

SR 202 Corridor Study: 244th Avenue Northeast to Fall City Executive Summary

Introduction – Study Purpose

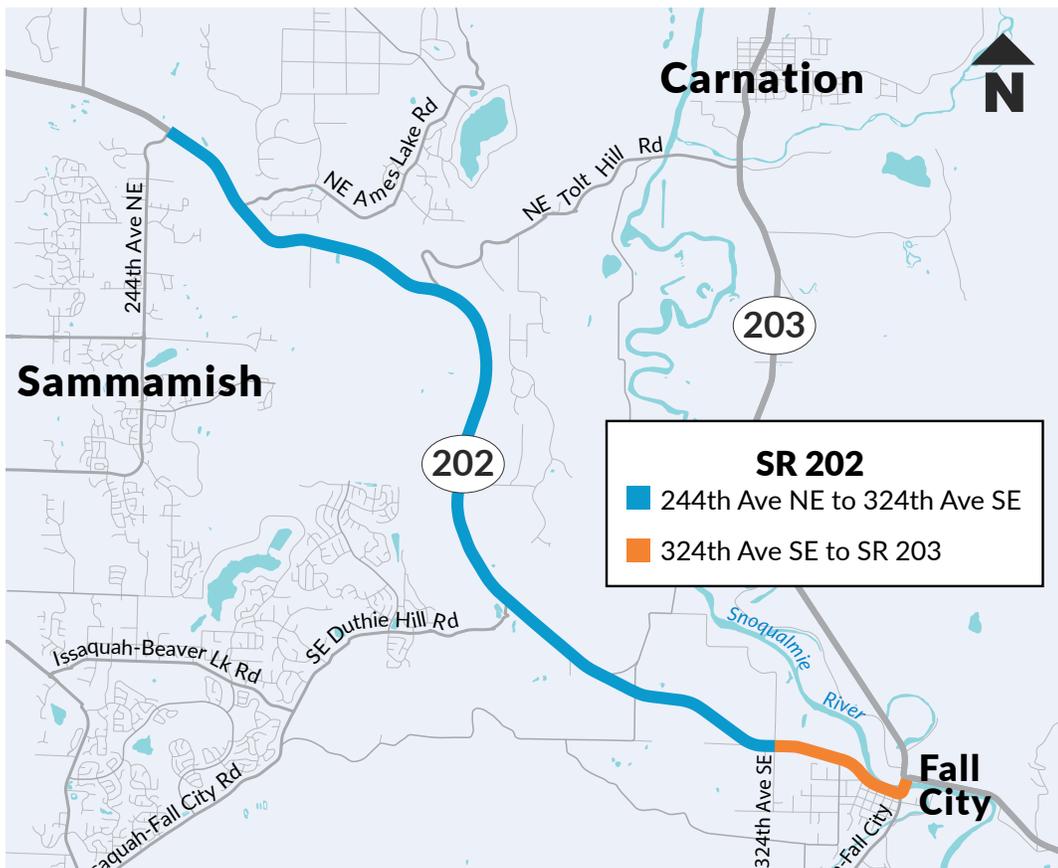
State Route 202 (SR 202) is a two-lane state highway in eastern King County and is approximately 30 miles in length. It extends from Woodinville in the west to North Bend in the east, and travels through a mix of rural and the urban areas of Redmond, Sammamish, Fall City, and Snoqualmie.

In the summer of 2020, the WSDOT Management of Mobility Planning Division (MoM Division) began studying SR 202 between 244th Avenue NE and the Snoqualmie River just north of the Preston-Fall City Road intersection in Fall City. The purpose of the SR 202 Corridor Study is to address needs related to safety, multimodal access, and accessibility for all users on this section of SR 202, and to develop improvement strategies to address performance gaps.

For the purposes of analysis and application of appropriate Practical Solutions at the planning stage, we broke SR 202 into two distinct segments: a rural segment from 244th Avenue Northeast to 324th Avenue Southeast at the edge of Fall City, and an urban segment of SR 202 from 324th Avenue Southeast to the Snoqualmie River Bridge in Fall City.

