



King County

Road Services Division

Department of Local Services

Evaluation Summary

Issaquah Hobart Road Southeast

At the request of some area residents, a study was conducted to evaluate the appropriateness of the existing speed limit on Issaquah Hobart Road Southeast between the Issaquah City Limits (near Southeast 104th Street) and Southeast Mirrormont Boulevard, about 3.2 miles long.

Issaquah Hobart Road is a principal arterial with a posted speed limit of 45 mph between the City of Issaquah and Southeast Mirrormont Boulevard and 40 mph speed limit south of Southeast Mirrormont Boulevard. It carries an average of 17,700 vehicles per day north of Southeast Cedar Grove Road and an average of 12,500 vehicles per day between Southeast Cedar Grove Road and State Route 18. It has two 11-foot lanes with 4- to 9-foot paved shoulders and turn lanes at the West Tiger Mountain Hang Gliding Park, Southeast May Valley Road, Southeast Tiger Mountain Road, Southeast Cedar Grove Road and Southeast Mirrormont Boulevard.

The average speed on Issaquah Hobart Road Southeast is 39.5 mph and 85th percentile speed is 46.6 mph (i.e. 85% of the cars travel 46.6 mph *or less*), indicating motorists tend to drive near to below the posted 45 mph speed limit.

Issaquah Hobart Road Southeast is fairly level (or flat?) with the exception of the segment between Southeast May Valley Road and Southeast Tiger Mountain Road which has a grade. There are a total of 16 intersections and 86 driveways within this stretch of roadway.

Between 2013 and 2017, a total of 160 collisions were reported, amounting to 1.58 collisions per million vehicle miles (MVM). The rate is under the King County average for similar roadways of 1.71 per MVM. Predominant collision types include rear-end collisions (58.8%) and single-vehicle fixed object collisions (18.1%). There was 1 fatal, 66 injury, and 93 property-damage-only collisions.

Based on the engineering data and the speed limit evaluation, a speed limit decrease from 45 to 40 mph is appropriate between the Issaquah City Limits and Southeast Mirrormont Boulevard. The revision is in keeping with prevailing speeds, peak hour congestion and collision type.