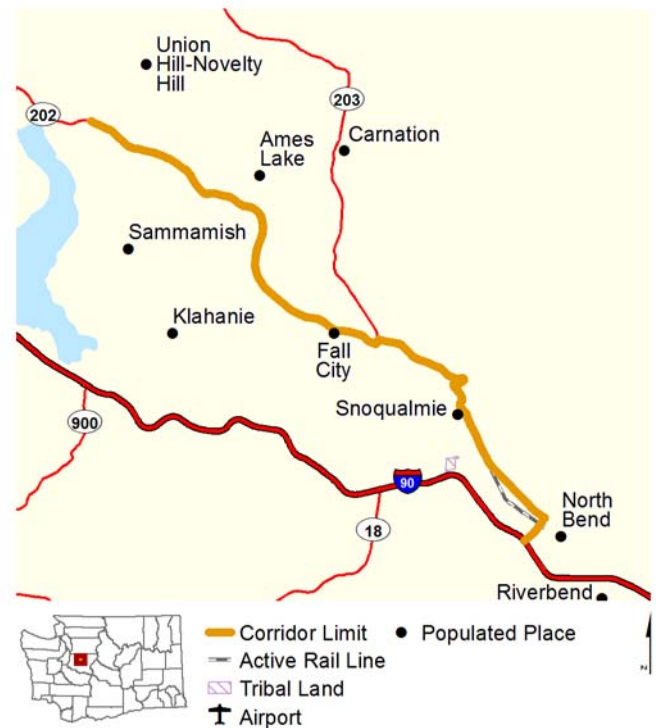


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 202: 208th Ave NE to I-90 Jct (North Bend)

This 20-mile long east-west corridor runs between Redmond and North Bend in King County. The corridor passes through the Fall City community and cities of Snoqualmie and North Bend. The character of the corridor is mostly rural; land use consisting of county owned undeveloped areas located in the floodplains and residential homes, farms, and businesses dotted throughout. Within Fall City and the cities of Snoqualmie and North Bend, the character of the corridor is heavily suburban with residential and commercial retailers situated in a grid pattern. In North Bend, the corridor crosses the South Fork of the Snoqualmie River near Interstate 90. At the southern end, close to North Bend, the corridor is bounded by I-90 to the south and the Snoqualmie River, or one of its tributaries, to the north. Lake Sammamish is located to the west of the northern terminus. Terrain is rolling throughout the corridor.



Current Function

State Route 202 is located entirely within King County and connects I-90 in North Bend to SR 520 in Redmond through the communities of Snoqualmie and Fall City. Along with intersecting I-90, SR 202 also intersects SR 203, providing access to Carnation, Duvall, and Monroe. Major trip attractors for the corridor are Rattlesnake Ridge, Snoqualmie Falls, and the Snoqualmie Casino. This corridor functions as a commuter corridor, aiding in the movement of people to commercial and employment centers along the corridor. The corridor also functions as a recreational corridor for visitors heading to Snoqualmie Falls and the various recreational areas. King County Metro provides service between Snoqualmie and North Bend and there is one park and ride located near North Bend. Snoqualmie Transit provides service between Snoqualmie and Fall City. King County Parks owns many recreational sites in the area, including the Snoqualmie Valley Trail and Centennial Trail which provide pedestrian and bicyclist use.

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

This portion of SR 202 is a mostly two-lane, undivided highway that includes turn lanes at signalized intersections. There is a four-lane signalized section near I-90. The annual average daily traffic on this corridor is highest at the 208th Avenue NE intersection near Redmond and lowest near the SE Duthie Hill Road between Sammamish and Snoqualmie.

What's working well?

- The corridor operates above WSDOT's congestion threshold.
- Approximately 97% of surveyed pavements are in fair or better condition.
- The corridor has several shared-use trails.
- There are no habitat connectivity sites on the corridor.

What needs to change?

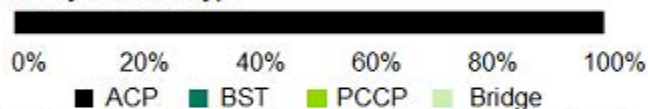
- There are three bridges with preservation needs on the corridor.
- The corridor has a medium to high climate change vulnerability rating due to washouts and flooding.

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

High	Low	
33,273	7,827	Annual Average Daily Traffic (AADT)
8.5%	3.2%	Bus/Truck Percent
41.59		Number of Lane Miles
12		# of Signalized/Stop Controlled Intersections
\$96,420,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

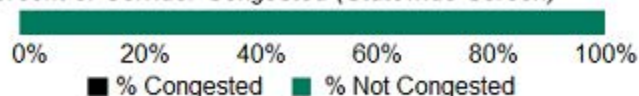


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	31.6% Passable	68.4% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	50% Resolved	50% Unresolved
Wildlife Connectivity	2 Structures in Place	7 High Priority Miles
Stormwater Treatment	13 BMPs	Retrofit Prioritization in progress
100.0	% of Corridor with high potential for increased Climate Impacts	
7	Wetland Mitigation Locations	
1	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:

- Multiple partners are concerned about missing links in shared-use facilities and the narrowness of pedestrian and bicyclist facilities on the corridor's bridges.
- A desire to see improvements made to increase mobility during peak congestion at the intersections of Sahalee Way NE, 218th Ave NE, and NE Ames Lake Rd near Sammamish and Bendigo Blvd and E Park St in North Bend.
- Concerns about the mobility at all of the corridor's intersections with local streets in Snoqualmie (Tokul Rd SE, Mill Pond Rd, River St and Newton St).
- Concerns expressed over the curvature and grade of the road east of Sammamish due to issues for both motorized and non-motorized traffic, particularly at Tolt Hill Rd.
- A desire for a park and ride lot north end of Sammamish.

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 sweeping and cleaning, catch basins, and snow and ice control.</i>
Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 17% of the corridor.</i>
Structures	<i>WSDOT has identified one Structures 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 7% 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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Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number), by (insert date-usually two weeks advance notice). Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

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Información del Acta (ADA) de Estadounidense con Discapacidad

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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