

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 103: US 101 to Leadbetter Pt State Park

This 20-mile long north-south corridor is located in the southwestern section of the state along the coast of the Pacific Ocean. The corridor runs the length of the Long Beach Peninsula between US Route 101 and Leadbetter Point State Park. The corridor passes through the city of Long Beach, and the communities of Seaview, Ocean Park, Nahcotta, and Oysterville. Generally, the corridor is rural in character and is lightly populated, with the exception of the communities it passes through. Rural and low-density residential uses dominate outside these communities. Within the communities the corridor passes through, density increases and there are more business and residential land uses present. In addition to paralleling the Pacific, the route also parallels Willapa Bay. Other notable features the corridor encounters are Pacific Pines State Park and Leadbetter Point State Park and Loomis Lake, a Washington Department of Fish & Wildlife facility. Topography along the corridor is predominantly level as it passes through each oceanside community. Port of Ilwaco Airport is located near the south end of the corridor.



### Current Function

SR 103 encompasses the entire corridor and it is the primary route serving the Long Beach Peninsula. The corridor serves as a vital economic link by connecting the communities along the peninsula and beyond at the south end. Due to the corridor's location, the route is a Tsunami evacuation route. The southerly portion of the corridor serves as an alternate to Sandridge Road. Within the city of Long Beach and the communities of Ocean Park and Seaview, the route functions as the main street, with commercial activities and residences have direct access to the highway. This corridor attracts significant traffic due to several beach accesses that connect to this highway and numerous special events in the area. This corridor also serves as the route to Pacific Pines and Leadbetter Point State Parks and Loomis Lake, a Washington Department of Fish & Wildlife facility. Sidewalks and bicycle lanes are intermittent along the corridor while the remainder of the route has shoulder access. Pacific Transit provides fixed-route transit and paratransit service throughout 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

This corridor is primarily a two-lane, undivided highway with occasional left turn lanes. Parallel parking is permitted on some portions of the route. The annual average daily traffic on this corridor is lowest near Leadbetter Point State Park and highest at its junction with US 101.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 96% of surveyed pavements on the corridor is in fair or better condition.
- The entire corridor is rated low for climate vulnerability impacts.
- There are no noise issues on the corridor.

### What needs to change?

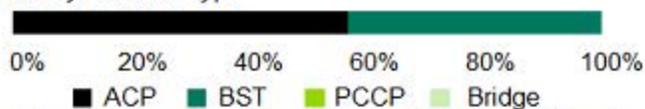
- Fish passage barriers are present on the corridor.
- There are drainage issues along the corridor which occasionally are a problem.
- Bicycle and pedestrian facilities are incomplete on the corridor.

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

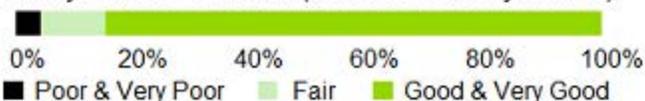
High	Low	
7,408	249	Annual Average Daily Traffic (AADT)
7.2%	4.0%	Bus/Truck Percent
39.94		Number of Lane Miles
5		# of Signalized/Stop Controlled Intersections
\$3,805,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)

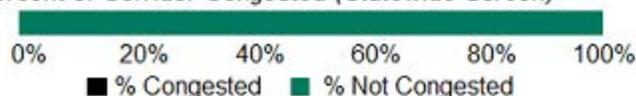


#### Corridor Bridge Preservation Needs



### Mobility

#### Percent of Corridor Congested (Statewide Screen)



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	50% Passable	50% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	2 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	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:

- Interest in shoulder improvements enabling better safety for bicyclists.
- Concern over mobility on the highway because of congestion, no pullouts or passing lanes, or because of fallen trees or pavement settling.
- One partner expressed concern about the wildlife crossing the highway.

## 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>
-------------------	---

#### 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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</i>
-----------------------	--

#### Mobility

Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</i>
------------	--

#### 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, vegetation control, and pavement repair.</i>
-------------	---

Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 100% of the corridor.</i>
----------	--

#### 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>
----------	---

## For more information

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

### Michael Williams

Southwest Region Planning Office

Planning Manager

360-905-2082

[william@wsdot.wa.gov](mailto:william@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.

#### **Americans with Disabilities Act (ADA) Information**

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.

#### **Title VI Statement to Public**

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

#### **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](mailto: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.

#### **Notificación de Título VI al Público**

Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Título VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Título VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con le Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.