

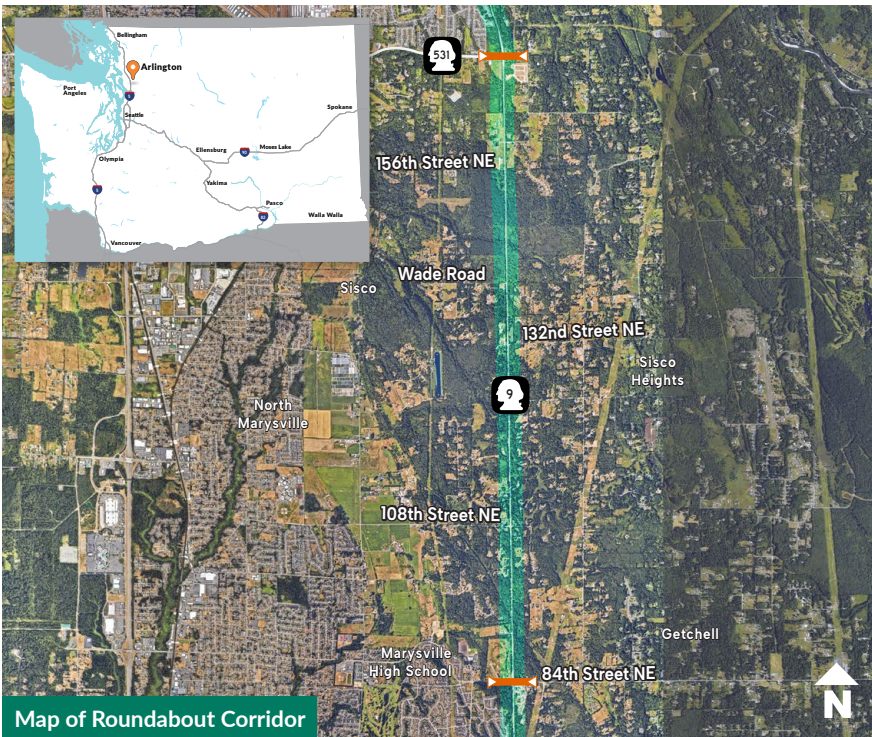
State Route 9 Roundabouts

Arlington, WA



Corridor Background

SR 9, south of Arlington, had a series of intersections replaced with roundabouts. These roundabouts were installed between 2014 and 2020 and help reduce intersection delay and increase safety for all users. The corridor is on the edge of a suburban area, but is mostly surrounded by more rural low density development, and is a high speed state highway, much like portions of US 101.



Corridor Information

Extents

SR 531 / 172nd St NE to 84th St NE
(6 miles)

Context

Mostly rural with some suburban homes

Traffic Volume

13,000 to 16,000 vehicles per day

Speed Limit







55 mph

Number of Lanes







2 lanes, undivided

Aerial view of SR 9 & 108th Street NE roundabout

Comparison: Before and After

	Before	After
SR 9 & 84th St NE		 Roundabout
SR 9 & 108th St NE		
SR 9 & SR 531/172nd St NE		
Number of Lanes		

Crash data was reviewed for the years before the roundabout opened and the same number of years after the roundabout was opened, excluding the opening year. There were no reported fatalities, bicycle or pedestrian crashes at these intersections for the years analyzed.

Percent severe injury crashes versus all crashes			
Intersection	Construction Year	Before	After
SR 9 & 84th St NE	2014	 51%	 31%
SR 9 & 108th St NE	2020	 50%	 18%
SR 9 & 172nd St NE	2012	 38%	 25%

Disclaimer: Under 23 U.S. Code § 148 and 23 U.S. Code § 407, 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. **Data source:** WSDOT crash data, 2010-2023, analyzed by Fehr & Peers, 2024.

Additional Information

- ▶ When a two-way stop-controlled intersection is converted into a roundabout intersection, fatal crashes can be reduced by as much as 82%.
- ▶ When a signalized intersection is converted into a roundabout intersection, fatal crashes can be reduced by up to 78%.
- ▶ As the data shows, crashes are less severe, in line with Washington's Target Zero goal to eliminate serious injury and fatality crashes.

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