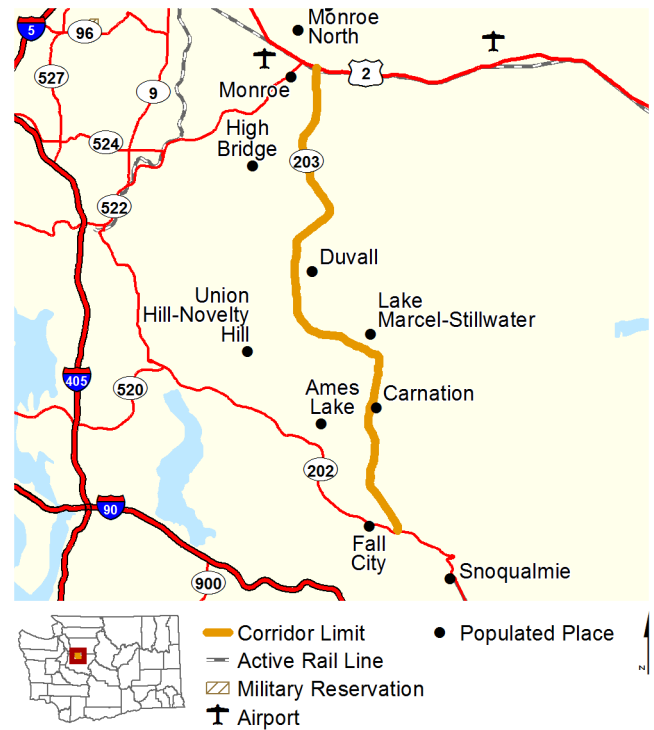


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 203: SR 202 Jct (Fall City) to US 2 Jct (Monroe)

This 24-mile long north-south corridor runs between the State Route 202 junction in Fall City and the US Route 2 junction in Monroe. The corridor travels across King and Snohomish counties as it passes through the cities of Monroe, Duvall, Carnation, and the unincorporated area of Fall City. The corridor's character is primarily rural. The main land uses along the rural areas include agriculture, recreation, and some residential. Within the cities the corridor passes through, the corridor's character increases in density with residential, commercial, and some light industrial land uses. The entire corridor runs along the Snoqualmie River, and crosses the Skykomish River at the northern end. The corridor's terrain is rolling from Fall City until reaching Snohomish County where it transitions to level terrain for the remainder of its length. Vegetation along the corridor includes irrigated farmland and wooded areas. There are two airports located near the northern end of the corridor.



Current Function

SR 203 is a state highway that extends between Monroe and Fall City. The corridor is made up entirely by SR 203 and primarily functions as a connector route, linking roads and destinations both along the route and beyond. The route provides commuters easy access to local destinations, as well as to connections to US 2 and SR 202. Commuters use this route to go to employment sites, connect to other state routes, and to access recreation sites. Freight traffic use SR 203 to bypass congestion on Interstate 5 and I-405. The corridor is used as a disaster evacuation route in case of train derailment. King County Metro provides service in Duvall and Snohomish Community Transit provides minimal service in Monroe. The Microsoft Corporation "Connector" bus service for employees provides daily service to Duvall during the week. There is one park and ride lot in Duvall and two in Monroe. The Snoqualmie Valley Trail is available for pedestrians and bicyclists along the corridor.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

Highlights and Performance

SR 203 is a two-lane, undivided, signalized highway that often includes a center or right turn lane within Duvall and Monroe. The annual average daily traffic on this corridor is highest at the NE 124th Street intersection and lowest near the southern Carnation city limits.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Approximately 98% of surveyed pavements on the corridor are in fair or better condition.
- There are multiple fixed-route transit services providing service on most of the corridor.
- There are no habitat connectivity sites on the corridor.

What needs to change?

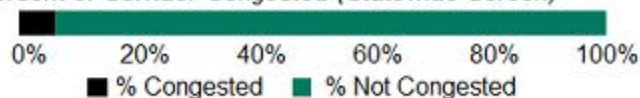
- Pedestrian and shared-use facilities are incomplete and there are no dedicated bicycle facilities on the corridor.
- There are seven bridge preservation needs on the corridor, particularly the Skykomish River Bridge.
- The corridor has a medium climate vulnerability rating.

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

High	Low	
13,582	6,978	Annual Average Daily Traffic (AADT)
11.3%	8.4%	Bus/Truck Percent
48.92		Number of Lane Miles
9		# of Signalized/Stop Controlled Intersections
\$23,329,000		Corridor Investments (2005-2016)

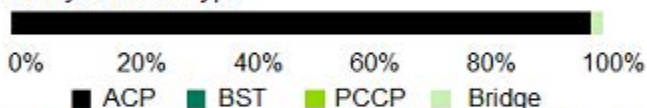
Mobility

Percent of Corridor Congested (Statewide Screen)

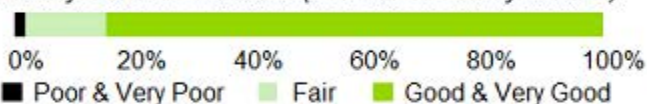


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	47.6% Passable	52.4% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	33.3% Resolved	66.7% Unresolved
Wildlife Connectivity	0 Structures in Place	7 High Priority Miles
Stormwater Treatment	13 BMPs	Retrofit Prioritization in progress
99.8	% of Corridor with high potential for increased Climate Impacts	
4	Wetland Mitigation Locations	
None	Historical Bridges	

1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- Several partners would like to see more intersection control at some of the corridor's urban intersections, particularly those in the cities of Duvall, Monroe, and Carnation.
- Concern about the way in which the corridor bisects Monroe and the possibility of increasing east-west connectivity within the city.
- A desire for increased connectivity from the corridor to Main Street in Duvall.
- All partners would like to see expanded pedestrian and shared-use facilities along the corridor.
- Concerns about posted speed limits in the urban portions of the corridor.
- There is a desire to explore the corridor's impact on stormwater management in the local area.

Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

Policy Goals / Strategies Description and Near-Term Actions

Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>

Mobility

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

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, clean stormwater, and pavement repair.</i>
Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 77% of the corridor.</i>
Structures	<i>WSDOT has identified three Structures actions in the next six years at specific locations within this corridor.</i>
Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years at a single location on this corridor.</i>

Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 33% of the corridor.</i>
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Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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For more information

To find out more information about this corridor or how to get involved, please contact:

Nazmul Alam

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WSDOT Management of Mobility Division
206-464-1267
alamn@wsdot.wa.gov

Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

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.

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Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en wsdotada@wsdot.wa.gov o llamando gratis, 855-362-4ADA (4232. Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

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