approve new developments to increase their tax base without considering the living conditions they are subjecting the residents to endure. More soft barriers could help in some instances, but icy roads in the winter or recklessness of freedom seeking residents who don't mind the rules of the road are often just as much a factor. I would pay more taxes for light rail down 169.
615	1293	SEMI TRUCKS!!!!!!!!!! Get them off the road. Inattentive drivers, impatient drivers, slow drivers doing less than the posted speed limit. STOP LIGHTS!!!!!!!!!! Either time them appropriately or put in roundabouts. NO MORE STOP LIGHTS IN MAPLE VALLEY.
616	1296	Overcrowding, single lane, stupid people
617	1297	traffic
618	1300	I know this is stating the obvious (to most people) but the highway cannot support the traffic load and will only get worse as Maple Valley, Black Diamond and Enumclaw continue to grow.
619	1302	As a firefighter for Maple Valley Fire, the areas I believe are the least safest are near the Cedar Rapid grocery when people cross the highway to get to the store from the river, also this is where people speed the most (indy500). The Cedar Grove road trail crossing is where we are called to alot for hit bike riders.
620	1303	Weather
621	1305	Speeding, single lane
622	1308	speeding left turns poor visibility
623	1309	Sure, it's a dark narrow 2-lane road that everyone speeds on. Average speed at 5:00AM M-F is 60 mph.
624	1310	Icy conditions where the sun doesn't hit along the river on 169 Two lanes to one lane at Jones road - people try to race in front of you before the light
625	1311	Lack of a 3rd turn lane is many sections
626	1312	Speed. I rarely see any police presence on this stretch of road, and a lot of drivers treat it like an interstate.
627	1314	154th interchange right hand turn lane in the morning commute backed up on shoulder in a 50 mile per hour zone
628	1316	No divider or buffer lane
629	1318	People stopping suddenly to take a turn, crossing the center lane
630	1319	High speed
631	1320	1. Texting and driving. I see it all the time. 2. Aggressive tailgaters. 3. Lack of good lighting on the darker stretches. 4. Need better white and yellow striping on the lanes before winter comes. The striping gets too faded and that makes it hard to see the lines during our dark nights and early mornings when it's rainy. 5. Lack of a center barricade on the stretch between 196th and Jones Rd. 6. Semi-trucks on this stretch are often in a

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Number	Response ID	Comments
		huge hurry to get to Cedar Grove Landfill or down to the Palmer Coking Coal Co. or the other construction areas in Maple Valley/Blk. Diamond/Enumclaw.
632	1321	Two lane road with no divider
633	1322	lack of turning lanes, lighting, lights not coordinating.
634	1324	The lines on the roads are not visible enough. Also there's a place going south out of Renton where the right lane ends abruptly turning into a fairly short turn lane with no warning.
635	1325	too narrow, needs 4 lanes and shoulders. Road rage caused by slow drivers, ice in winter, very dark at night so can't see well.
636	1326	Distracted driving or going too fast
637	1327	No median barriers and limited sight distance in some areas.
638	1329	Inattention, speed, impatience
639	1331	SPEEDING, Tailgating, Failure to signal. I Rarely see any traffic officers pull over bad drivers / speeders/ tailgaters and until that happens drivers will continue to ignore laws of the road, continuing to push up insurance costs, Emergency services use, and Incident Response Costs.
640	1335	not paying attention snow and ice
641	1339	Road hazards due to ice. This is a problem every year around Riverbend Mobile Home Park with people ending up in the river, in serious accidents or in a recent case - dead.
642	1341	The traffic on that road causes road rage, which causes drivers to drive dangerously. Find a way to ease some traffic.
643	1343	No barriers one lane large trucks
644	1344	Speed, number of semi trucks, narrow road, lack of center lane, lack of barrier between lanes, lack of barrier near river, shady/icy areas, potential for mud/rock slides, frustrated drivers/road rage.
645	1345	poor lighting and undivided Highway
646	1347	Dark Dark Dark
647	1348	Speed, turning cars, rage
648	1350	Road rage form the unabated increasing volume in the corridor. Everyone out this way can see the building boom without the necessary infrastructure improvements.
649	1351	Congestion. People speed through this route and the road is not capable of supporting the traffic. This is a numbers problem and with new construction it will be getting a lot worse.
650	1352	Road only being two lanes with no barriers for the large & increasing volume of traffic; intermittent sidewalks that risk pedestrian lives and provide limited access to Lake Wilderness & Cedar River Trails & also risk bike riders due to cars veering over the side line between KFC/Taco Bell & Four Corners in Maple Valley (the stretch that goes past Belmont Woods) as well as the part that covers going down the hill from the Hwy. 18 interchange & Testy Chef area
651	1357	Narrow single lanes, lack of barriers
652	1358	Please see all of my pervious comment in questions 1-18
653	1359	Inattentive drivers especially in the areas where it is one lane each way and no center barriers. Speed and running red lights.

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Number	Response ID	Comments
654	1360	Too many cars, going at a higher rate of speed. Not enough distance between lights to clear through the mass number of cars traveling.
655	1362	Too many cars, not enough space on road.
656	1363	Narrow lanes
657	1364	not enough lanes and people trying to pass other vehicles
658	1365	Not having enough lanes for the amount of traffic each day
659	1367	Large back ups, turn vehicles onto and off the highway, and two lane road that is narrow and poorly lit in some sections.
660	1368	winding, narrow, light less areas along with speeding
661	1369	Widen to 2 lanes each way and have right turn lanes.
662	1370	Road needs to be widened and lights and sidewalks need to be put in along heavy walked residential areas.
663	1374	sharp corners and limited sight distance on the section South of Jones road.
664	1377	Speed, of course. Tailgating. Just too many vehicles due to population increases and car ownership patterns
665	1378	Slow drivers frustrating drivers that drive the speed limit.
666	1380	- Heavy trucks are consistently riding neck-and-neck in both lanes (especially at stop lights), causing multitudes of car traffic to squeeze around the trucks the second a gap opens up. - The traffic jams are usually concentrated in a single lane (somet
667	1381	2 lanes. Need a side road along 169 for the homeowners
668	1382	Undivided 2 lane highway with a lack of turning lanes. A higher than expected level of traffic from slow moving dump trucks and trash trucks during peak commute hours create a slow commute with unsafe passing conditions.
669	1385	Install safety barriers between the lanes. Put in a light at Rock Creek Elementary School. Too many cars going in and out of the parking lot, into congested traffic.
670	1386	Lack of street lighting; preventative measures to minimize glare of oncoming traffic headlights; single lane traffic with large semis and other vehicles; volume of traffic that commutes on 169; lack of appropriate turning/suicide/middle lanes; lack of street signage re: upcoming driveways, private homes, businesses, bus traffic, lanes ending,...
671	1387	No center turn lane and/or not wide enough to handle the increased volume
672	1388	Need barrier. Need to widen.
673	1393	drunk driving, no place for errors on the road
674	1394	cars overtaking/passing on two-way stretch between Cedar Grove and SR18 in spite of solid yellow in some segments;
675	1397	No median barrier and far too few lanes
676	1398	two lane road with heavy traffic and speed. Rainy weather and people in a hurry.
677	1399	Speed and increased traffic volume on a road that doesn't have median barricades.
678	1401	Excessive speed and following too close

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Number	Response ID	Comments
679	1402	The narrow, 2-lane cross section in segment #2 and the Red Dog saloon (drunk drivers).
680	1404	Left lane hogs
681	1405	Congestion Speed Two-lane hwy
682	1406	Too many houses being built in Maple Valley and Black Diamond. It is a nightmare for traffic.
683	1407	Only one lane from Jones road to Maple Valley, people speed and drive bad on the two lanes to get in a better pole position.
684	1408	Single lane in each direction
685	1409	Over crowding on roads that were designed and built in the 60's. Large developers should have to pay to upgrade roads.
686	1410	too much of corridor is only 2 lanes, just creates a huge backup if ANYTHING goes wrong.
687	1412	so much traffic for the small roadway that road rage is prevalent. The amount of time it takes to get through the one lane each direction areas is more than it should be with all the traffic. This causes stress which lead to serious and fatal crashes
688	1415	too narrow, people are frustrated that there is so much traffic and passing, volume of traffic and 169 is the main road out of MV - lots of commuters, icy roads/black ice, not enough support or encouragement for carpooling or bus options (those with small children that work outside the home have to use their own car, there are not options during the day, only high commute times).
689	1417	Too few lanes
690	1418	people going too fast, not enough light at night, brush/trees should be cut back
691	1419	No turn lanes. No lighting at night.
692	1420	Lack of center barrier, lanes too narrow, road is too dark.
693	1421	Too narrow. Too much traffic for single lane highway. Too dark. Not enough protected turn lanes.
694	1424	Distracted driving
695	1428	Lack of Washington State patrol monitoring the highway!
696	1429	Lack of lighting at night. Overuse of the road due to poor infrastructure from Maple Valley.
697	1430	Speed, dangerous merge points, turn lanes that fill up beyond capacity
698	1431	Long stretches with little turns cause sleeping.
699	1433	Places without dividers, poor lighting at night. I don't even take north of Maple Valley when it's dark anymore because it feels unsafe.
700	1434	High speed limit on a double lane without a barrier or some sort of protection against head on traffic
701	1436	Turning lanes, more light
702	1438	2 lane, stopping traffic due to extreme volume, distraction, lights
703	1439	Narrow single lane roads - people Speeding
704	1440	Cars trying to pass other cars on a winding two lanes road.
705	1442	My main concern is all the left turns across and in front of oncoming traffic. People have to wait so long they make some very poor decisions.
706	1444	Lack of 4 lanes all the way

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Number	Response ID	Comments
707	1446	Texting, in experienced drivers, people running red lights,
708	1450	Speed No turn lanes Traffic is bumper to bumper
709	1451	Poor lighting, narrow roads, traffic jams resulting in aggressive drivers.
710	1453	To fast, inattentive drivers, not enough road for the increase in traffic. Way past the norm.
711	1454	Not enough barriers, high traffic during commuter hours, not enough lights in some parts
712	1455	Congestion--it leads to frustration and impatient driving.
713	1457	High speed, people reacting to visual impairments (large trucks and other vehicles), rocks thrown into windows from large vehicles, people needing to stop for long times to make left turns across traffic, u turns, people becoming impatient with long waits in traffic. Illegal passing. Slick when wet and cold.
714	1458	Speed icy conditions lack of lighting
715	1462	It is very dark and difficult to see the road lines and other cars/pedestrians at night and early morning, especially when it rains.
716	1467	One lane highway with no median in the middle
717	1468	Too much traffic, not enough room. This transportation through fare has more traffic than parts of highway 18, yet they have a fully divided 4 lane free way. We only get two lanes in either direction
718	1469	No divider on the 4 lane section west of Jones Road. No street lighting in the section that runs along the Cedar River between Jones Road and Cedar Grove Road
719	1470	Drivers trying to beat yellow light. Drivers trying to merge quickly into one lane from two.
720	1471	Two Lane, poorly lit road way, just like highway 18 through tiger mountain.
721	1478	It's a twisty road with a cliff on one side for a good portion of it.
722	1479	Traffic back ups, in divided traffic, hundreds of wasted hours in traffic. Inslee, gregoire, Locke and every other governor that has ignored the traffic issue and told me to take a bus instead
723	1480	Speed, drinking and driving, not enough barriers
724	1481	Not enough lanes. No safe way to pass. Vision obscured by large trucks and curves.
725	1485	Night driving in the dark. People are guilty of driving while sleepy. Not kidding here, folks. Or maybe those drivers took something the night before to help them sleep thus they drive while still sleeping. People are late for work so if there is any space between any vehicles, they'll find it and pull in, no matter what. Any gap with oncoming traffic, they will pass you like you are standing still cuz your driving too slow or they just have to get ahead of you. No one is satisfied if the tragic is doing 45mph, they need to be doing 55, so get out of their way.
726	1488	no dividers between lanes going the opposite direction, narrow shoulders in places along the span of highway,
727	1489	No center division!
728	1490	High speeds of oncoming traffic with no median strip

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Number	Response ID	Comments
729	1492	Very high volumes of traffic - people get frustrated and do stupid risky things
730	1496	people running red lights at 169/18. especially during rush hour in the evening.
731	1499	Speeding/wreckless drivers Lack of median Poor lighting Low police presence
732	1502	Its dark with no median and not much shoulder room.
733	1504	No left turn lanes
734	1511	Darkness of the road during the winter months.
735	1513	No physical barrier
736	1514	Not enough lanes and people passing when unsafe. People pulling out in front of you.
737	1517	Dark, no lights, speed, two lanes dropping to one and vice versa
738	1518	It is only 2 lanes. With all the traffic that uses this corridor it needs to be 2 lanes in both directions. There are big construction and compost trucks that use this section. All intersections need to be marked better. Where the road curves after Cedar grove heading to Renton is to curvey and needs to be straightened or more safety barriers need to be installed. That is the place A woman went off the road and was found 2 to 3 days later upside down in her car.
739	1521	Cedar grove to jones road is windy and single lane. People get impatient and don't drive cautiously. Heavy rains also cause flooding, trees go down and there are mudslides.
740	1524	Dark, narrow areas with some curves. Especially around jones road where there are no center barriers.
741	1525	Two lane road
742	1526	Extreme congestion and unsafe passing on the 2-lane portions of the corridor.
743	1529	People are using the back roads to avoid the freeways in addition to the large amounts of population growth in the area. This has created so much congestion. It is taking me 45 min to drive my typical 15 min (under 3 mile) drive if there is no traffic. People are trying to avoid sitting in long lines to turn so they are stopping traffic to sit and cut into lines. They are creating dangerous situations by forcing their way in between cars who have been waiting in lines. Drivers are also driving past the lines and are making u-turns to get into the shorter lines coming from the other direction and so that they can be on the side that is able to make a "free right" at 154th. My sister was killed in an accident started by someone making a u-turn across this highway at 164th in 2006. Since then way too many other people have lost their lives on this stretch of highway. I am very passionate about this study because I know the pain my family has experienced through the loss of my sister on this highway. Plus the safety fears that I experience daily for my children and myself when we are commuting to work, going to sports practices, visiting family and friends, as well as every other reason we have to use this highway daily.
744	1530	No barrier between east/west lanes Narrowing to 1 lane each way at many intersections

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Number	Response ID	Comments
745	1531	The areas where it is only two lanes is disastrous. There is no room for error. Slipping into oncoming traffic is inevitable. In one location your only option is to go into the river or go head on. It is so narrow, so dark & curvy that if a semi, metro bus, etc are coming towards you, you just cross your fingers and hope. The two lane stretches are so stressful. From the narrow bridge you must cross to the tavern loaded with drinking patrons to the narrow, winding, sinking, dark, stretches that you just pray the white line on the edge will light up so can at least trace wear your going...it just sucks. It's honestly a miracle you make it. I absolutely dread the day my inexperienced teens start driving that road. My relatives and myself plan and avoid leaving and coming into MapleValley at night because it's just so dangerous. I HATE IT.
746	1532	Limited visibility with curves not ideal during inclement weather. Single lane each direction does not accommodate the amount of use and lack of center turn lane.
747	1533	There's no median. For the number of drivers who use that part of the road daily, it should be four lanes, with a median all the way down. commuters are frustrated by the traffic and drive recklessly.
748	1539	They are to add another 600 residence in the next couple of years and this hwy cannot handle what we have now!
749	1540	Lighting is bad in many areas and again there only being one lane each direction causes people to take risks trying to get past slow cars.
750	1541	Two lanes with not median.
751	1542	Poor lighting. Passing other cars. Long lines and impatient drivers. SR 169 NEEDS to be widen to a 5 lane road.
752	1543	Cars passing, trucks, ice, assholes texting and not watching the road
753	1544	Heavily traveled so bumper to bumper a lot. Some areas have only 1 lane going each direction and then when someone is trying to turn and there is no turn lane you sit there forever with a chance of getting rear ended.
754	1545	1. No barriers 2. No turning lanes in areas, 3. Ice on the roadways in the winter.

