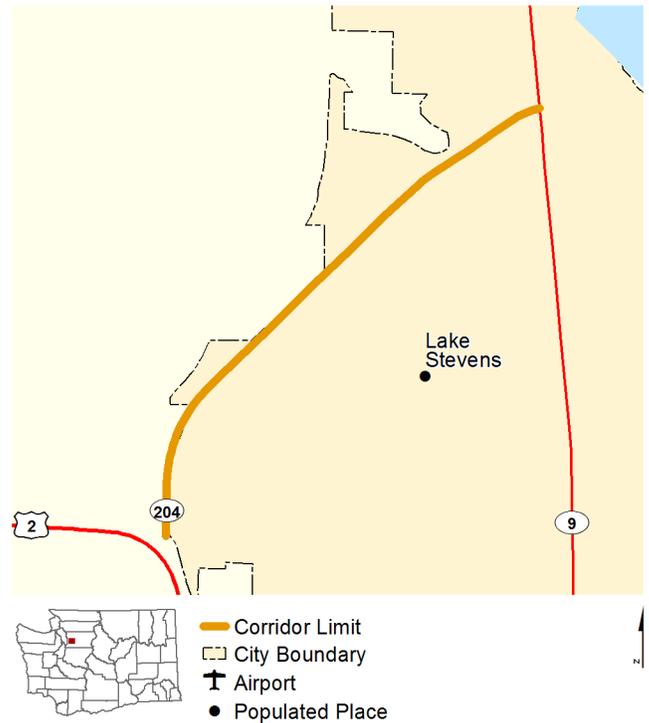


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 204: US 2 Jct to SR 9 Jct

This two-mile long southwest-northeast corridor is located in Snohomish County and runs between the US Route 2 interchange and the State Route 9 junction. The entire corridor lies within the city of Lake Stevens, just east of Everett. The corridor is suburban in character, with land use consisting of residential housing developments. On the eastern end of the corridor, commercial uses are present mostly with box stores and strip malls. On the western end of the corridor, land uses are more rural in character, with large lots and agriculture. Ebey Slough is located near the corridor and runs north-south, paralleling the corridor. This section traverses rolling terrain while traveling between the North Puget Sound Region and the foothills of the Cascade Mountains. Lake Stevens and Mount Pilchuck State Park are situated on the eastern end of the route. Vegetation on the corridor is made up of mixed trees, shrubbery, farmland, and grasslands.



Current Function

SR 204 is a state highway in Snohomish County that travels between east of Everett and Lake Stevens, also referred to as Highway 204 or as the Snohomish-Marysville Road. The corridor is a regional connector freight route providing travel between the North Puget Sound Region and the foothills of the Cascade Mountains. This highway provides local access to the Lake Stevens Center, adjacent communities, and eastern recreation opportunities. Industrial businesses utilize the corridor to link to Interstate 5 and Everett. There are multiple Amtrak stations within a 30-minute drive of the corridor located in Everett, Edmonds, and Stanwood. Community Transit operates the Lake Stevens Transit Center near the SR 204 and SR 9 intersection and offers paratransit service. One park and ride is easily accessible along the corridor toward the eastern end of the route. There are no designated bike lanes or sidewalks but shoulder use is available for bicyclists and pedestrians.

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 204 is an undivided, signalized highway with a variable number of lanes. The corridor fluctuates between two and four lanes throughout its course, but is primarily three lanes from the US 2 junction and the Market Place intersection. It also includes a northbound truck climbing lane and occasionally a center turn lane. The annual average daily traffic on this corridor is highest at the 10th Street SE intersection in Lake Stevens and lowest at the US 2 junction.

What's working well?

- Approximately 91% of surveyed pavements on the corridor are in good to very good condition.
- On-demand paratransit service is available on the corridor.
- The corridor has a low climate change vulnerability rating.
- There are no habitat connectivity sites on the corridor.

What needs to change?

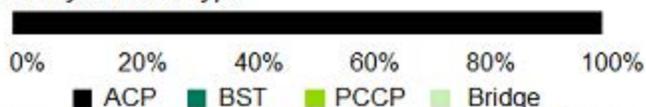
- Roughly 87% of the corridor experiences congestion on a regular basis.
- There is no regular fixed-route transit service available on the corridor, just near the corridor.
- There are no designated pedestrian or bicyclist facilities on the corridor.
- Five of the six fish passage barriers on the corridor are a high priority for correction.