Question 13

List any recommendations that you feel would reduce the potential for serious and fatal crashes on SR 169. (N=681)

Number	Response ID	Comments
1	38	Medians
2	49	I recommend expanding the lanes of 169 from SE Jones Rd to 216th St in Maple Valley from 2 lanes to 4 lanes with median and right turn lanes. The roads are too small to manage the volume of traffic on a daily basis. Also increase police patrols as the reckless driving and speeding has gotten out of hand. I have started to find alternates routes instead because of the dangers of this road.
3	55	More patrols,
4	61	expanding the 2 lanes each direction section to or through Maple Valley. Adding a dividing barrier between the travel directions.
5	63	Introduce a second lane each way and better shoulder support.
6	67	Parking along the river. Two lanes all the way to Maple Valley and straightening out the road.
7	68	Stabilize the hillside between Jones Rd and Cedar Grove Rd. Widen the highway so that there could be two lanes going each way in each direction and include room for a center turn lane.
8	70	Make turn lanes longer and improve light timing
9	71	restore the train tracks and run heavy transit
10	73	Expanding to 4 lanes. This has to happen. You have too many cars and with Yarrowbay we are about to almost double the traffic volume. Consideration for jersey barriers, although arguably can create a more serious situation, since the roads are long you get tunnel vision and it is easy to cross over. Also in winter months it may prevent the head on serious collisions we have had.
11	74	Make it 4 lanes with a separating median between MV and Renton
12	77	expand to two lanes across the entire route, consider limiting truck traffic, lower speed limit
13	82	Widen the road! Install a passing lane Even better, provide passing lane for both directions and install wall barrier between EB and WB.
14	90	Increase to 2 lanes each way with divider and better lighting. Add longer turn lane at cedar grove rd.
15	92	Widen the road, lower speed limit. Sidewalks
16	95	Second lane in each direction. Better signage identifying traffic changes around corners, for people unfamiliar with the route.
17	99	More lanes, wider lanes. Dedicated turn lanes.
18	101	Widen to 4 lanes the entire way and add center barriers. Fix the merge area.
19	111	Increase to a four lane road, make turn lanes and make traffic lights work more efficiently.
20	112	Speed patrols, at least a middle left/left turn lane
21	113	4 lanes

Number	Response ID	Comments
22	115	Turn the route into a full 4 lanes highway with adequate shoulders and dividers
23	116	More lights, add lanes
24	119	Better lighting, dividers
25	121	2 way left turn lane or widening to 4 lanes or both. Earth slide prevention. Traffic light coordination in Maple Valley to move traffic more efficiently. Black Diamond is projected to grow by more than 4 times its current population in the next 9 years and will vastly impact traffic needs in this corridor. Lets prepare now.
26	124	More lanes
27	125	Lane expansion
28	126	4 lanes
29	128	Time the lights better for the flow of traffic, at the time of day
30	129	Eliminate stopping on side of road above creek btw Jones and Cedar Grove. Stabilize that slope. Post more speed limit signs.
31	130	jersey barriers.
32	132	Make entire highway 4 lanes with a center turn lane from Renton to Black Diamond. Eliminate Maxwell Road "rabbit holes." Provide space for slower traffic to accelerate closer to speed limit before merging or even frontage road for private driveway area between 18 and Jones road. Can't believe I'm saying this but even lower the 50 mph speed limit. 169 currently reminds me of the 1980's version of highway 18 - an accident waiting to happen. So glad my daily commute only has me on 169 in Maple Valley proper, but having to use 169 to get pretty much anywhere other than my own neighborhood is a pain in the neck, and has only been getting worse in the 13 years we've lived in MV.
33	133	Better shoulders and medians. Repaint with reflectors.
34	136	Putting in a right turn lane at SR 169 and Cedar Grove Rd. would move slowing right turning traffic out of the main flow of traffic. This would speed up traffic through the intersection and possibly reduce the backups at the light. This could possibly reduce the number of rear end crashes at the intersection and reduce road rage.
35	138	More policing if possible for speed, some jersey barriers, and a no passing law for the entire 2 lane stretch
36	139	More lanes, barriers, lighting
37	141	Dividers separating traffic flow (directions) as it is near Jones Road, four lanes from Renton through Maple Valley (even through the south end of Maple Valley), separated directions - similar to how HWY 18 used to be two lane attached and now most of it, at least through Issaquah Hobart, is apart with two lanes.
38	144	See previous comments. Roundabouts at major intersections (replace the signals), barrier median with drivers using roundabouts for full movement. While 4-laning to SR 18 would be great (though very expensive), it would be cheaper to widen the road slightly to provide a center barrier. Passing lanes on the 2-lane section. A partial interchange with SR 18 to provide eastbound access to SR 18, and westbound access from SR 18 to SR 169

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Number	Response ID	Comments
		(reduces use of side roads like 244th). Maybe more reflectors and rumble strips... but I think roundabouts would be a major help.
39	145	More lanes
40	148	Widen all the way and put in barriers
41	151	More lighting, widen roads and add crosswalks
42	154	Center barrier
43	155	Accommodate additional drivers by widening the road.
44	156	Same as 19
45	158	More lanes, more right and left turn lanes! More center lanes!!!
46	161	More lanes.
47	165	Increase to four lanes. Add either a middle turn lane or median/barrier. Increase street lights.
48	167	Passing lanes. For heaven's sake don't reduce the speed limit, it already takes forever to get anywhere.
49	168	Traffic lights outside Rock Creek Elementary, road expanded to 2 lanes both ways, more traffic police patrols to catch the people who break the speed limits to beat the traffic.
50	169	Widening the highway to accommodate the volume of daily traffic. Adding sections of divided highway. Adding lighting. Extensive retaining wall work.
51	171	4 lanes, coordinate traffic lights, add commuter lane
52	174	Make it solid yellow (no passing) lanes all the way on the two lane road.
53	175	Make it a straight 4 lane divided highway.
54	176	Lower speed limit. More flashing lights by Rock Creek.
55	178	Widen road Add more street lights Put up a barrier wall in between lanes
56	180	Widen the 169 to at LEAST six lanes. Remove stop lights and create on / off ramps. This action is LONG overdue.
57	182	Make is a freeway (like Hwy 18). Put a divider between the 2 lanes between Jones Rd & Cedar Grove Rd.
58	183	No right on red when there's a trail ahead. Add protected bike lanes. Add two lanes where there is only one.
59	186	Add to lanes in both directions. Divide the highway
60	188	Better lighting. More advanced warning for lane merging.
61	191	Divider, multiple lanes in each direction, better lighting
62	193	Add traffic lights, reduce speed limit to 35-40, add complete center lane from Rock Creek Elementary to Kent Kangley.
63	194	Widen road to 2 lanes both ways Add center left turn lane
64	198	More turning lanes! When people need to turn off of 169, it creates a headache for all (ex: 169 and Royal Arch Park).
65	199	additional lanes beyond Jones Rd. and additional east/west and north/south access between MV and Renton and Renton north and south hills. Population has increased greatly without significant changes in the roads.
66	207	Make it four lanes all the way through
67	208	Remark centerlines and fog lines. Widen road. Replace road adjacent to the cedar river hillside is caving in

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Number	Response ID	Comments
68	210	Widen the road! Put in jersey barriers. Brighten the road yellow stripes with reflectors. Street lights! NO PASSING ,police presence. Lower speed to 45
69	213	Divided hwy Increase lighting
70	215	Widen lanes (make 4 if possible), Set up crossing areas, resurface, improve lighting.
71	218	Widen the road and add traffic lights to help with left had turns
72	219	My previous Coments cover this question
73	222	No distracted driving.
74	230	Widen to four lanes. Turn lane all the way down the corridor.
75	231	Install median down the middle in areas and make the highway 4 lanes all the way to Renton. Fix the corner at Jones road and 169. It is a blind corner with poor visibility.
76	232	Patrol to keep speed down. Maintain roads in cold season with sand/de icing.
77	236	Better/more street lighting, more lanes and turn lanes
78	238	install lights and widen roads
79	239	More street lights and middle divider. Maybe a round-a-bout at 196th to force people to slow down but not have sudden stops.
80	241	Barriers to oncoming traffic and lighting.
81	244	make more lanes
82	245	Widening the road, Provide more street lights, and monitor the speeds.
83	246	2 lane roads with left turn lanes
84	248	Reduce the speed or make a second lane in each direction available.
85	250	Widen and divide. It's a major highway maintained as a backroad
86	253	More turn lanes
87	255	Lighting Wider roads (more lanes) Center dividers No blind curves Shore up slide areas Lit bus stops with shelters and safe crossing spots MORE/BETTER transit options (one bus that runs 5 times a day is stupid!)
88	257	More lighting, more lanes, more police
89	259	Barriers it's a highway and everyone is going way too fast to possibly run in to one another head on
90	261	Expand the number of lanes. Add street lights. Add turning lanes
91	262	Add a center median between Jones road and Highway 18 to prevent people from crossing the center lane. Add more patrols for speeding drivers and distracted drivers.
92	265	Control access points. Improve intersections. More lanes between Renton and Enumclaw - traffic is terrible out here!
93	266	Lane expansion, the addition of a barrier, reduction of the speed limit, more police enforcement of the speed limit (I've only seen a couple of police officers on the side of 169 in the past year or so and I have to drive on it every time I leave my house)
94	267	Widen the road. More police presence.
95	268	Better lighting along rural sections, addition of another lane of travel in both directions all the way from Renton to MV

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Number	Response ID	Comments
96	271	Easily the best solution would be to widen the road to two lanes in both directions, but it's also the most expensive. Alternatively, a center barrier preventing cars from crossing would be an improvement.
97	273	Put in safety barrier in center and more lights
98	275	Widen the road!!! It should be two lanes all the way turn lanes and some room between would be good
99	276	Center divider or center rumble strips. Lighting along between Jones and Cedar Grove.
100	277	Widen all sections to minimum of 2 lanes with strict passing lane patrol. Red light cams and elevated walkway bridges for safe crossing residence. Promote a safer way to get to areas where Maple Valley grocer and Foley is located as often people are walking on road.
101	281	Roadway needs to be a divided highway with a total of 4 lanes plus turn lanes.
102	291	Patrolled by police. Left turn lanes.
103	294	Barrier down the center where there are 4 lanes across
104	298	Widen the road to provide two lanes each direction or at least two-way turn lanes wherever possible. If someone needs to turn left across 169 where it is one lane each direction, traffic can back up for a long way during heavier traffic times.
105	303	Less businesses being built! More lanes for less congested back ups
106	304	Add lanes, increase lighting, divide the highway, add traffic circles.
107	305	More police speed monitoring. A stronger police presence. I don't think I've ever seen a cop parked on the side in the corridor.
108	306	Need more lanes
109	308	Center barrier
110	310	Widen the road to 4 lanes with consistent turn lanes in the middle and when needed on the right sides so that drivers can continue moving at consistent reasonable speeds.
111	311	Putting in middle barriers.
112	316	Strengthen alternative routes. Kent Kangley is a poor option as well with traffic out from Maple Valley to Covington
113	318	Speed limit signs every mile and leaving ever main intersections. More lanes. Roundabouts instead of stop signs
114	320	Make it at least 2 lanes each way all the way to Enumclaw
115	321	More capacity
116	323	See previous response and also an improvement at the Jones road intersection.
117	326	widening,highway dividers,better turn lanes at lights to relieve congestion
118	328	Widening the highway to accommodate the traffic volume.
119	329	More lanes. Better signs off highway 18 for turns.
120	330	Widening of the highway, more traffic lights
121	331	5 lanes
122	332	Additional lighting, rumble strips, barriers,
123	338	Widening roads and possibly, especially on 18 over the entire tiger mountain pass, adding lane cement barriers. Possibly lights along the 18
124	343	More lanes, a center barrier, better lighting,

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Number	Response ID	Comments
125	351	Less lights better dividers. Needs to be more like a highway vs a city road
126	355	Straighten the curves, protect/retain the hill, add a turn lane.
127	357	Passing is always risky.
128	361	Make it 4 lanes all the way
129	362	BIG DIVIDER.
130	365	More speed limit signs. More center turn lanes. Do not pass on shoulder signs
131	366	Street lights and a center barrier
132	367	Kummer Bridge needs to be replaced.
133	368	Use the existing railroad tracks for a commuter train.
134	371	Limit access and reroute the Hwy around the City of Maple Valley.
135	372	Additional lanes, create barriers between directional traffic, create turn lanes for left turns (this is nearly impossible currently at the ballet studio across from the Taco Bell), figure out how to minimize backup around hwy 18 during rush hours by coordinating lights and understanding that the volume of traffic is much MUCH higher than it was when those intersections were built and more infrastructure is necessary, regrade hills for large trucks to be able to maintain speed after stops, increase merging notice and space, create right turn lane at Witte Rd.
136	373	More lanes. Add a median .
137	377	Divided 4 lane hwy.
138	379	Widening the road from Maple Valley to Jones Rd; putting in turn lanes.
139	380	four lane divided highway
140	381	Widen road. Add turn lanes. Control with lights. Add bypasses
141	383	Widen road down near MV, more traffic signals to regulate speed, better turning and feeder lane options
142	388	It needs to be 2 lanes in both directions all the way from Renton to Maple Valley, with wider shoulders, and a turning lane or barrier between the North and South bound directions
143	390	Cement dividers. Widen to 4 lanes. More lighting. Slower speed limit.
144	393	Increase lighting, turn lanes, reduce speeds
145	395	More lanes and fix the falling hill
146	397	MORE LANES!!!!
147	398	some kind of seperation between lanes, or wider road with full shoulder widths.
148	399	At the least, a center turn lane.
149	400	4 lanes all the way!
150	407	No turn on red at all intersections. Roundabouts instead of lights. They work in Europe, why not implement them here!?
151	411	4 lanes, wider shoulders through the curves, dual turn lanes at 140th northbound and 154th southbound.
152	414	Widening More lanes
153	415	Widening the roads, having two-way turn lanes in the highest of residential areas with no traffic lights. Better lighting it's not a rural untraveled Road any longer
154	416	See prior notes. WIDEN 169 is required first vs. just a safety "Band-Aid" on the problem.

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Number	Response ID	Comments
155	422	TALL CONCRETE BARRIERS IN BETWEEN THE LANE.
156	424	Diligent patrolling by law enforcement on those multitasking inattentive drivers (I rarely see LE on 169 during commuting times, probably because they don't want to sit in traffic either), extending the two or maybe even a third lane road through Maple Valley, and looking at the dangerous unmonitored no light intersections from the one I described in Black Diamond all the way to Cedar Grove Rd. Highly dangerous situations.
157	425	First and MOST important, fix the Green Valley gorge bridge!!!!
158	432	Dividers
159	435	Extend the highway from 1-2 or 3. Put traffic lights where they make sense Use timed traffic lights to control traffic and keep it flowing
160	438	Widen the road, have more than just 1 lane in some areas
161	439	safe pull off spots for break down cars and widen the road with possible center turn lanes. Or at the very least center lanes or dividers that will keep traffic separated by a larger margin.
162	443	Making sure there are at least car-width shoulders the length of the corridor would be a big help.
163	446	More lanes more street lights... overhaul on traffic lights. .. the timing sucks on all of them
164	451	Expand highway, add street lights
165	452	Please consider the intersection of 383rd St, Enumclaw with 169. There have been many rear-endings at this intersection of cars waiting to turn left onto 383rd. This will only increase with more people driving on 169. I fear for my neighbors, myself and my kids when we wait for southbound traffic to ease enough we can turn across the lane.
166	453	More lanes, safer speeds
167	455	Widen the Hwy all the way down to Maple Valley. Put in a middle barrier. Remove the possibility to make turns off the Hwy that are not at a light.
168	458	We need a wider road from Renton to Enumclaw. Period.
169	460	Lane barriers
170	461	Expand roadway. Add lighting
171	462	Obviously we need more lanes. Period. More growth in Maple Valley and Black Diamond is just going to make matters worse. It takes me 15 minutes in the morning just to get to Hwy 18 from Rock Creek Elementary. Ridiculous!
172	464	more than a single lane for the entire distance and turn lanes in heavy use areas
173	466	Expanding the roads to accommodate the amount of people that live in these areas now. The roads are too old and too small for this large of a population.
174	470	More lanes. Better timed lights. A different way to get onto SR 18.
175	473	Lighting, turn lanes, more lanes
176	476	add a turn lane!
177	480	Add shoulders by Jones road and by the corner after 405 heading to Maple Valley, plus a median.
178	484	Widening the road would help a lot with the traffic back ups and the road rage from all the slow moving cars.

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Number	Response ID	Comments
179	485	People should drive better and pay more attention.
180	486	Don't build more road infrastructure that fill support further exurb development. Replace car traffic with any other kind of transportation. Make the outlying areas more pedestrian/bicycle/transit-friendly.
181	490	Middle barrier, middle turn lane for 2 lane portion, better street lighting
182	492	Widening to four lane with a center lane.
183	493	Traffic cameras to give out tickets would cut down drastically on individuals who run red light, and make it a pricey fine \$100 or more. People would get it when it costs they will think twice. I am so tired of seeing this happen.
184	494	Widen the road. Add wider shoulders Increase warning signs Add barriers Increase lighting
185	496	See previous statement
186	498	Put in some sort of divider between lanes of traffic.
187	499	Minimum of 2 lanes in each direction. A median between would help too.
188	500	adding more lanes, adding turn lanes,
189	501	Medians and barriers! Less huge trucks De icer orb sand on roads during winter
190	509	More turn lanes
191	513	More lanes
192	516	Stoplight at 169 and 288th. Reduced speed all the way through maple valley.
193	521	More lanes
194	525	Placing a middle barrier along the highway from maple valley market to jones road
195	526	widen the road, add turn lanes, police for distracted drivers
196	528	Make SR 169 a 2 lane road in both directions. It would make the road more safe as well as help traffic
197	531	Widen the road, with some sort of modification at the 169 and SR 18 area.
198	536	center median, no passing zones, widen to 4 lanes
199	538	4 lanes, turn lanes
200	539	Widened with more lanes. Better times lights.
201	542	barrier cut out the middle turn lane. only have some turning areas in the road. I have had 5 new windshields in 8 years from the trucks and rocks on this road. I am thankful nothing was to big to go through the window but this too is a problem.
202	543	More lanes! Center dividers where appropriate.
203	545	Make the highway two lanes in each direction
204	547	We need more lanes and turn lanes. Speed needs to be reduced.
205	549	some lane dividers or suicide barriers nearer to renton in the curves, shoulders for accidents to pull off main highway, wider or more lanes
206	550	Widening, four lanes please
207	551	4 lanes with dividing strip.
208	554	Widen it all the way down and enforce traffic laws for the truckers, especially the dump trucks.
209	555	Expand to two lanes
210	557	More lanes

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Number	Response ID	Comments
211	558	More street lights along the highway, barriers, perhaps additional stop light or expanded lanes
212	559	Two lanes the whole way, median between them, fixing the corners near 405
213	566	Five lanes with center turn lane from Renton through Maple Valley
214	567	Add a lane so there are 2 lanes in each direction Maple valley to Renton.
215	568	Alternate routes available Less housing along busy highways Wider roads with more lanes
216	570	Add more lanes from HWY 18 to and through Black Diamond before they build that huge community with 800 more homes.
217	571	Widen it, increase lighting
218	574	More lanes all the way to avoid people trying to merge at last minute.
219	577	Add a second lane from Renton all the way to Maple Valley
220	578	Widen the road. Put a barrier in between on coming traffic. More street lights
221	580	Better options like additional lanes in each direction, slow lane, turn lanes, shoulder space, etc
222	582	Add lighting. Widen road between 196th and hwy 18. enforce distracted driving.
223	584	Center turn lanes, don't drive like an idiot, get off your phones
224	586	Widen lanes Add entrance and exit opportunity
225	589	Fix the 169/405 south/northbound on/off ramp mess so people can leave at better times. Maybe folks would spread out a bit. I think in some areas those dividers that help block oncoming headlights would be helpful. Those would be particularly nice on Hwy 18 too (especially on stormy nights with an 18 wheeler bearing down on you)...lights in your face and from behind in your mirror.
226	591	Better lighting; slower speeds at heavy entry points from neighborhoods.
227	592	Hwy needs more lanes and slower speeds.
228	594	1. Reduced speed on 169/SE 27th Pl. 2. Left Turn Signal at this same intersection. 3. Road expansion where applicable 4. Cameras at Lights where accidents are prone 5. More police presence 6. **Better timing at lights. @169/Witte Rd AND at 169/Wax Rd There is INSUFFICIENT time for turn lanes to make their turns both going Southbound and especially north bound 169.
229	597	Increase lighting Declare imminent domain and double the lanes and prepare for the future growth Provide off road parking The DOT continues to fail in this state at improving the overall throughput on our highways. I moved here in 2005 and they are still rebuilding the same lanes on 405 and 167 and instead of expanding the number of lanes, they continue to implement tolls and build sound walls without any sort of expansion. Our DOT is a failed agency. If you want to see a quality Transportation division, Travel to Dallas/Fort Worth. We have not prepared for growth and we are not preparing for the future.
230	599	increased roadway capacity...
231	600	Make the road wider with more ones each way...work the timing of the lights to help the flow of traffic!

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Number	Response ID	Comments
232	601	While this is nice, honestly SR 169 has much bigger safety problems south of this study, through Maple Valley proper towards Black Diamond (especially Four Corners, awful congested intersection with SR 516)
233	604	More lanes so people don't feel like they have to speed when 169 goes from 1 lane to 2
234	606	More consistent speed limit
235	608	Center median Median on right turn lane at Jones road Safety/sleeping bumps on road
236	609	Anchoring eroded hillsides or clearing them, winding the road, installation of turn lanes where appropriate. Reconfiguring highway 18 on and off ramps, increased lighting.
237	613	fix congestion add Sound Transit bus service to Bellevue from Maple Valley Park and Ride
238	617	Prevent mudslides, fix ice being on the roads for 2 weeks at a time when there is 0 precipitation. It can't be that difficult. If stupid Nascar can do it, I'd expect WSDOT could pull their heads out of their assessment too.
239	619	Barrier
240	620	create a center turn lane.
241	622	Get more lighting, especially along the stretch heading towards Cedar Grove intersection. Widen the lanes. Build a wider shoulder if possible, and some turn lanes.
242	623	Better enforcement of speed limits, via either passive speed cameras or law enforcement presence is the primary step.
243	625	Lane dividers and widen road in two lane areas
244	626	Street lights and renewed paint striping more often to keep them visible/colored
245	628	It needs to be a 4-lane road with a center turn lane the entire way from 231st in Maple Valley to the 4-lane segment in Renton.
246	632	Stabilize unstable adjacent slopes, add lanes
247	635	Add lanes, medians or barriers, add lightening, provide alternate routes to travel from Black Diamond/MV to Bellevue and Seattle,
248	639	More traffic lights? Wider, safer lanes and more of them. Medians in all the roads of opposite traffic. More police presence
249	642	Two-way center turn lanes between 196th and 216th. Better warnings of southbound right-turn only lane at 196th.
250	644	Widen road to accommodate turning lane. A light at that bar. Fix hill sides to reduce land slide risk.
251	646	Division between north/south lanes would be of great help.
252	648	reduced lane volume, widening to 4 lanes + center turn lane, speed control by radar
253	649	Wider with track lane. Patrols watching passing vehicles and aggressive drivers.
254	650	1. Traffic light delay on RED all directions that encourages all traffic to stop before turning GREEN. 2. More frequent traffic patrol at intersection or camera ticketing of violations.
255	652	warning signals that traffic lights up ahead are coming to a stop, visible lines during rain and icy seasons. icy conditions or black ice is taken care

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Number	Response ID	Comments
		of before morning work commute, making longer turning lanes for cars to fit in proper lane.
256	656	blocking shoulder at 156th, I work in a medicak office, numerous complaints daily from patients
257	657	Widen the highway to four lanes. Add turn lanes. Remove areas that force drivers to merge.
258	658	Widen the road to five lanes.
259	659	Widening the lanes to 4 lanes.
260	663	Widening the road to 4 lanes with either a jersey barrier or center turn lane separating the north/south lanes of travel. This area out grew HWY 169 years ago. Widening the roadway to accommodate the traffic volume is the only way to make it a truly safe highway. Anything else is a waste of tax dollars.
261	669	Barriers on one lane sections. Especially around curves. Widening of roads.
262	672	Lane dividers for opposing traffic. Lights. Lane reflectors. Additional lanes down south.
263	674	widen and make additional lanes for commuters or have the light rail track line to maple valley. Black Diamond and Enumclaw growth are going to make this road much more dangerous in the years to come, in addition to the massive build up of homes currently being built in Maple Valley. BTW, in my opinion, Hwy 18 is more critical of widening and additional lanes (@ Tiger Mountain) than SR169.
264	675	Widen narrow sections
265	677	Spray the road in winter to prevent the freeze over, figure out a way to slow drivers down before taking the curve when the lanes expand from 2 to 4. Add lighting!
266	678	Barriers and increase in lanes
267	682	Adding lanes, widening the road, more police presence
268	684	A greenway, especially in the area of the gas station, the one that seems like it's out "in the middle of nowhere," would prevent or significantly reduce head-on collisions, and with well-placed u-turn or pocket turn lanes, would still allow u-turns and left turns. I would prefer something green, as a simple cement barrier would add to the industrialized feel and reduce the gorgeous greenery of the area that makes the road so beautiful otherwise.
269	686	Widen the highway to 2 lanes in each direction for the entire length of the highway and install a center barrier with occasional openings for turning traffic. People want to travel at a reasonably high rate of speed for the length of the highway. I believe that drivers travelling toward Renton increase their speeds to potentially dangerous levels west of the 196th intersection to compensate for the slower, more congested traffic from Maple Valley to the 196th intersection. The population growth in Maple Valley and Black Diamond is resulting in a volume of traffic that the single lanes in that corridor are unable to accomadate driving at a reasonable speed, so when the lanes open up west of 196th, it's like letting race horses out of the gate.
270	689	Ideally expanding the roadway to 4 lanes between Jones road and SE 231st

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Number	Response ID	Comments
271	690	adding additional lanes and stops off the road for people to wait for a bus
272	692	Add a turn lane (third lane) or potentially make this a four lane highway. I'm averse to the latter, in part because it would encourage even more development in MV/BD/Enumclaw, but with the development that has occurred and the number of people commuting to Seattle/Eastside for work, something needs to be done to improve the highway to accommodate the increased capacity.
273	696	Increase the number of lanes in each direction and put a barrier between lanes.
274	698	An expressway getting to major connectors (405, cedar grove) A truck lane Minimum 2 lanes and a turning lane the whole route 169
275	702	Better drainage of water from the road.
276	703	Adding lanes decreasing congestion which will allow for better traffic flow which will reduce the impatient aggressive driving. No need to pass into oncoming traffic. Add barriers.
277	706	limit construction type vehicles to non-peak times, road should be 4 lanes, or at least 3 lanes with one lane variable in direction for commuting
278	709	Alternate routes for semi's, better timing of light signals (include more left turn on green yellow arrow signals), round-a-bouts/signals at 244th and 169, better sidewalks and bike lanes. More street lights in narrow corridors/hills/dark areas.
279	713	Making 169 four lanes all the way from maple valley to renton
280	717	Minimum add center turn lane, better to make 2 lanes both directions.
281	718	Light cycles need synched better. Too many cars, insufficient lanes.
282	720	Better Side of road widths paved with Sidewalks. Don't rely on the Cedar Trail as an excuse for no sidewalks. A few well placed walking overpasses as well would be a HUGE bonus.
283	722	Dividers between traffic going in opposite directions, better lighting, more clearly defined driveways, barriers on sides of highway,
284	723	2 lanes, or middle turn lanes
285	724	Add a turn lane!
286	726	Expand hwy from Maple Valley to the part in Renton where there's an extra lane. Install a median in Renton.
287	731	More lanes
288	733	Expand number of lanes
289	734	Barrier between highway, more lanes, higher visibility with lighting more escape routes if car loose controls. The large semi's seem very careless and in constant hurry it's scary
290	737	Passing zones and/or widening the corridor.
291	740	More lanes, consistency in traffic flow (not so much stop & go), more turn lanes!!!
292	741	Widen the road - increase the number of lanes, install lights
293	742	A barrier all the way down to 405. So many people have lost their lives due to cars 'crossing over' center line either losing control or just not paying attention. Maddie Casey, a beautiful young girl is a perfect example. Car lost control and skid on ice causing the driver to cross over and hit Maddie's car head on. She died. Another man just a couple of

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Number	Response ID	Comments
		months ago, while riding his motorcycle was killed. A car turned in front of him I think.
294	746	widening the road
295	748	More lighting
296	752	more lanes
297	753	Barrier between directions
298	754	Wider road way from Renton before Jones road into Maple Valley. Lighting in the area as these dark corridors and late night driving does effect a persons ability especially with wet roads.
299	756	Four lanes all the way, center divider between Jones and Cedar Grove, long right turn lane at Cedar Grove, support or lower the hillside that slides, and wide shoulders all the way
300	758	Expansion to four lanes minimum, bridging to expand, light traffic resets in Maple Valley
301	761	Increased lane count.
302	763	More lanes
303	766	Additional lighting and a barriers
304	770	Expand entire corridor to 4 lanes with median divider and center turn pockets/u-turn areas where appropriate. Consolidate driveways to minimize cross traffic. Widen roadway to expand shoulders and install median divider. Convert intersection at SE 216th Way to roundabout.
305	771	More lanes
306	775	1. Immediately construct a turn lane from 169 onto Cedar Grove Road. 2. Anything you can do to increase capacity on 169.
307	776	More street lights.
308	778	Widen all lanes north of 140th intxn. Separate NB, SB lanes with traffic barrier. Straighten s-curves.
309	782	Expand to two lanes where there is one and a barrier between opposite directions.
310	784	Widen to 4 lines and straighten curves. Add traffic signals. Speed enforcement. Limit the size of large dump trucks.
311	785	More patrol
312	786	Make it a real four lane road all the way to 4 corners in maple valley
313	787	More turn lanes both center and right turns. So that the main flow of traffic doesn't have to slow down or stop.
314	789	Increase to 4 lanes to at least Cedar Grove Road; Change to add a dedicated right turn lane at Jones road and change through lane to center of three lanes; Increase to add shoulder at the "bluffs" area
315	790	Enforcement of "no texting and driving" laws. Enforcement of speed laws. Changing the 169-405 interchange.
316	791	Expand it to four lanes plus a dedicated left turn lane. Improve traffic flow at Cedar Grove and 116th
317	793	Widening and additional 405 and arterial road capacity.
318	794	add another lane on both sides. add round about in some locations to help
319	797	Increase number of lanes to 4 all the way to maple valley, that would increase throughput and safety. Cheaper alternatives may be to increase lane widths or add barrier between east and west bound traffic.

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Number	Response ID	Comments
320	798	Widen the road and protect the road from landslides that are happening and a constant threat.
321	799	Widen roadway and add wider median or concrete divider
322	802	It needs to be a real highway with multiple lanes for all of the travelers that live in the area and commute to work. My daughter lives 5 miles from my house and it sometimes takes me 25 minutes to get to her.
323	803	Widen the road.
324	804	The Cedar Grove turn, Eastbound, needs to be lengthened and medians placed. Sitting there with cars flying past, both directions, at 50-60mph, feels like you're asking to be hit. It's even worse if you're past the tail end of the "turn" lane and cars are flipping out onto the shoulder to pass.
325	806	two lanes each direction with a jersey barrier with left turn lanes. signal all intersections. More bus service and or information on car pools in several languages not just english
326	809	4 Lanes from 405 to 4 corners
327	812	Widening the road, straightening the curves
328	813	More street lights - suicide lane or something where not blinded as oncoming traffic approaches
329	817	Add barriers or rumble strip between lanes, widen the road
330	818	Two lanes both directions from maple valley to 405.
331	819	divider, wider lanes, improved lighting
332	821	change to double lane with turn lanes where needed
333	824	Barrier in the middle
334	825	widen the road to allow people to get where they are going when they need to be there and allow other people to enjoy the scenic drive of the cedar river valley at their pace
335	826	add lane dividers
336	827	Repeating myself from the last question, but force Maple Valley to stop allowing new construction.
337	828	Put the rails back in and develop light rail from Enumclaw to Renton. "Rails to trails" was a bad idea.
338	832	1. At least 2 lanes each side 2. slower speeds around curves 3. no passing where there is only 2 lanes 4. dedicated turn lanes for frequent left turn areas 5. wish we could put roundabouts somewhere. I really think they work wonders
339	835	Widen the highway all the way to Black Diamond!
340	836	add 1 lane both directions, consider adding a roundabout on several intersections to keep traffic flowing. Add better street lights, there's parts of 169 where it gets really foggy and visibility is sometimes less than 50 feet.
341	838	Reduce or eliminate LH turn departure from and access to the highway. Provide generous deceleration and acceleration lanes where exiting and entering traffic simply can't go anywhere else.
342	839	More options for left turns, it should not be taking ones life in their hands to go to work. More noticeable barriers.

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Number	Response ID	Comments
343	841	Add a turning lane into the middle of 169 to give better separation of traffic and improve flow around areas where there are left-turns. Also improve lighting along the highway.
344	842	Increased police presence
345	845	Stop building more homes until transportation issues can be solved. Turn the bike trail into light rail - connecting all the way through Renton to Tukwila, also going north along I - 405 and south along SR 167 - which is what should have happened in the first place if any of our leadership had an ounce of foresight. Hire contractors that can get the job done right and in a short period of time.
346	846	Wider, extra lanes A commuter train Notices to homes along the highway regarding junk left on the side of the road. Ticketing and removing cars left on the side of the road Fewer giant trucks flying down the highway
347	847	More lanes needed with the volume of cars. More ways to get in/out of the area! Can they build more ways to get to 18?
348	848	\$\$\$ 4-lane divided highway redesigned 18/169 interchange
349	849	Five lane roadway through the whole length and safe bicycle/pedestrian lanes.
350	850	Widen the road and add turn lanes or side roads for the homes along the way.
351	851	4 Lane entire section. Bus turnouts. Left turn lanes.
352	854	Added turn lane
353	856	More lanes, wider lanes,
354	858	Widening full length of highway from Jones Road all the way to Four-Corners, Maple Valley.
355	859	Widening 169 to 4 lanes with a middle turn lane the along its whole length and sanding and de-icing the portion from 196th to 140th more often during cold spells.
356	860	Light at SE 260th St and 169
357	864	red light cameras and automatically mailed tickets 5 lanes ALL THE WAY BETWEEN RENTON AND BLACK DIAMOND NO EXCEPTIONS MAKE IT UNIFORM Thanks to our officers in uniform - you guys do a terrific job with very difficult conditions Another north-south road in MV A separate entrance/exit to 18 from MV roads than the one on 232nd St
358	872	Adequate merge lanes and turning lanes for side street. Improved nighttime lighting.
359	874	Widen the road to 4 lanes throughout the entire corridor.
360	878	Reduced speed. Reduced vegetation that blocks views.
361	879	Make SR 169 a five lane road from Renting through Maple Valley.
362	882	1) At SE 216th St - Control shopping center ingress and egress to fully utilize the traffic signal. Add an exit only lane for S/B traffic into the shopping center north of the traffic light such that it would prohibit N/B traffic from turning left and/or blocking the S/B left turn only lane. Move all egress from the shopping center and cross traffic ingress from SE 216th St to the traffic signal. 2) SE 240th St to SE 244th St - Lower the speed limit to 35 MPH to match the speed north of SE 240th St to provide safer left turns across opposing traffic lanes at 231st Ave SE and at SE 244th St.

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Number	Response ID	Comments
		The current speed limit is outdated for the increasing volume of SR 169 traffic through this area. 3) SE 240th St to SR 516 - Increase traffic/speed and commercial vehicle enforcement on SR 169 through this corridor. Currently and historically, visible and directed enforcement is/has been sparse to non-existent.
363	883	Widen highway to have at minimum have space for left turns, improve signage at approaches to blind curves.
364	885	Add more lanes where it is a two lane road.
365	887	Widen the corridor between Jones Road and Cedar Grove Road to 4 lanes. Include safety barrier between Northbound and Southbound Lanes from Jones Road around corners for approximately 1 mile south of Jones Road.
366	888	Need 4 lane road from 196th to 4 corners
367	889	More lighting!
368	890	Physical barrier in median, add lanes to the two-lane section, alter times of greatest truck traffic, add enforcement (speed, rage, texting) along the route and be public about it
369	894	Less development in MV.
370	895	Express bus to light rail More frequent busses back and forth to Renton Widen lanes at intersections Improve Highway 18/I-90 intersection to make that a better option.
371	896	More lights, better merge lanes
372	900	More street lights as you get closer to HWY 18. Reduce the speed. More lanes or turn lanes.
373	901	the widening of the corridor into 4 lanes continuous
374	902	Increase the number of lanes going in each direction. Divide the lanes with larger shoulders. Provide u-turn lanes in several areas for people to be able to turn into homes and businesses.
375	903	Reduce the speed limit for trucks
376	904	More lanes, turn lanes, stop lights for busy neighborhoods. Lower speed of the Mv highway between Lk wilderness village and 4 corners areas
377	905	Needs a barrier between lanes
378	907	Additional capacity, turn/center lanes, divided highway
379	908	A truck lane (the right lane) or even a truck by-pass Two lanes with a center turn lane Wider shoulders Better lighting in the darker sections
380	909	see previous answer
381	910	Expand the entire highway to 4 lanes in each direction to match the stretch is from Renton City limits to Jones Rd. Utilizing a turn lane for drivers to reach businesses along the route. Straighten out the road between Jones Rd. and Cedar Grove Rd. as part of the expansion.
382	911	Turnouts for turning across traffic. It would be great to have four lanes or a carpool lane but I know space is limited.
383	912	It's a State Highway of Significance that should be 4 lanes with a center divider of some sort between the Cities of Renton and Maple Valley extending in to Black Diamond as that city is posed for rapid growth.
384	913	Widen the whole thing to 4 lanes from MV to renton. Put barriers in separating NB and SB traffic. Not sure how to fix issue at Cedar Grove road.