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

High	Low	
33,608	3,770	Annual Average Daily Traffic (AADT)
5.3%	3.4%	Bus/Truck Percent
5.34		Number of Lane Miles
4		# of Signalized/Stop Controlled Intersections
\$1,379,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

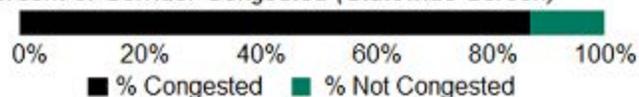


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	None	100% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
1	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:

- A desire to explore possible capacity improvements to the 91st Avenue NE intersection in Lake Stevens.
- Concerns about the mobility of the SR 9 junction in Lake Stevens, where the corridor's highest congestion occurs.

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>
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Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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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>
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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>
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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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The SR 204 corridor is primarily a northeast-southwest arterial providing a connection between US 2 and SR 9 within the city of Lake Stevens. The surrounding land uses are primarily suburban residential and commercial. This route is primarily utilized by freight traffic connecting SR 9 with US 2 and the north Puget Sound region. The corridor carries commuter traffic in the morning and evenings as well as local access users.

Corridor Segment Characteristics

- The corridor is a T-3 freight route and carried 3,600,000 tons of freight in 2015 with 960 average daily trucks.
- The corridor had an average daily traffic volume of 35,000 vehicles in 2015.
- The corridor is designated as an urban regional connector.

Contributing Factors

- Lack of local road networks forces additional trips onto the corridor.
- The corridor is used as a freight and commute connector between SR 9 and US 2 increasing the number of users on the segment.
- There is no transit service on the corridor, discouraging public transit use.
- There has been significant population and employment growth in this part of the region, resulting in traffic congestion. The congestion on the corridor is expected to worsen as population and employment continue to increase.

Mobility Strategies:

WSDOT compiled these strategies based on available information and existing plans. The agency will conduct engagement with its M3 teams to further develop strategies for the corridor.

Operational Improvements

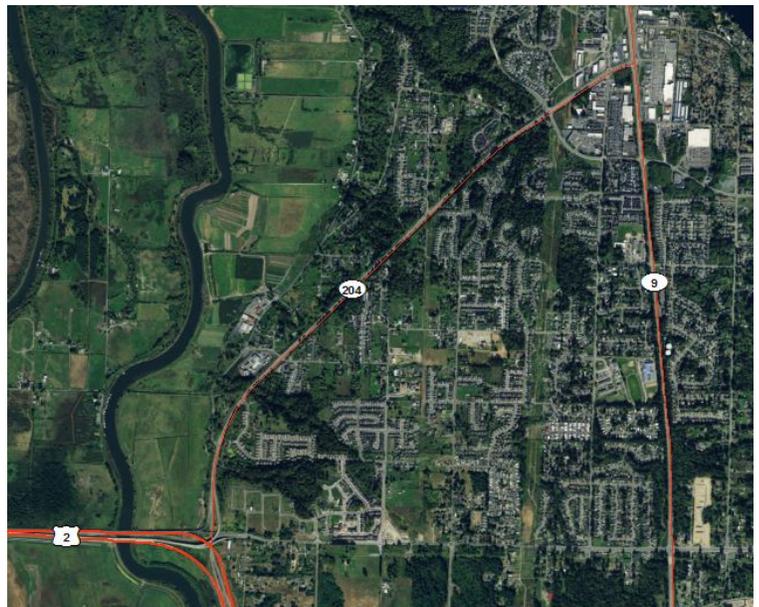
- Implement ramp operation improvements to improve operational capability and efficiency of vehicle movements and manage congestion during periods of high use.
- Utilize Information Transportation System strategies to provide traveler information on roadway conditions to reduce delay.

Demand Management

- Encourage employers and residents to utilize Commute Trip Reduction programs to incentivize more HOV and vanpool use, and reduce single occupancy vehicle trips.

Further Study

- Additional strategies to improve mobility may be identified through the Puget Sound Regional Council's regional planning processes.
- Study potential strategies to reduce conflict between freight and commute travel.
- Develop options to improve operations at SR 204/SR 9 and SR 204/91st Avenue NE intersections as recommended by the City of Lake Stevens.



For more information

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

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WSDOT Management of Mobility Division

Corridor Planning Manager

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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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