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Number	Response ID	Comments
385	915	Center barrier Hawkish cops pulling over speeders Signs denoting annual # of crashes Traffic calming techniques Traffic circles More and better lights for visibility
386	918	get rid of the large trucks. Seems LA has at one time (it's been years since I drove on LA freeways) outlawed large trucks from freeways between 6am and 10am and then 3pm to 7pm
387	920	Ditto
388	924	increase lanes in area and center barrier
389	928	I don't believe slow drivers are being ticketed at all, just those going above the speed limit. This is a frustration for drivers that are hoping to at least go the posted speed to get to where they are going. 9 miles of my commute each way is one lane...very frustrating when you are stuck behind a snail...this causes some motorists to attempt passing which could be very dangerous for them, as well as on coming traffic. Get the slow pokes to speed up and keep it moving!
390	929	Widen the road. It should be 4 lanes each direction with center turn lane.
391	931	Post safe places for legal U-turns; physically separate the opposing lanes of traffic; Straighten out the curves; exit ramps and overpass at the most congested intersections (140th, 154th, Cedar Grove, 231st); make safe travel paths to cross for pedestrians and bicyclists. RIP: our dear Madison killed this spring by oncoming pickup and slick roads on 4-lane, teen boy who pulled out of old Aqua Barn driveway and was t-boned, young Polly when her family car rolled on curve by Red Dog Saloon (and everyone hit entering/leaving this saloon parking lot), guy who was hurled off his motorcycle at 154, young woman burned to death when a car doing U-turn on 4-lane hit and overturned the jeep she was passenger in, guy who passed dump truck on 2-lane and hit Metro bus head-on, and so many more that i don't know details.... :(Let's fix this road!
392	934	A divider between lanes and only allow right turns from the driveways.
393	935	need additional lanes
394	937	make it all 4 lanes with a turn lane in the middle - Decent maintenance Signage lighting Areas to pull over on the side
395	939	add lanes of traffic in each direction and add center barrier in roadway
396	940	turn lanes/widen the roads to at least 2-lanes in both directions.
397	942	Increase capacity, improve turn lanes and intersections at cross-streets, reduce speed, move bus stops further off the road, fix the underpasses under the train trestle
398	943	Two lanes each way the entire length, with center turn as frequently as possible near developed intersections. Modify sharper curves where possible, restrict turns in areas with blind spots. But DO NOT reduce speed limit. Morning commute takes minimum 30 minutes to 16 miles from Black Diamond to 405. Need to find way to increase the flow while maintaining safety.
399	945	No large commercial trucks. Especially the earth moving trucks that don't cover the debris they carry. Ends up leaving dirt and rocks on the road which is hazardous to regular vehicles when rocks get tossed around by passing cars. Widened highway to 4 lanes for safe passing. Seen a few near misses in my day traveling on the 2 lane section of 169.

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Number	Response ID	Comments
400	946	widen lanes & shoulders
401	947	Put jersey barriers along the center lanes, increase to four lanes, 2 in each directions along whole length.
402	948	2 lanes each way with proper island in middle
403	952	See # 19
404	954	WIDEN ROAD. PUT EXTRA RED, GREEN, AND YELLOW LIGHTS MIDWAY ON THE TRAFFIC POSTS JUST LIKE THE ONES IN ORANGE COUNTY CALIFORNIA.
405	955	We need to fix the congestion problem. We need a Transit center at I-18 & 1-169 and a transit center around 140TH/I-169.
406	961	Longer green lights during peak hours. Longer turn lane to cedar grove and 156th going up to renton highlands
407	964	Increase lanes. Improve lane dividers. Improve guard rails. Increase traffic lights.
408	966	Two lanes each direction. Renton to Maple Valley.
409	967	lighting
410	968	Add center barrier
411	971	Median. Street lights.
412	972	Widening roadway
413	975	Increase road to 2 lanes both ways, with space or barrier in the middle.
414	976	Greater police presence, not just enforcing the speed limit, but watching for reckless and distracted drivers
415	979	1. Add an additional lane in each direction where it's currently one laned.
416	980	I answered this on the previous questionnaire.
417	982	4 to 6 lanes from Renton to Enumclaw.get ahead
418	984	Widen the road to four lanes from Maple Valley to Renton, and include turn lanes for businesses. Stabilize hillsides along the Cedar River to prevent landslides.
419	985	Widen road. Add lane barriers. Shore up rocky ledges
420	989	using center cabling or barriers
421	993	Barriers
422	995	Slow it down, more lanes, more lights.
423	996	If it cannot be turned into a four lane highway all the way through Maple Valley, then turn lanes have to be added. It is four lanes up to 196th, and I rarely see traffic entering or leaving that road in comparison to what drives by on 169. The four lanes should continue all the way into town.
424	997	Wider lanes and more of them
425	999	4 lanes w/ divider, better lighting on entire route, larger shoulders, better lane markings
426	1000	Stop and go traffic minimal lanes
427	1004	Make the road 4 lanes with turn lane to accommodate all the growth going on in maple valley.
428	1006	Please install opposing traffic lane dividers
429	1011	Changing it from 2 lanes to 4 lanes, duh!! I can't believe it hasn't happened sooner. More houses being built...and still nothing has been done!! Area by hillside and many other areas that don't see sun during the

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Number	Response ID	Comments
		6 months of gloomy weather we have every year needs to be taken care of better. Deicer, salt or whatever to keep road less slick!!
430	1012	More lanes
431	1018	Add lanes to provide two driving lanes each direction with turning lanes where possible.
432	1019	Already stated in previous answers.
433	1021	Four lanes
434	1022	Better patrols.
435	1029	widen the road, put in lights
436	1030	As previously mentioned, an analysis of accident records on a case by case basis to determine applicable safety improvements for specific locations where accidents occurred.
437	1032	4 lanes? Alternate routes? Tiger Mt no longer viable option
438	1034	Barrier on lower area - cheapest and have room for it. Lower speed to 45. Widen road to four lanes. Also include the widening of hi-way 18. That used to be the way a lot of people went, but after port of Tacoma grew, it has become semi-trucks first choice. We are way beyond capacity!
439	1035	It would help if there were two lanes of traffic in each direction for this entire corridor. It would also help if there was more police enforcement of the speed limit.
440	1037	Speed control measures. Four lanes to Maple Valley for both SR 169 and SR 516
441	1038	See previous answer.
442	1039	4-lanes from Renton through Maple Valley with middle turn lanes and/or jersey barriers where appropriate.
443	1040	Expand the road to 4 lanes with a center turn lane
444	1041	Center barriers
445	1044	More lanes, turn lanes & better Ross maintenance in the winter.
446	1045	Start a new program "Trails to Rails" and put a commuter train in place. Barring that, widen the highway to four lanes giving everyone a little more time to correct steering when texting. (sarcasm)
447	1049	Additional lanes, center divide or turn lane, bumps in pavement on shoulder and center
448	1052	Some sort of a center barrier. Please.
449	1055	Some kind of barrier, like the one just north of 196th/Jones, to prevent people from crossing the center line.
450	1057	2 lanes each direction!!!!
451	1061	More lanes and a median
452	1063	more lights barriers between oncoming traffic
453	1064	Minimum 4 lane divided highway with either a center turn lane, or U turns allowed at additional controlled intersections to allow access to side roads without turning across the highway.
454	1065	1. Citations for poorly loaded trucks. 2. The landscape supply companies need to keep trucks from carrying dirt and debris out onto the roads. 3. Slow down to 40MPH through the two lane portion. 4. Citations for truck/trailer that travel side by side, trying to "pass" each other.

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Number	Response ID	Comments
455	1067	Right turns should not be able to make rights on red for the 154th Pl SE intersection.
456	1070	concrete divider
457	1073	More consistent flow of traffic and better access for entering/exiting the highway
458	1076	Enforce speed, enforce trucks in right lane, enforce lights
459	1077	Separated traffic and lighting. More troopers patrolling for speeders.
460	1081	Divided roadways with increased number of lanes. Reducing congestion, improving flow and safety.
461	1084	More lighting
462	1087	Widen the road to multiple lanes, add turn lanes and barriers in the middle, and increase lighting with bright, LED streetlights. Widening the road is long, long past overdue. Also, that mudslide hazard near Jones road needs to be addressed. It drops rocks, mud, and debris onto the road when it rains, forcing people to swerve into oncoming traffic. That, too, can be addressed when the road is widened in that spot.
463	1089	Redirect all the trucks - at some point we need multiple lanes for traffic and safety
464	1090	1. Dividers. 2. Nighttime illumination. 3. Distinct and definitive lane markings. 4. Left turn lanes for side roads. 5. Warning signs for deer crossing, possibly even a motion-activated warning beacon indicating deer approaching the highway.
465	1092	More lanes. Better traffic light cycles.
466	1094	More lanes
467	1095	Barriers in the middle of the one lane highway
468	1097	4 lanes, sidewalks, lights, divider, more alternate routes to Renton, 405 and 90.
469	1104	More barriers, additional lanes. Additional transportation options
470	1105	Putting a barricade in the 4 lane section and having at least a suicide lane where there is currently only 2 lanes.
471	1106	More lighting & maybe two lanes each way
472	1111	Improve and expand capacity and flow for other highly trafficked routes from Maple Valley to Renton (i.e., Petrovitsky), particularly the severe back-up problems near Valley Medical Center during peak commuter times (both 1st and 2nd leg). Thank you for asking!
473	1112	REDUCE the number of stoplights and use parallel side streets to "collect" traffic (especially from driveways) so that access is more controlled, but that overall traffic flow is increased to reduce long, dangerous backups. Consider roundabouts in some places to calm traffic, but keep it moving.
474	1113	Middle partition
475	1114	Widening the road to avoid merging Barriers/reduced speed zones near curves Retaining wall
476	1119	Two lanes throughout in both directions. Center barrier at 50MPH Traffic signal reduction in Maple Valley
477	1120	Widen to four lanes all the way through with center turn lane. Better maintenance. Truck enforcement. Better access & controls for turning vehicles.

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478	1121	For the entire corridor, need to turn into a 4 lane road. For cars entering 169 from Cedar Grove road need to invest into overpasses thus allowing cars to more freely enter and exit 169 For cars entering 169 from Jones Road/196 intersection need to invest into overpasses thus allowing cars to more freely enter and exit 169 Need to have a center turn lane to allow cars to turn east or west off of 169 when traveling in opposite direction; e.g., turn lane for cars traveling south on 169 to turn east off of 169
479	1123	Center barrier , widen lanes between golf course and Henry Moses
480	1124	two lanes each way, raise speed limit, build some sort of bridge for animals to cross (like I90), more lights
481	1125	Twinning the road all the way down. Better traffic signage with speed limits and road rules. Notification of an up coming red light, not just that the traffic light is there.
482	1126	Adding more lanes to relieve congestion on the highway.
483	1133	1. Turn lanes 2. Passing lanes or more lanes for traffic 3. Improve or add lighting
484	1134	Improved lighting. Consistent law enforcement.
485	1135	Widen the road, put in additional lanes
486	1140	Widen the road
487	1141	Reduce speed limit, place a barrier I between east/west traffic, place a no turn on red sign where SR169 turns on to 154th PL SE
488	1143	Barrier between oncoming traffic and lights in residential areas to help them safely turn onto Maple Valley Highway.
489	1144	I think three things stick out in my mind the most. The first would be a center barrier along the highway. II would be reducing speeds possibly in some areas where the lanes are single. The other would be widening the road so it's double Lanes both ways in and out. As a mother in the community it's heartbreaking to hear of other people's children and family members who are injured or killed on this highway. I love our Renton Community and we have friends and family in Maple Valley and Auburn. I want our roads to be safe for our children and our family members.
490	1145	add another lane in each direction
491	1147	making it 4 lanes with turn lanes from Maple Valley to Renton. de-ice the roads that are always in shadows
492	1148	I would definitely consider dropping at the speed limit to 40 from the fairwood hillstoplight at least to the Renton Highlands turn at Jones road. But perhaps even a little bit farther east needs to be a lower speed limit. And again I think that road was not designed to handle this many cars especially cars that need to turn to get up to the right in Highlands hill and the fairwood hill
493	1151	Median closures, interchange st 140th Ave SE, speed limit raised to realistic number
494	1152	Widen the 2 lane portion, rumble strip or center barrier, lower limit, more street lighting on 2-lane portion
495	1153	As much as I would like to say widen the road, my experience from living in California tells me that will be a short term solution. The population is just going to keep growing. The development in Black Diamond is only going to make it worse. Maybe light rail would help. I work at Boeing.

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Number	Response ID	Comments
		Riding the bus doesn't work because the trip is too long and complicated. Unfortunately, I know that costs a lot of money and isn't likely to happen in my lifetime.
496	1154	Two things: 1) Eliminating the wait times at the lights and causing huge backups (a second lane where possible would also help the flow). And putting in a left turn lane for residents to get them out of the flow and keep them from jumping out into traffic because they fear they won't have another chance for a long time.
497	1155	Two lanes the entire route with a two-way left turn lane for the continued flow of traffic would be a good start
498	1157	Widen it all the way through Maple Valley
499	1160	The clusterf*** at I-405 needs to be fixed. Part of the problem is the ROW law in this state - people getting ONTO the interstate need to have ROW, not the people in the right lane on I-405. The lights there aren't timed at all for traffic - especially at 7:30 am. All that backs up on to 169 and causes a lot of jockeying and aggressive lane changing at the interchange. People ignore the HOV delineation on the on-ramps so that will just make it worse.
500	1162	It needs to be two lanes each direction from Maple Valley to I-405 Renton.
501	1165	Prohibit school bus drop off/pick up along corridor. Additionally west side bank stabilization, south of SE 196th St
502	1166	Divider between lanes. More police patrols. More lighting.
503	1173	More lanes,
504	1177	Speed enforcement. If people would put down their phones that would help.
505	1178	Have some texting and driving patrols (huge issue everywhere). Increase shoulder, add barrier between different directions of traffic
506	1180	SR 169 needs to be widened to accept the increase in traffic volume. This will increase traffic flow, congestion, and improve safety.
507	1181	Make the entire road 4 lanes. Have turn outs for buses. Have a pedestrian overpass or underpass over the 169 and Cedar Grove road intersection.
508	1182	widen the road
509	1183	Add two lanes either direction and a middle turn lane, widen shoulders
510	1184	Again, I think the best thing for this stretch of road would be to widen it by making the entire stretch of road 2 lanes in each direction with lanes with a center turn lane.
511	1186	Lower speed. Street lights. Widen roads.
512	1187	Utilize a roundabout at intersections where possible.
513	1188	Widen the highway to 4 lanes
514	1191	Divided Highway Widen to accommodate amount of traffic. I have lived in Maple Valley for 18 years and the last three years traffic congestion has increased dramatically for commute times.
515	1193	Double lanes both directions, median between north and south bound lanes, a more freeway type highway with on and off ramps. possible roundabouts...IF people learn to use them, but, I think the highway is too busy for that.
516	1196	Need 4 lanes travel lanes and center turn lane from 192nd to 216th

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Number	Response ID	Comments
517	1202	Jersey Barriers would likely provide the greatest potential to reduce serious and fatal crashes.
518	1204	Adding a lane to have 2 lanes from maple Valley to renton. Also a traffic light at 253rd pl.
519	1205	See #19 answers.
520	1208	Lighting and more lanes
521	1213	1. Expand the highway to a maximum of 5 lanes like it has from Renton to Jones RD. 2. A minimum of a double left turn lane to remove turning traffic off the highway. 3. reduce the speed limit 4. More traffic enforcement 5. More signage to let traffic know that it is illegal to cross fog line on the right
522	1215	Lane seperator
523	1216	Median
524	1218	1. Add barrier on river side of MV HWY at most dangerous points 2. Add a lane each direction between Jones Road and Maple Valley 3. If not 2 extra lanes, add a turning lane where traffic warrants. 4. Redesign the merge at Jones Road.
525	1220	4 lanes in each direction with center barrier, limited lights, consistent speed, reroute truck traffic
526	1225	Get rid of two lane section. Eliminate bottlenecks. Trestle road is an anachronism. Distracted driver enforcement.
527	1226	SR 169 needs to have at least two lanes in each direction from Renton to Black Diamond. The population in Maple Valley and Black Diamond has grown tremendously, but the major roads have not been improved to handle this increased load.
528	1228	more lanes to handle the congestion. Drivers are frustrated by congestion levels.
529	1235	More Lane division. More law enforcement. Minimum \$1000 first time text infractions.
530	1237	More lanes, active de ice methods, more street lights
531	1240	see 19
532	1241	better traffic patrols and dividers
533	1243	Widen road from SE Jones Rd to SE 231st St. to include a center turn lane and more street lighting.
534	1244	If the road cannot be expanded, at least putting in center barriers, even just in curves, would help create a safety factor on the road. Maybe reducing the speed limit, but most people will just drive 10+ over like they already do.
535	1246	Expand road to 5 lanes all the way. Better lighting if possible like the section from jones road to renton
536	1247	Ticketing slow drivers parked in the left lane or any lane policing how fast they think you ought to be traveling
537	1253	Widening the roads to reduce passing in no passing zones, barriers along the roadway where it runs along the river (at least the curvy parts), clearing trees that could potentially fall onto the roadway
538	1254	Needs to be a continuous 4 lane hwy. The traffic has over doubled in the 3 years we have lived in Maple Valley. With housing prices so high,

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Number	Response ID	Comments
		People are all moving down here and commuting up to Bellevue but with no infrastructure to support such a mass influx of new people. There needs to be turn lanes for those still living on 169 so the through traffic can keep moving while they attempt to make a left turn. at 169 and SE Jones Road, that should be a 4 lane with an additional turn lane added for those needing to turn. This will keep traffic moving and, ultimately, save lives.
539	1257	A traffic light
540	1258	Borders between lanes.
541	1259	Increase the number of lanes and a physical divider.
542	1260	more lighting on HWY 18 between Jones Rd. and Cedar Grove
543	1262	Increase the speed limit to reduce congestion.
544	1263	Barrier in the middle, make four lanes all the way down to black diamond increase speed limit
545	1265	A 4 lane from Jones road to Black Diamond. Both ways.
546	1267	Sadly, I think it needs to be widened or an alternate route built. There are just too many commuters now.
547	1271	Widen road to 2 lanes where appropriate; improve or reduce access to driveways/businesses; Reroute large truck traffic; teach millennials to drive courteously
548	1272	See previous re: lighting, lack of center turn lane, etc.
549	1274	Add more lanes, with limited access for turning
550	1275	More & wider lanes. Street lights.
551	1276	All mentioned in this survey. Change needs to happen before more are affected!
552	1279	lighting, road widening
553	1281	reduce speed
554	1282	2 lane divided highway
555	1283	At least two lanes in each direction plus turn lanes - PLEASE. This is so necessary. Barriers between oncoming lanes of traffic. Roundabouts instead of lights at all major intersections. The ones at 180th Ave SE & W. Lake Sammamish Pkwy SE and also at SE 43rd Way & E. Lake Sammamish Pkwy SE facilitate traffic wonderfully. Turn lanes or roundabouts for cross traffic. Safe parking area for those floating the river.
556	1286	lower the speed limit, widen the roads, create another route to service all the homes being build out in maple valleyblack diamond
557	1289	more lanes so slow cars can stay on right side and also to decrease road rage. more lights.
558	1290	More lanes, less traffic, barriers between lanes, turning lanes for local businesses
559	1292	see 19.
560	1293	I've listed several already: NO MORE SEMIS, make either two lanes in each direction for the length of the highway, or at least install a turn lane, use roundabouts instead of lights, or at least use common sense when timing the lights.
561	1296	Widen the road, more patrols to discourage the stupid people
562	1297	more lanes

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Number	Response ID	Comments
563	1300	Widen the entire corridor from Jones Road to Enumclaw to five lanes with priority in the segment between Jones Road and the intersection of State Highway 516.
564	1302	A tunnel or pedestrian walkway over Cedar Grove Road for trail users.
565	1303	Keeping it iced more
566	1305	Speed law enforcement and a wide shoulder where it is a two lane road.
567	1308	center and left turn lanes widen the road to 4 lanes better signals at major intersections
568	1309	Widening and adding a divider
569	1311	3rd turn lane or more throughout SR169 between Renton and Maple Valley.
570	1312	Better enforcement of existing laws.
571	1314	Timing of the light at 154th to keep traffic off shoulder, fix slide area between 196th and Cedar Grove Road, cut access under trail to enter Maxwell Road. Lower speed limit from 50 to 40, and place speed cameras.
572	1316	Divided freeway
573	1318	Four lane highway. Retaining wall to prevent a major slide
574	1320	1. Continue with WSP patrols. Knowing that they will be pulled over AND ticketed for speeding will help send the message not to speed on this road. 2. Please improve lighting on the dark stretches. 3. Install concrete barriers on stretch between 196th and Jones Rd, with a place/lane for a safe turnaround. 4. Re-stripe 169 before rainy weather sets in.
575	1321	More street lights
576	1322	add lighting to unlit areas. Change the light sequence. Add a left turn lane. Make it 2 lanes all the way through.
577	1324	Make the lines reflective. Install center reflectors. Install wake up bumps in the center and at the sides of lanes. Install more safety barriers.
578	1325	Make it 4 lanes so vehicles have room to pass and stop the road rage, State Patrol can stop the uncovered loads and do more truck safety inspections. Get the sand trucks out there and de-ice more often in winter. Add street lights in key areas. Replace the 80 year old bridge between Black Diamond and Enumclaw.
579	1326	Center baracade or more lanes. Or... Stop building 50 million new houses in the area that the roads can not support
580	1327	Expand road and put up barriers
581	1328	Do something to reduce traffic
582	1329	Speed traps. Center turn lane added. Wider shoulders.
583	1331	Clear the Right of Way for better visibility of the Traffic light and signage at 196 southbound. Patrol the Corridor HOURLY Create a 4 lane divided highway/5 lane road from 196 to 263rd.
584	1339	Treating the roadways where ice develops. Improving the roadway so that the higher volumes of cars can use it more conveniently and safely
585	1340	Expand this to 4 lane highway, with barriers down center. Improve lighting.
586	1343	2 lanes throughout and limit trucks to right hand lane. Caution signs about icy conditions.

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Number	Response ID	Comments
587	1344	Add center lane, add center barrier, expand to two lanes each direction/widen road, fix shady areas (cut trees, earth-moving), install better signage for 'right turn only ahead,' add barrier on river side, secure hillsides against rock/landslides, reduce speed limit to 40 from Jones Rd to 18, limit trucks to right lane only.
588	1345	jersey barrier, increased illumination, Center turn Lanes
589	1347	Street lights, road signs
590	1350	Increase the corridor capacity and eliminate choke points.
591	1351	Upgrade to allow for faster commutes and to allow for more numbers of commuters.
592	1352	Make the highway 4 lanes to accommodate the increased traffic that has come from the population growth that King County so heartily approves when adding housing developments without thinking of traffic impacts. Also add sidewalks so it's safe for children to walk to school or be waiting for the bus (currently on the highway). King County should also offer transit options to connect ,ore Eastside communities such as Maple Valley to Issaquah without having to go to via Kent & Seattle to encourage less driving
593	1357	Widen to more lanes, increase barriers
594	1358	Please see all of my previous comments and recommendations in questions 1-18
595	1359	Center dividers, traffic camera's, road widening, and more police presence.
596	1360	Another lane in both directions at minimum and longer distance between lights and lights synced up with flow of traffic
597	1362	Widen roads. Ensure lights from four corners to 18 intersection are timed appropriately.
598	1363	4 lanes renton to black diamond
599	1364	Widen the road to at least two lanes in both directions
600	1367	More lanes, more accelation and deceleration lanes, a median and center barrier.
601	1368	widen the road allow for more turn lanes and put some light up in those areas
602	1380	Expand the two-lane section to four-lanes. Clear up the long queues for turning traffic at 154th. Add a "right turn on red" to eastbound 231st.
603	1381	Need a side road for the Home Owners
604	1382	Add additional lanes, particularly for turning traffic to eliminate backups into the lane of travel. Consider switching this to a real highway with on/off ramps instead of traffic lights.
605	1385	Put in a light at Rock Creek Elementary School. Widen the roads to two lanes each direction, with a turn lane in between.
606	1386	Add sufficient street lighting; add middle barriers where appropriate; expand to 2 lanes each way (at a minimum); improve street signage; add additional pedestrian walkways across street
607	1387	Center turn lane, widen
608	1388	Widen the road. Add middle barriers.
609	1393	A four lane road with a median

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Number	Response ID	Comments
610	1394	have everyone use daytime driving lights during the day for better visibility; use reflective lane markers/paint for segments without street lights
611	1397	Median barrier and more lanes
612	1398	Wider roads, barrier,
613	1399	Better road condition monitoring for weather factors. Two lanes of traffic each way with median barricades.
614	1401	Add center lane for left turns More police presence
615	1402	Widening and slight straightening of segment #2
616	1405	Reduce speed limit in congested area. Widen the entire Hwy to allow for two lanes in each direction.
617	1406	de ice properly. Lights
618	1407	Exspand the two lane section. Add right turn lane to Grove road.
619	1408	Wider lanes or additional lanes in each direction
620	1409	Over crowding on roads that were designed and built in the 60's. Large developers should have to pay to upgrade roads.
621	1410	all 2 lanes need to go to 4 Ctr turn lane as required.
622	1415	it being two lanes each directions from Renton to Maple Valley. Have proper shoulders.
623	1417	More lanes
624	1418	more streetlights, keep brush cut back, lower speed
625	1419	Adding turn lanes the whole Length of Maple Valley Hwy. Widening the highway and adding extra lanes. Adding lightening.
626	1420	Widen the road and add a second lane, light the entire corridor, add center barrier along the whole corridor.
627	1421	Widen the road and add lanes where possible. Add lighting. Add protected turn lanes
628	1424	Two lanes in both directions
629	1428	More patrols from WASP!
630	1429	Develop alternative infrastructure to alleviate traffic congestion from Maple Valley to Seattle Metro both on SR 169 and at the interchange of 18 to 90. Add lighting to single lane portion of 169 between Renton city limit and Maple Valley.
631	1430	Additional lanes, increase length of turn lanes
632	1433	Reroute around Maple Valley instead of through it.
633	1436	more lights, turning lanes
634	1438	4 lane, turning lane and most off all alternate route for an ever increasing volume. Issaquah Hobart and 169 cannot continue to hold all traffic. It is non stop now, not just rush hours. Jobs and house prices drive volume. Jobs are North, more affordable houses South. Thousands more being built.
635	1440	Increase the road from two lane to four lane. At least get the Northbound lane increased to two lanes. The northbound is more congested in the mornings than the sothbound is congested in the afternoon but they are bot bad.
636	1442	divide the hwy
637	1444	Increase to 4 lanes Better timing of lights

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Number	Response ID	Comments
638	1446	Better timing for lights, traffic separators, a bigger highway to accommodate more drivers
639	1448	Lower speeds and more lanes
640	1451	Better lighting, double lanes both directions from Renton to the far side of MV.
641	1453	More capacity and divider
642	1455	Better alternatives to using 169 so that congestion is reduced to the extent possible.
643	1457	More barriers, so people can't u turn into oncoming traffic. Slower speed limits. Left turn lanes for turning off the highway. More lanes.
644	1458	Divided hwy
645	1462	--Add an additional lane each way -Add lights -Use the dots vs. paint to make the road lines more visible
646	1467	Medium in the middle of the lanes and two lanes, also more lights for better visibility
647	1468	From 405 to 18, there should be a four lane divided freeway with necessary off / on ramps along the way. I dont see any other acceptable solution.
648	1469	Put a highway divider on the 4 lane section between Jones Road and 140th Way SE. Add street lighting between Jones Road and SR 18
649	1470	More lanes, higher speed limits, and syncing of lights.
650	1471	Just add more lanes and extra lighting
651	1473	Road expansion or another route to get quickly to the east side, like a whole new freeway.
652	1479	Four lanes all the way through maple valley
653	1481	More lanes. Less large trucks using the highway during commuter hours, no left turns across lanes by drivers heading north.
654	1485	Cameras. More lights for night driving cuz I drive in the dark for work, I would love it. More reflective objects. Cameras, I can't tell you how much people would be more attentive if you send them a ticket for 500\$ cuz they violated the basic rules of the road. People are stupid, in a hurry, talking into the speaker phones, consumed with their world inside their vehicles and do not care what's going on out there in the real world of where they're driving. People will pay attention if you hit them HARD in their wallets.
655	1486	More lanes
656	1488	increase the number of lanes from 2 to 4 south of 196th , install street lights where there are none or lack of lights, make sure the highway is sanded when there is ice on roads
657	1490	Four lanes all the way. Median Strips between on-coming traffic Better lighting where there is none
658	1492	Add additional lanes in both directions
659	1496	widen roads. red light camera, turning lanes
660	1502	Median, lights, more lanes, turn lane
661	1504	Widen the road and have left turn lanes
662	1511	Better lighting.

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Number	Response ID	Comments
663	1513	More lanes to reduce congestion and bolster alternate routes as well. Light rail station?
664	1514	More lanes. Turn lanes. Thoughtful intersections.
665	1517	Lights, dividers, a way to warn people about ice
666	1518	needs to be 2 lanes in both directions. better marked intersections. better reflectors in the middle.
667	1521	Put in two lanes each direction to ease congestion. Fix possible mudslides and flooding. Add lighting.
668	1523	lights and two lanes
669	1525	Four lanes. Cloverleaf or other solution at the I-405 interchange
670	1526	Increase 2-lane portions to 4-lane. Adding an HOV lane would be even better.
671	1529	A center median/barrier at the high congestion points? Lower speed limit in the high congestion areas? Something to help eliminate the cutting? Studying the 154th intersection as well as the lights all the way up that hill and beyond to look at other ways to keep the cars moving? Restrict dump trucks and other large semis and heavy load work vehicles on 154th hill which tie up traffic movement with their heavy loads/slow pace up the hill? Create a turn lane heading westbound on 169 @ 154th so that cars aren't creating their own turn lane on the shoulder with high speed traffic driving right next to them?
672	1530	Make road 2 lanes consistent through to 405. Put a barrier between lanes similar to west seattle bridge years ago
673	1531	At the least BARRIERS AND STREET LIGHTS! Particularly the two lane areas. Better ice control, widening the two lanes, new paint strips, Speed control. And that bar is terrifying....I mean duh. Just duh ðŸ˜
674	1532	Increased lanes between Maple Valley city limits to Jones Rd, including center turn lane.
675	1533	Increase the number of lanes and add a median.
676	1539	Widen and lighting would help.
677	1540	Another lane in each direction or even just a possible middle turn lane would greatly help with many issues. Also some improved lighting.
678	1542	1. Widen to a 5 lane road. 2. Lighting. 3. Side walks/Shoulder.
679	1543	2 lanes all the way from maple valley to renton
680	1544	Add more lanes. Make turn lanes.
681	1545	1. Barriers between directions of traffic.

9.9.2 Verbatim open house comments

Comment cards

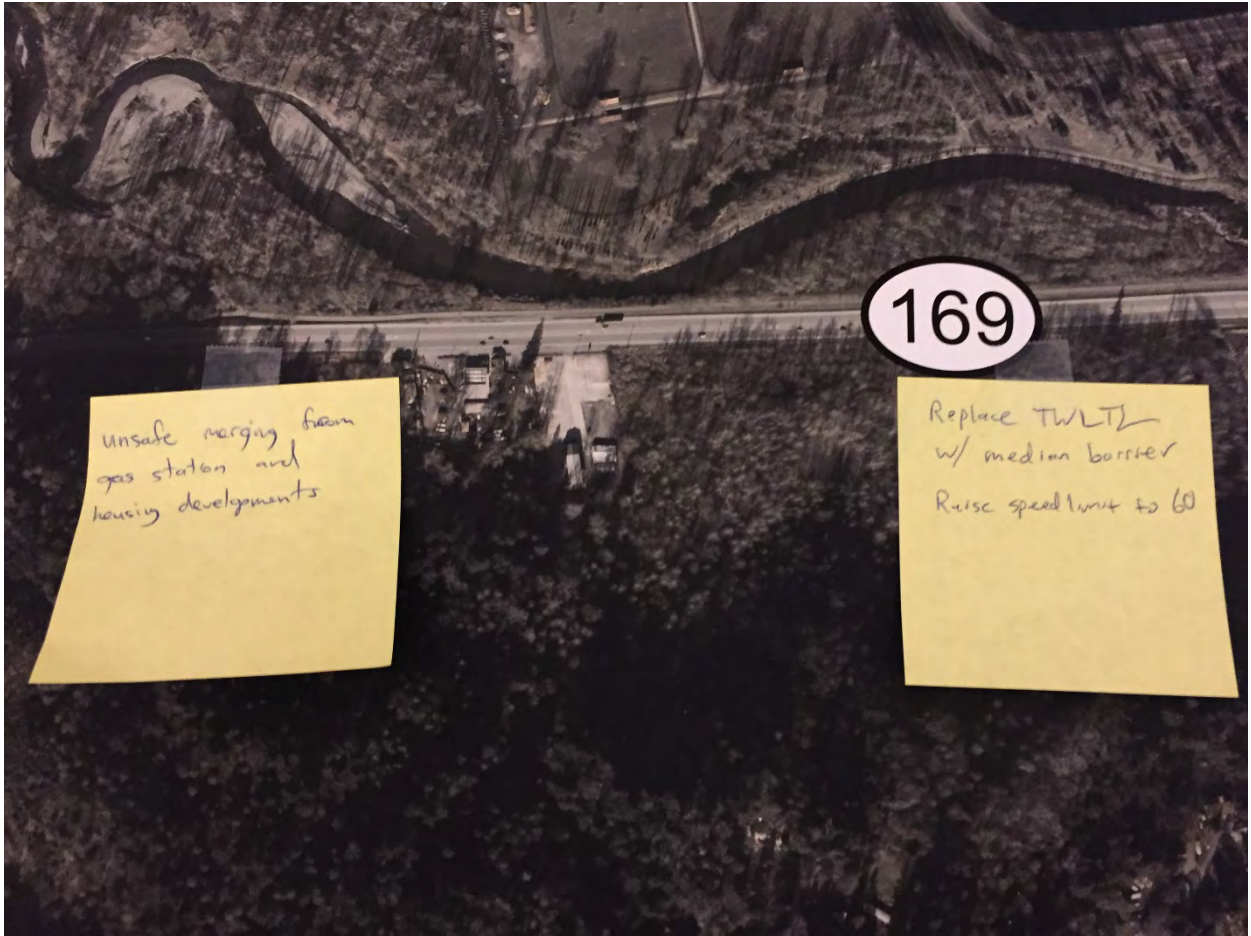
- 1) Major traffic congestion
- 2) Thank you for taking our comments
- 3) Slow down or stop development in MV + BD until road is improved. Will development be allowed until 169 is a parking lot? Improve bus service. All roads in and out of MV are 2 lanes. Non-motorized infrastructure @ Cedar Grove & 169 and SE 231st Ave non-existent. MV needs better bus service and needs to be part of sound transit. Suburbs contribute significantly to the traffic mess.

Roll plot comments

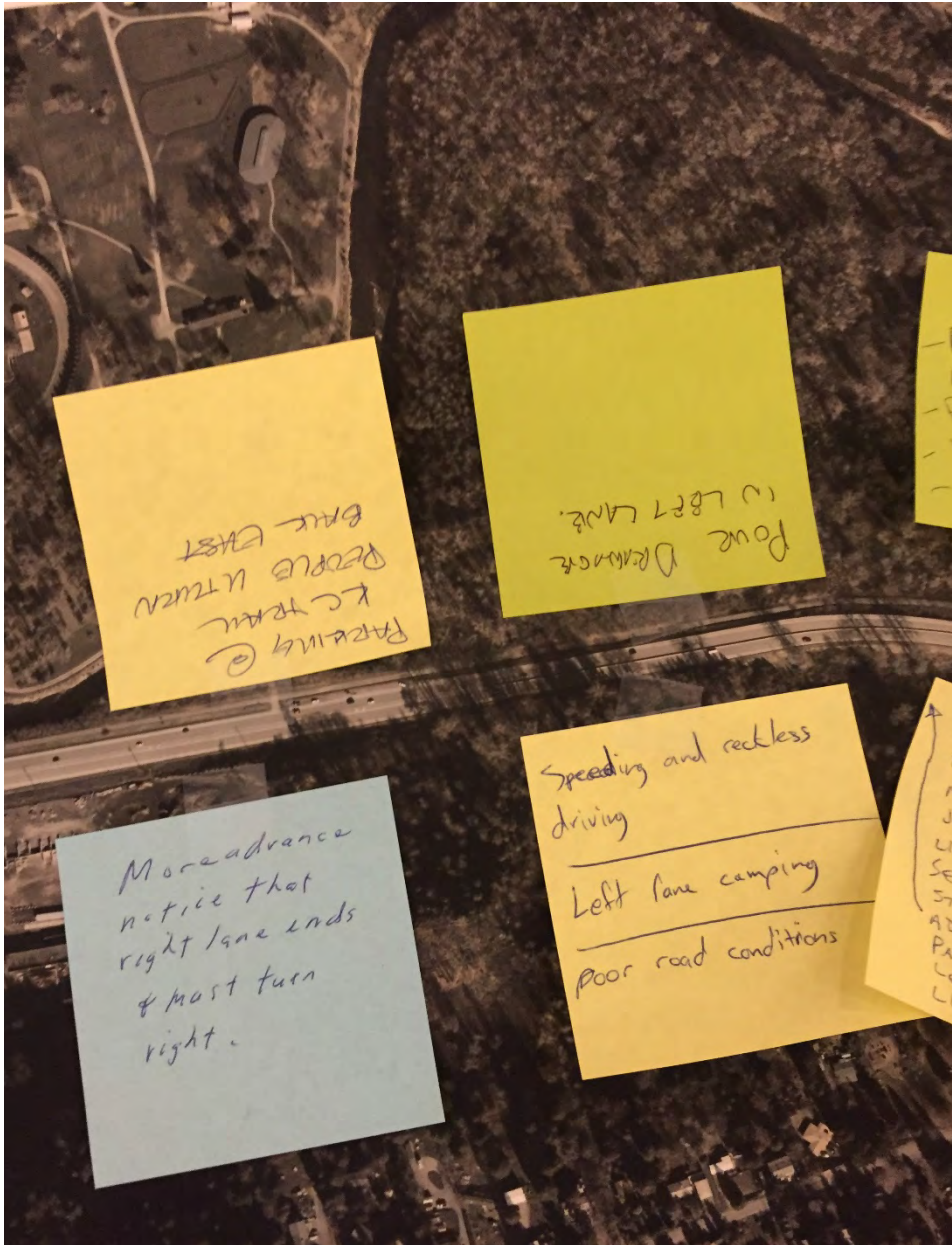
Overview: 1 of 4



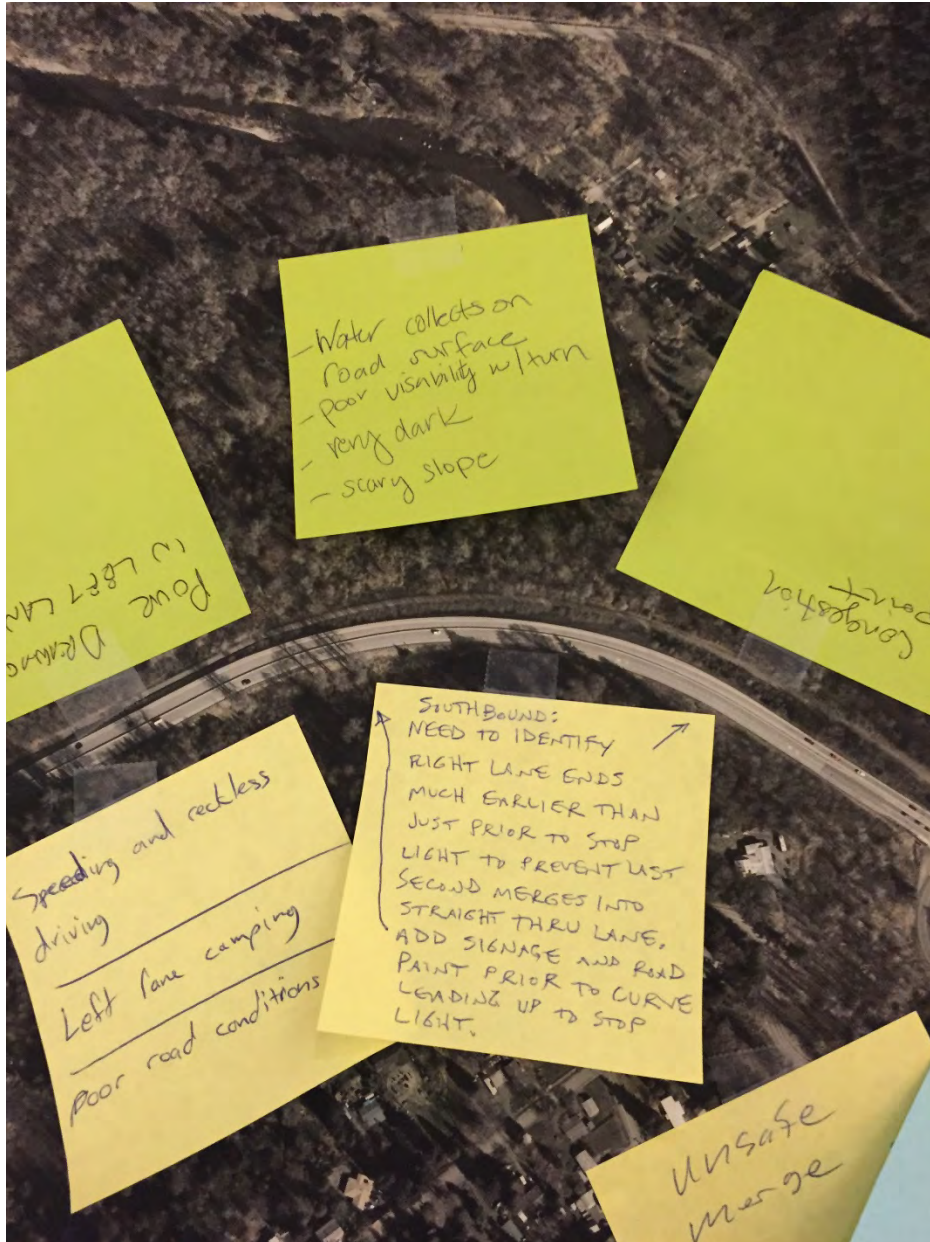
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- 1) Yellow: Unsafe merging from gas station and housing developments.
- 2) Yellow: Replace TWLTL with median barrier. Raise speed limit to 60.

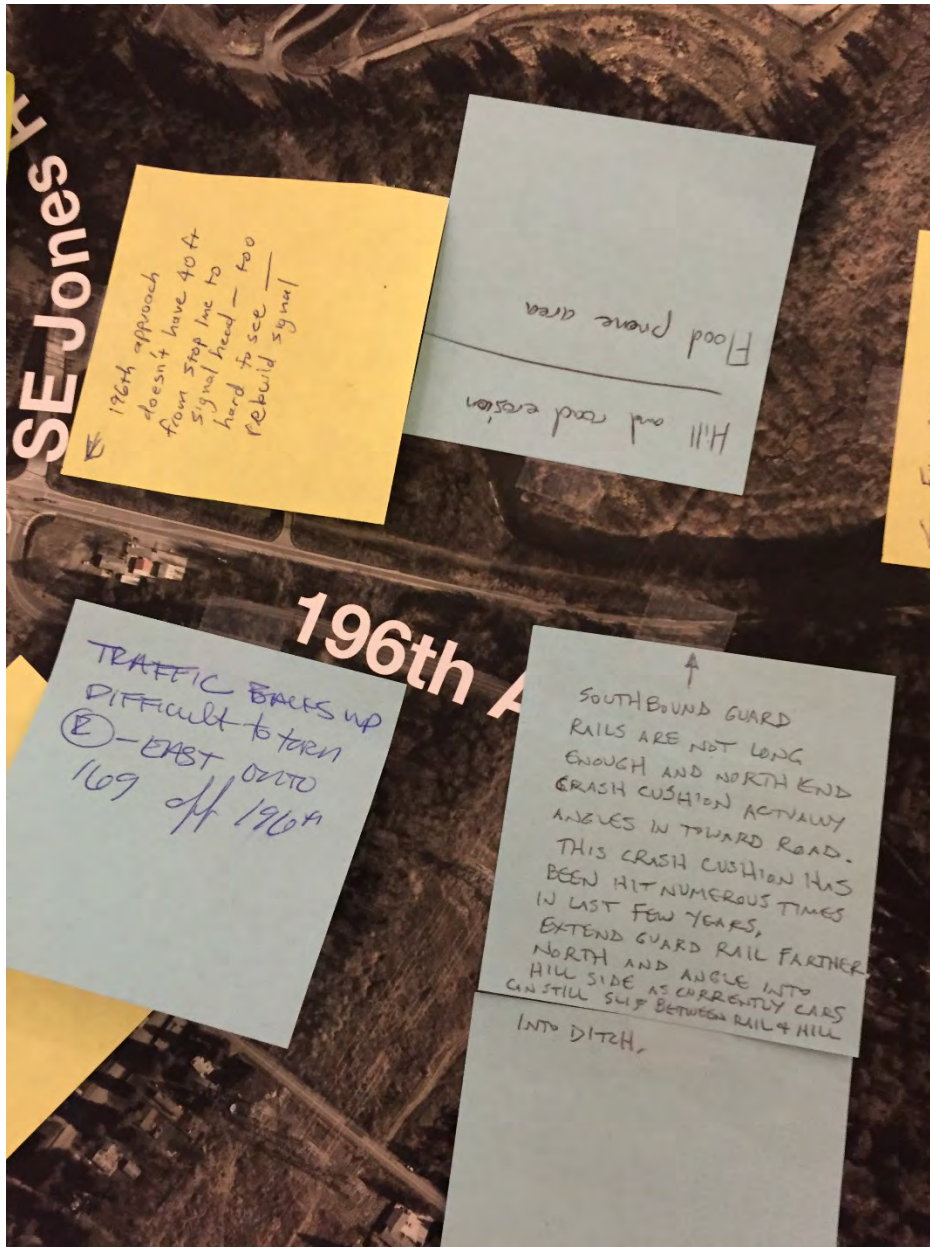


- 1) Blue: More advanced notice that right lane ends and must turn right.
- 2) Yellow: Parking @ KC trail people U-turn back east.
- 3) Yellow: Speeding and reckless driving. Left lane camping. Poor road conditions.
- 4) Green: Pour [sic] drainage in left lane.



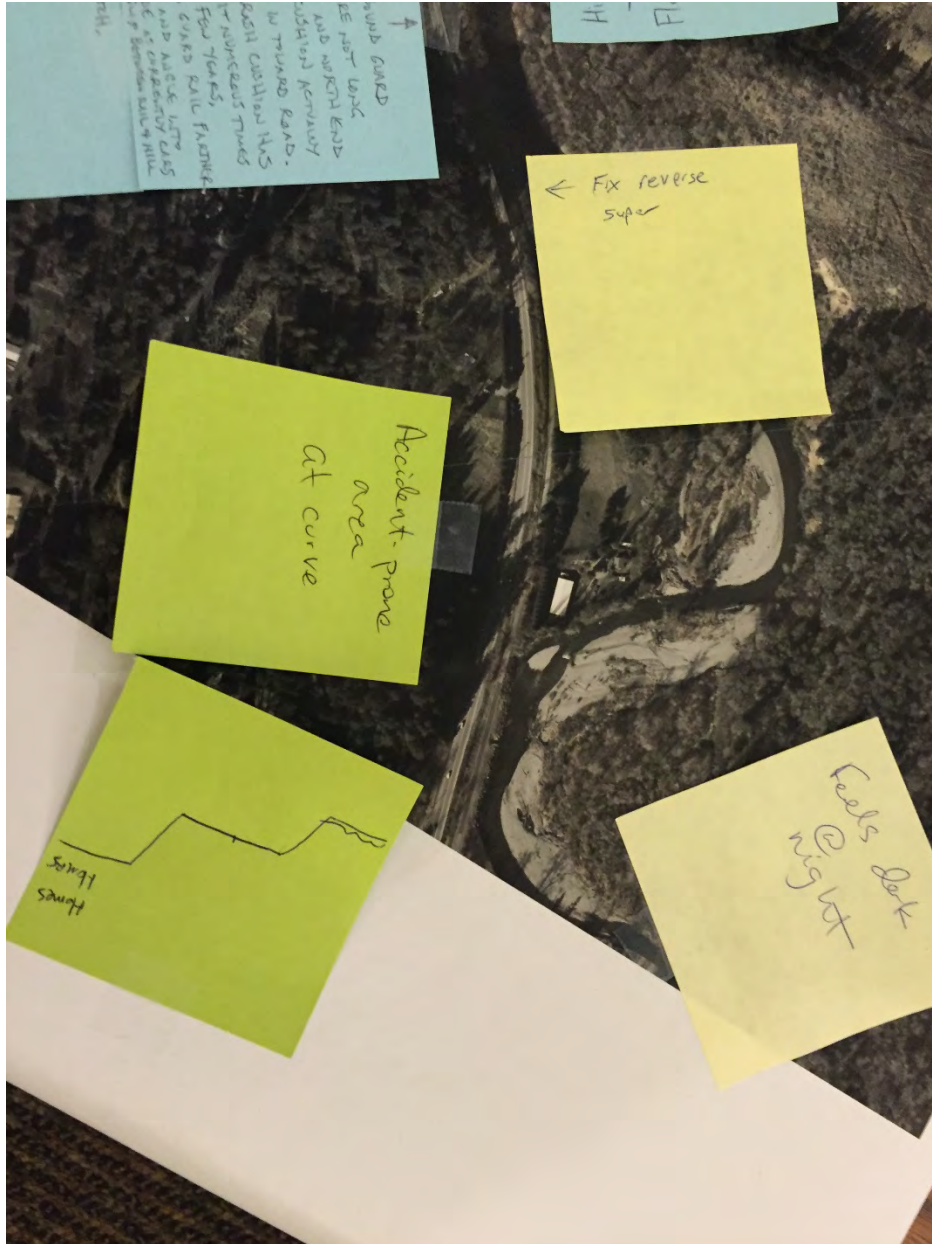
- 1) Green: Water collects on road surface. Poor visibility with turn. Very dark. Scary slope.
- 2) Yellow:
- 3) Southbound: Need to identify right lane ends much earlier than just prior to stop light to prevent last second merges into straight thru [sic] lane. Add signage and road paint prior to curve leading up to stop light.
- 4) Green: Congestion point [SE Jones Rd & 196th intersection]
- 5) Yellow: Unsafe merge [SE Jones Rd & 196th intersection]

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- 1) Yellow: 196th approach doesn't have 40 ft from stop line to signal head – too hard to see – rebuild signal.
- 2) Blue: Traffic backs up. Difficult to turn east onto 169 off 196th
- 3) Blue: Hill and road erosion. Flood prone area.
- 4) Blue: Southbound guard rails are not long enough and north end crash cushion actually angles in towards road. This crash cushion has been hit numerous times in last few years. Extend guard rail farther north and angle into hillside as currently cars can still slip between rail and hill into ditch.

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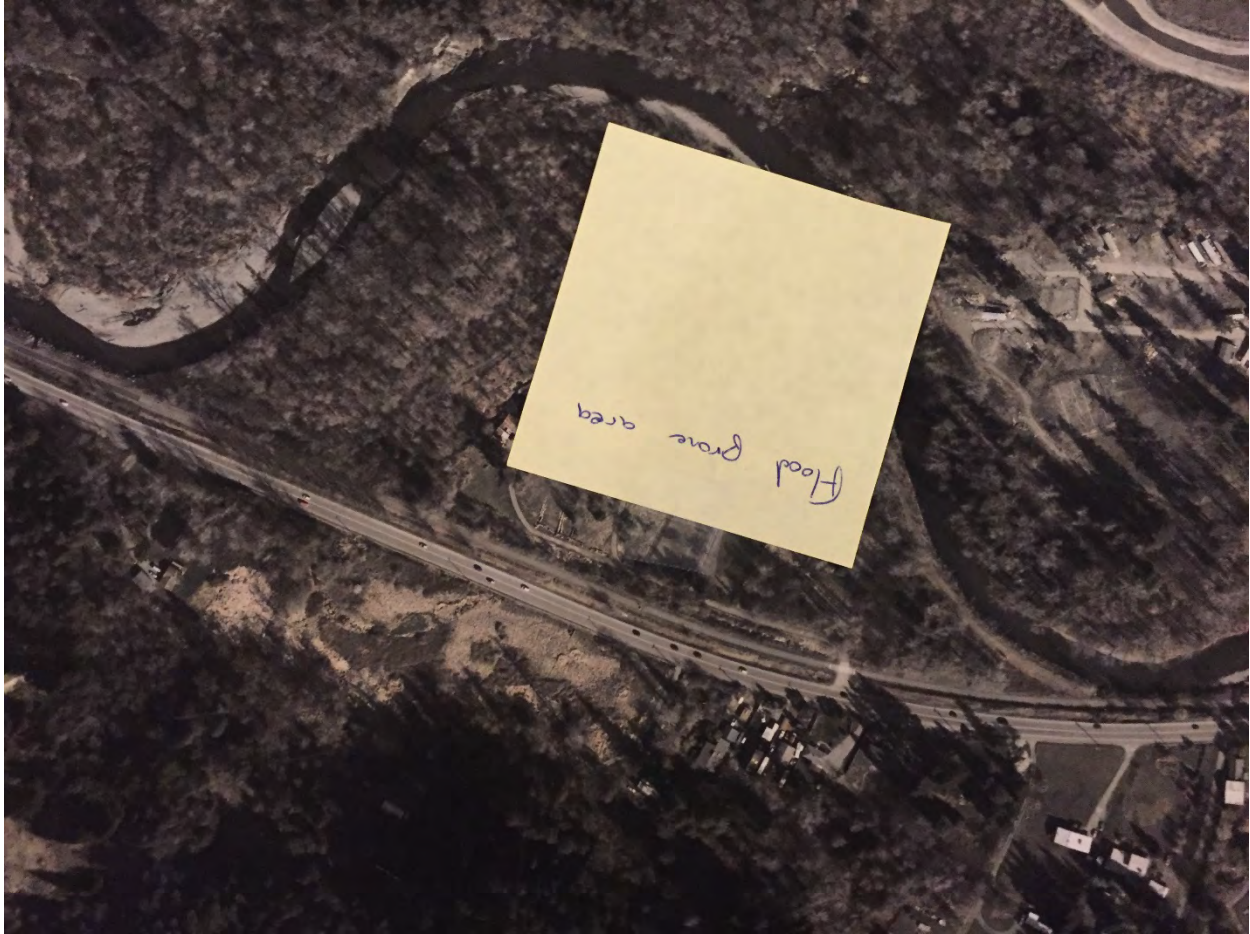


- 1) Yellow: Fix reverse super.
- 2) Green: Accident prone area at curve.
- 3) Green: Homes.
- 4) Yellow: Feels dark at night.

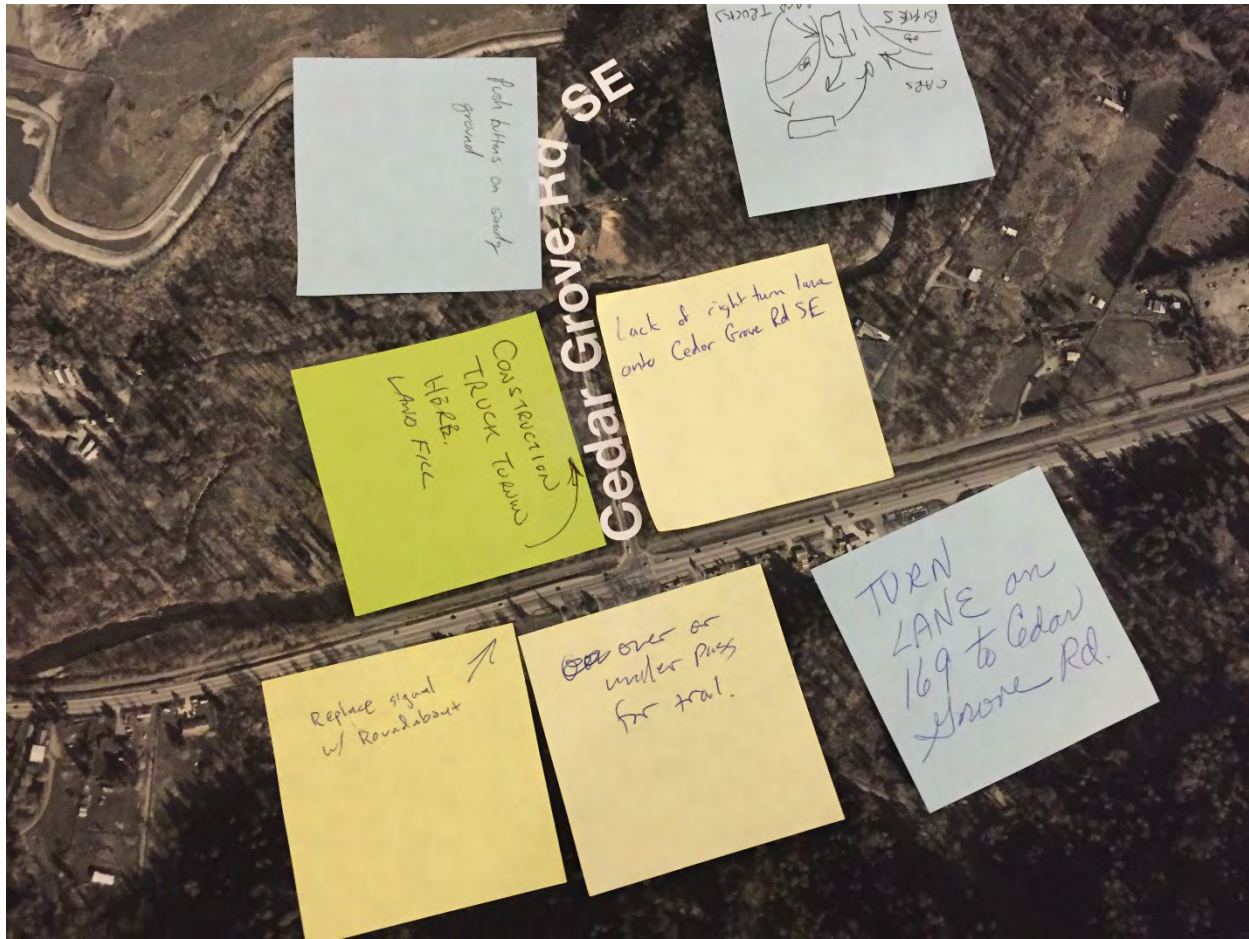
Overview: 2 of 4



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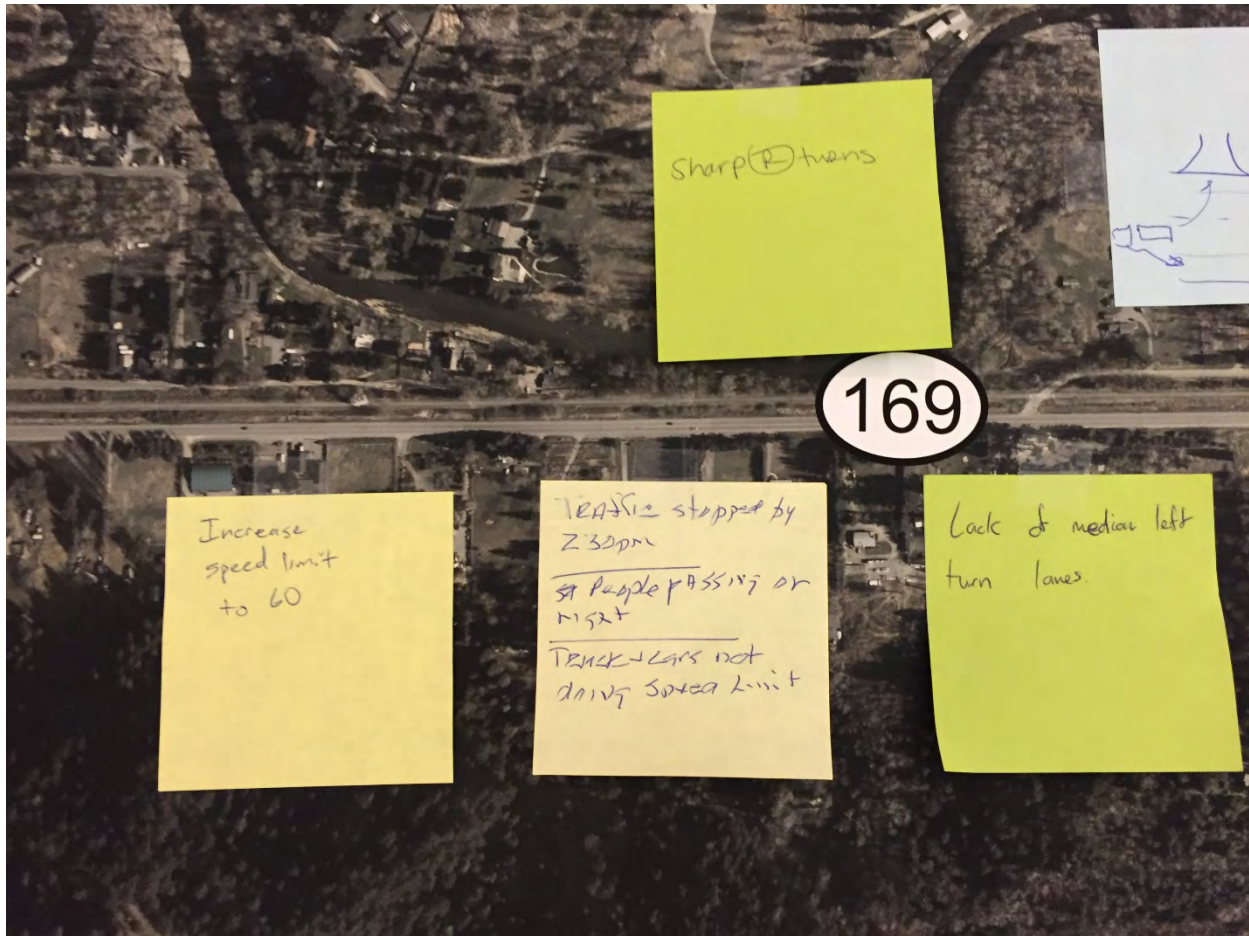


1) Yellow: Flood prone area.



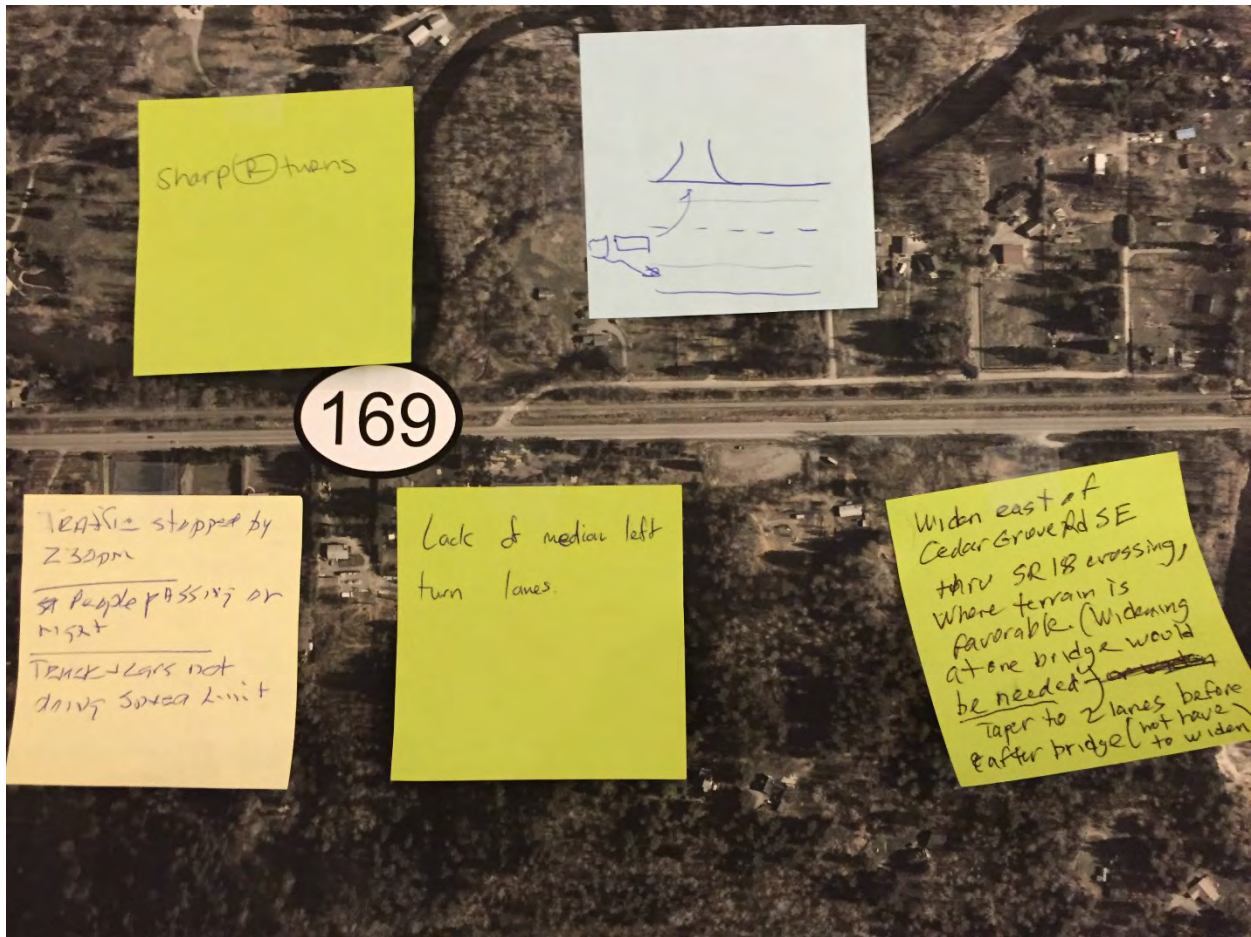
- 1) Yellow: Replace signal with roundabout.
- 2) Yellow: Over or under pass for trail.
- 3) Blue: Turn lane on 169 to Cedar Grove Rd.
- 4) Green: Construction truck turns here. Landfill.
- 5) Yellow: Lack of right turn onto Cedar Grove Rd SE.
- 6) Blue: Push buttons on sandy ground.
- 7) Blue: [Diagram of bike, car, garbage truck movements.]

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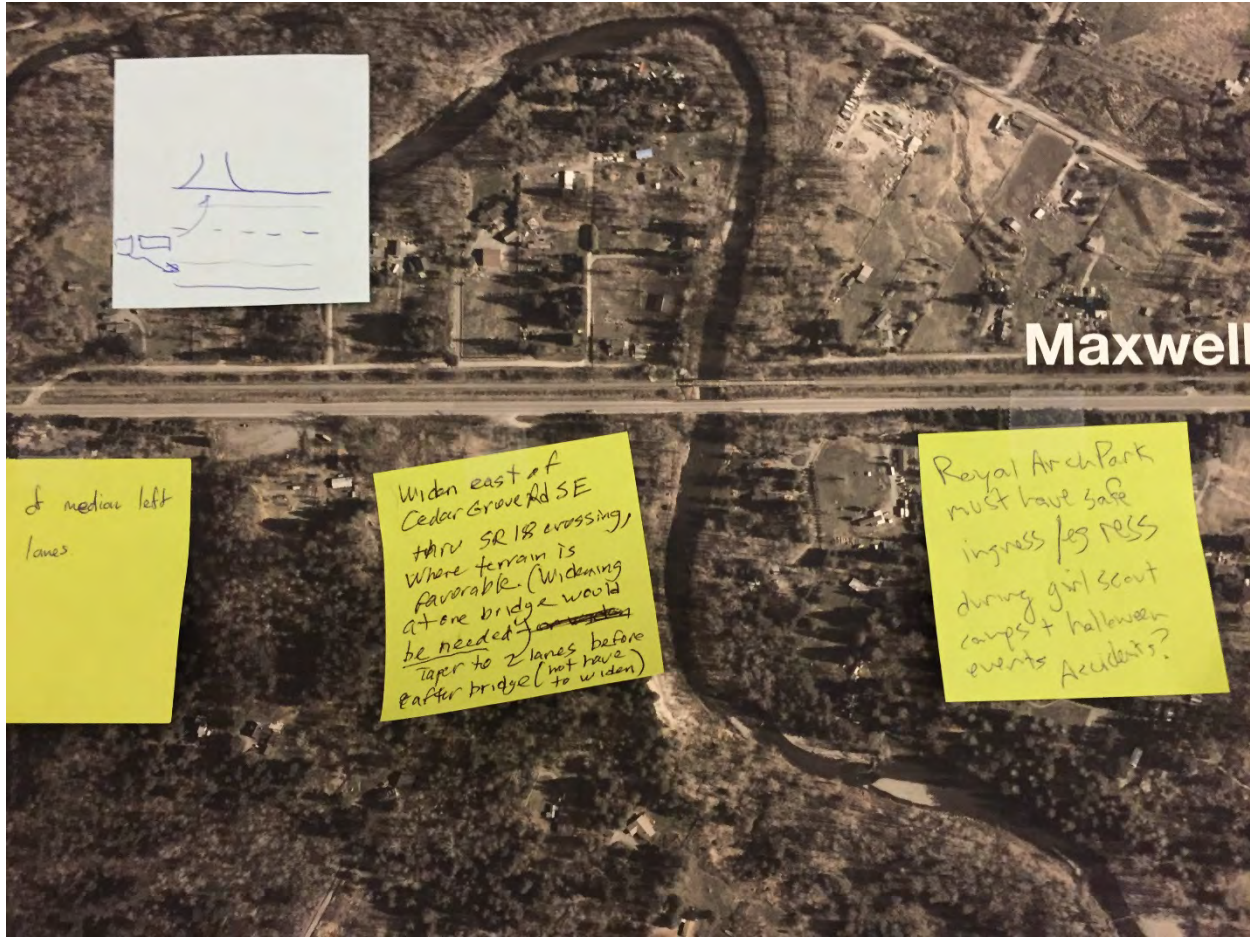


- 1) Yellow: Increase speed limit to 60.
- 2) Yellow: Traffic stopped by 2:30 pm. People passing on right. Trucks and cars not doing speed limit.
- 3) Green: Sharp right turns.
- 4) Green: Lack of median left turn lanes.

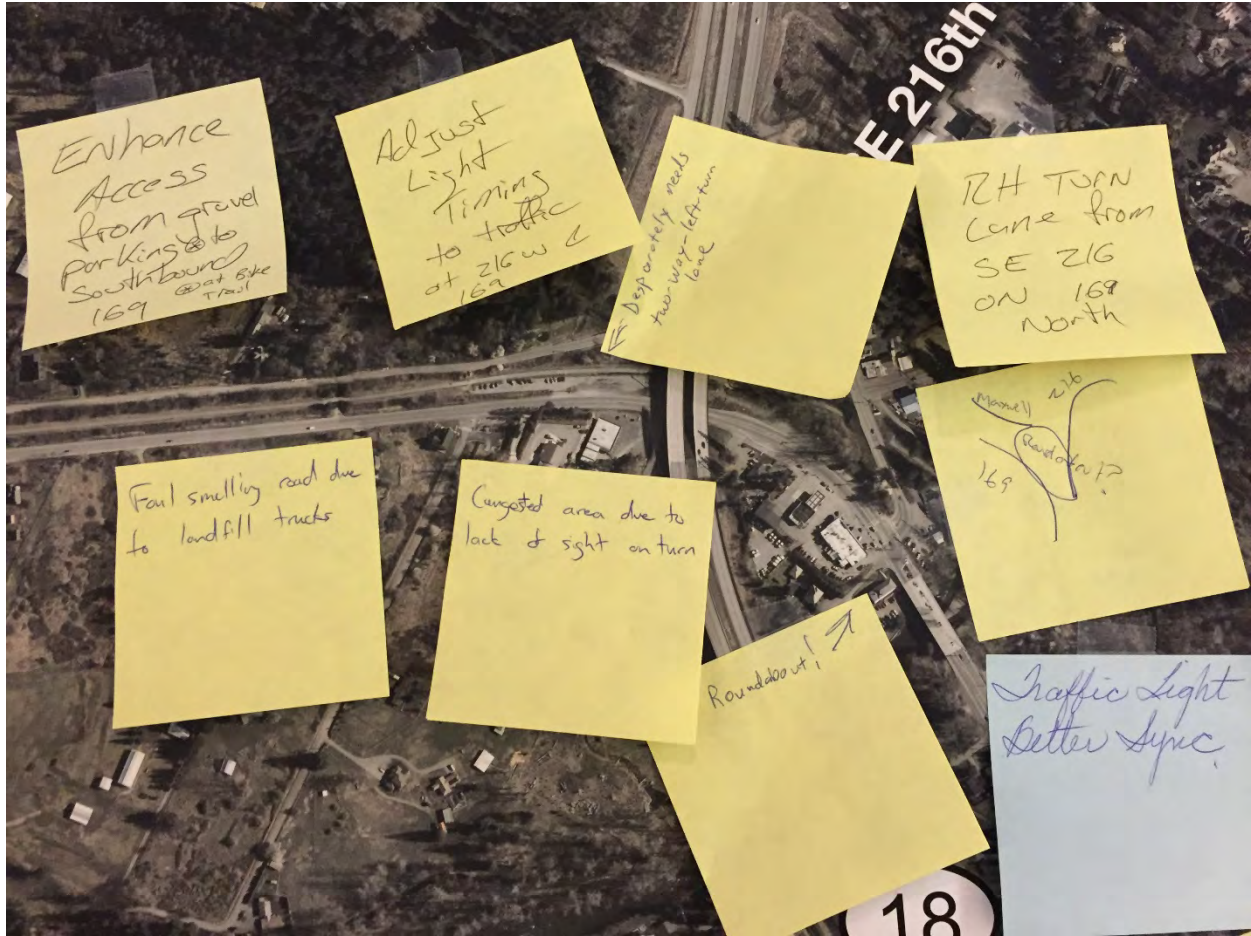
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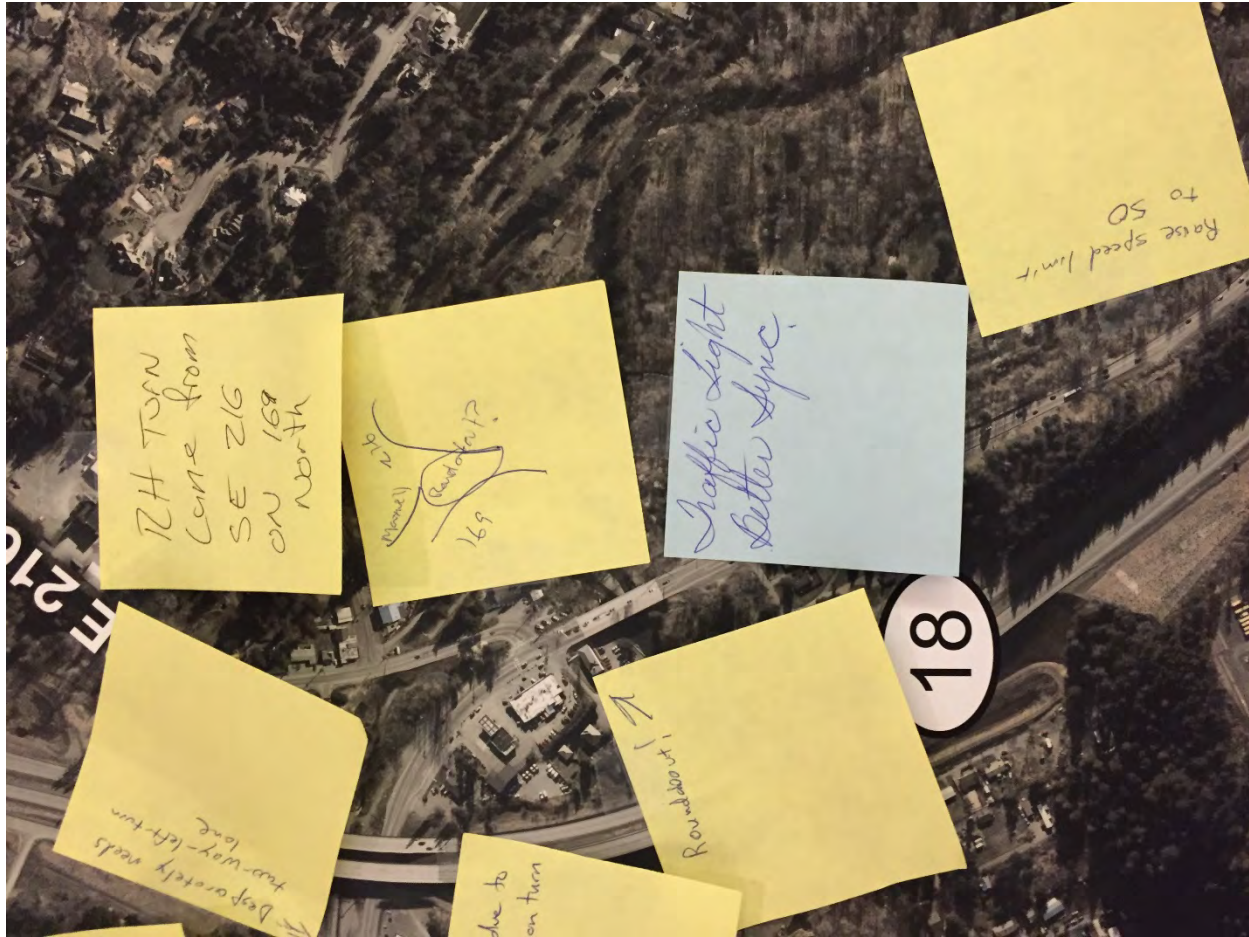
- 1) Blue: [Diagram of vehicle using shoulder to pass left-turning vehicle.]
- 2) Green: Widen east of Cedar Grove Rd SE thru [sic] SR 18 crossing where terrain is favorable. (Widening at one bridge would be needed). Taper to two lanes before and after bridge (not have to widen).



- 1) Green: Royal Arch Park must have safe ingress/egress during Girl Scout Camps and Halloween events. Accidents?

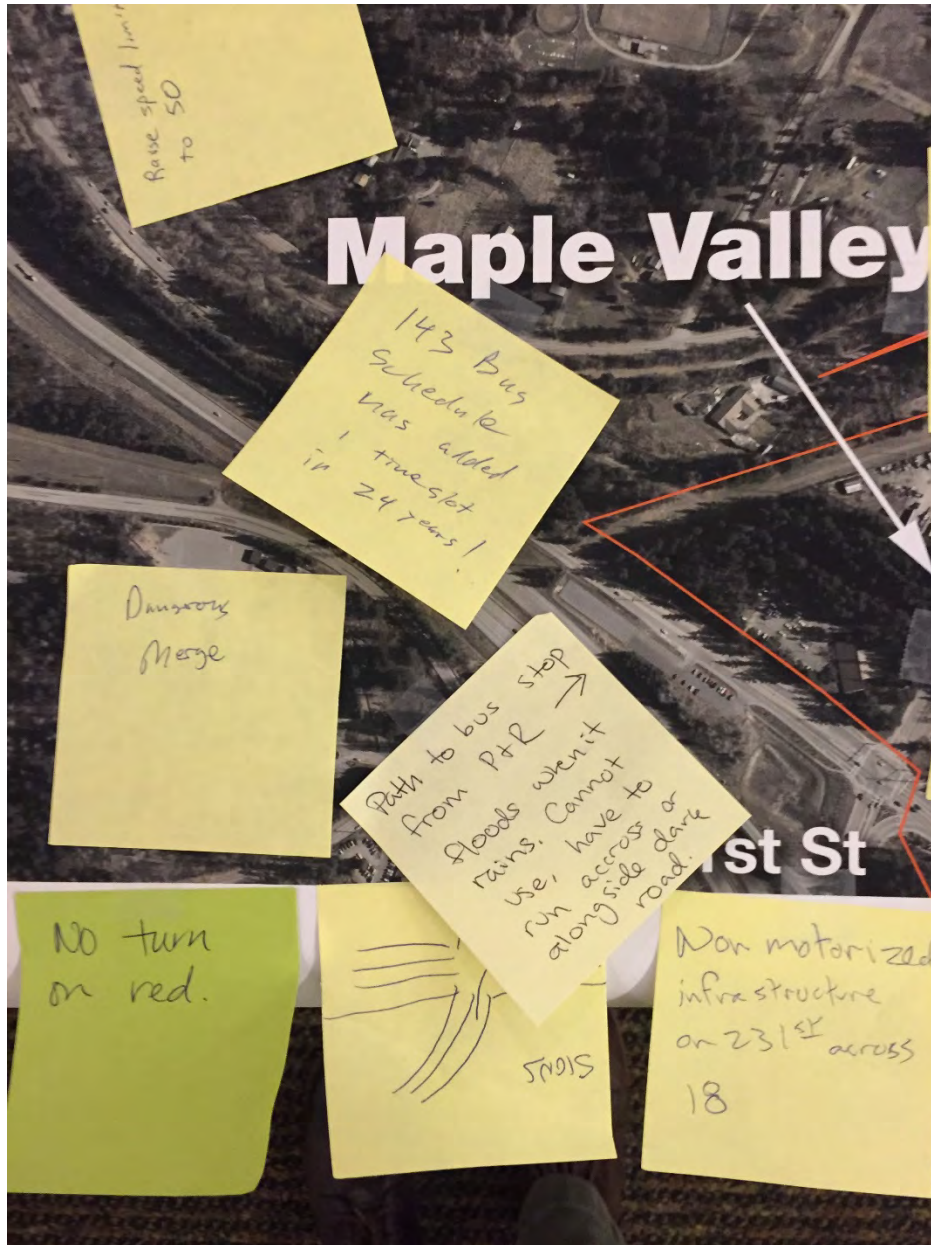


- 1) Yellow: Enhance access from ground parking to southbound 169 at bike trail.
- 2) Yellow: Adjust light timing to traffic at 216 W and 169.
- 3) Yellow: Desperately needs two-way left-turn lane.
- 4) Yellow: Foul smelling road due to landfill trucks.
- 5) Yellow: Congested area due to lack of sight on turn.



- 1) Yellow: Right-hand turn lane from SE 216 on 169 north.
- 2) Yellow: [Diagram of possible roundabout at intersection.]
- 3) Yellow: Roundabout suggestion south of SE 216 along SR 18
- 4) Blue: Traffic light better sync.
- 5) Yellow: Raise speed limit to 50.

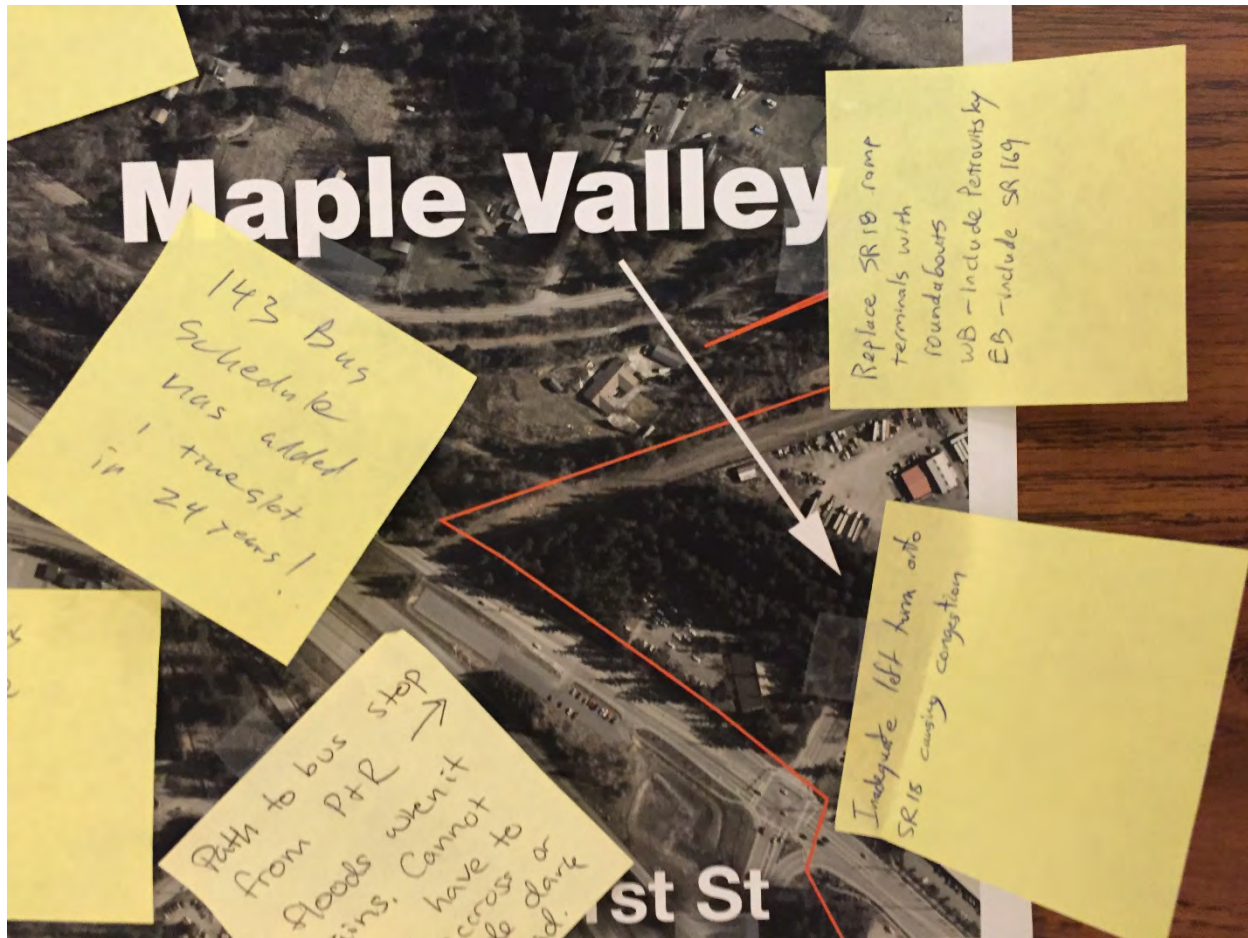
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- 1) Yellow: 143 bus schedule has added one timeslot in 24 years!
- 2) Yellow: Dangerous merge
- 3) Yellow: Path to bus stop from P & R. Floods when it rains. Cannot use, have to run across or alongside dark road.
- 4) Green: No turn on red.
- 5) Yellow: [Diagram of four-way stop.]

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6) Yellow: Non-motorized infrastructure on 231st across 18.



1) Yellow: Inadequate left turn onto SR 18 causing congestion.

2) Yellow: Replace SR 18 ramp terminals with roundabouts. Westbound: Include Petrovitsky. Eastbound: Include SR 169.

Electronically Submitted Comments to Project Staff

1. I believe our Chief attended a meeting in regards to this subject recently. From my perspective though, our greatest concerns for that stretch of road include:
 - Emergency vehicle right of way – There is very little shoulder room for cars to pull off leaving our rigs responding for long stretches in the on-coming lane.
 - Congestion – Chronically long backups significantly impact our response times to any incident accessed from SR169.
 - Transport Corridor – Without at least a 3rd lane, it is very difficult to establish a rapid means of transport for critically injured patients leaving the scene of an accident.

These are three that just come to mind. I will let you know if I come up with any others. Also, don't hesitate to email or call if you have a specific question.

Thanks!

Jeff DiDonato

Deputy Chief

Maple Valley Fire & Life Safety

2. Hi Harmony,

I have been referred to your email via Cedar River Montessori School and would like to comment on my experience regarding use of SR169. Frequency is M-F from 8:30 AM and 3:30 PM

I drive from Petrovisky and 140th Street to get to 156th Street intersection on SR900 and then Jones Road to deliver and pick up my child at the Montessori School. I then use 156th to continue North for work to get to SR900 and eventually to Issaquah/I-90 corridor.

SR169 has each year become more congested and the drive time to simply go approx. one mile on SR900 has increased from 5 min up to 20 minutes. I have now found myself driving further East, to the other end of Jones road, and taking the back entrance to be on time for child delivery. I am concerned that the congestion will increase significantly once the small business park is finished and open at the 156th intersection. I have seen an increase in drivers using the new development to do turn arounds so they can cross to 156th vs. waiting in the turn lane going east that at times almost extends to the 140th and golf course intersection. And also going West in the afternoons by bypassing the 140th intersection and doing turn arounds at the golf course to be able to get up the South hill of 140th.

The other reason for using this route is to get to Issaquah to avoid traveling 405 to I-90. the 156th intersection off SR169 is the only side road that will lead from one Renton hill (i.e. Petrovisky) to the others (i.e. Union Hill and SR 900). What has previously taken a 15 min drive has now increased at times to 45 minutes. It appears that it may be due to

growth of housing on the North side of 156th (on top of the hill), the growth of business being built on Maple Valley Hwy at the 156th intersection, and the growth of the New Life Christian school at the same intersection.

What could be done to relieve congestion? Create a byway that extends across SR169 (possibly option to merge on to it) somehow connecting one Renton Hill to the other (i.e. Petrovisky Hill to Union Hill) as it appears that MANY use this route to get to SR900 to avoid I-405 via I-90 or going all the way to Hwy18 to get to Issaquah or the I-90 corridor.

Not sure if this is what kind of information or opinion you are after but here you go.

Thanks,
Michelle Stroud
425-829-1336
12805 SE 170th Street,
Renton, WA 98058

3. Sarah,

It was a pleasure to speak to you today, and it is always nice to meet a former Midwesterner ☐

Below is the feedback I received that I spoke to you about.

- Possibility of extra lanes due to the continued perceived growth of Maple Valley and future development in Black Diamond.
- Observed concern of vehicles passing on the right shoulder at NB SR 169/214th. This is in the same area of a parking lot that is the entrance to the Cedar River Trail. A turn lane may prevent the motorists from passing on the shoulder to drive around vehicles taking a left turn.
- Observed concern, stop lights in the area of Four Corners and their timing. The light at 271st Pl. tends to stay on a steady red when there is no other traffic. It is not uncommon to consistently be stopped at lights south and north of Four Corners.
- Several areas have four lanes with a turn lane narrow-down to a single lane. This can cause bottle necks and vehicles taking advantage of zipper lanes; traveling fast down the right lane and then cutting into the regular lane causing sudden stops.
- Because of the wide shoulder, Troopers feel safe working enforcement activities.

Myself and/or Sgt. Stock will be present for the open house.

Thanks again for the opportunity to provide feedback.

Jo

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Lieutenant JoAnn Buettner
Washington State Patrol
Field Operations Bureau – District 2
2803 156th Ave SE
Bellevue, WA 98007
Desk (425) 401-7702 / VOIP 20102

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