A map showing the SR 202 Corridor Study area is shown below.

FIGURE ONE – SR 202 CORRIDOR STUDY AREA



Several performance gaps in Fall City were identified as key priorities for this study, including deficiencies related to pedestrian and bicycle safety, a desire for improved intersection designs and additional accessibility needs in the businesses district.

The Fall City community experiences peak summer tourism traffic for both vehicles and pedestrians/cyclists, as it is a regional tourism hub and the Snoqualmie River attracts many river-rafters. Fall City also has elementary and middle-schools along SR 202 where the posted speed is currently 30 miles-per-hour (MPH) and is not consistent with standard school-zone speeds (20 MPH).

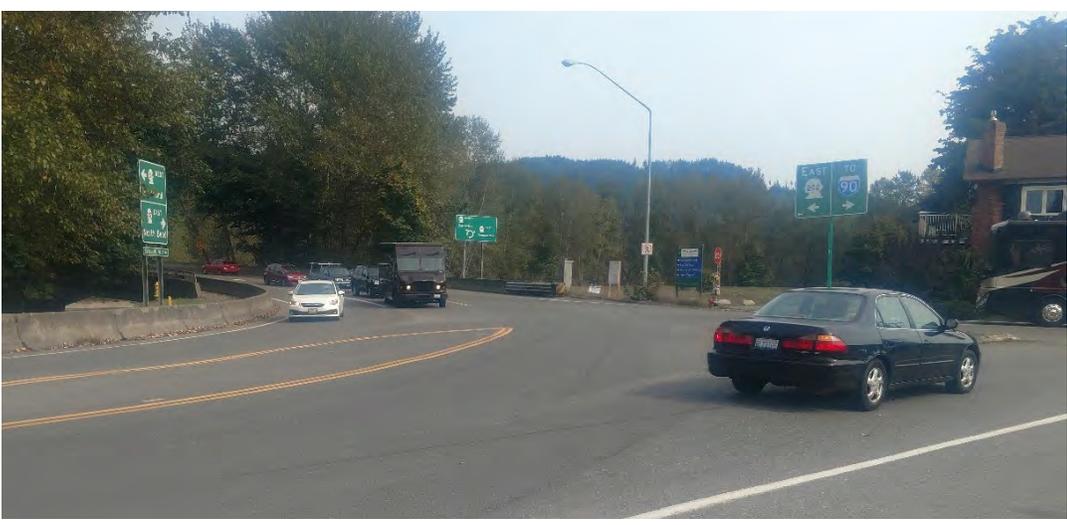
FIGURE TWO – SR 202 IN FALL CITY ADJACENT TO THE FALL CITY ELEMENTARY SCHOOL



State Route 202 at the west end of the Fall City community as it passes by Chief Kanim Middle School

The WSDOT Northwest Region Traffic Office previously worked with the Fall City community to identify a roundabout improvement concept at the intersection of Fall City/Preston-Fall City Road and SR 202. However, a full roundabout at this intersection was deemed unfeasible due to the extensive right-of-way needed for a roundabout (and concurrent impacts on neighboring businesses) as well as community opposition to this concept.

FIGURE THREE – SR 202 INTERSECTION WITH PRESTON/ FALL CITY ROAD IN FALL CITY



State Route 202 intersects with Preston – Fall City Road in central Fall City, creating a complicated intersection to navigate for users.

On the rural segment of SR 202 west of Fall City, key operational and safety performance gaps were identified, with two intersections highlighted for their crash history – Northeast Ames Lake Road and Tolt Hill Road Northeast.

The current configuration of these two intersections is shown below in Figure Four.

FIGURE FOUR – INTERSECTION OF SR 202 WITH NORTHEAST AMES LAKE AND NORTHEAST TOLT HILL ROADS (MP 13.83 & MP 15.50 -.60)



An aerial view of where Northeast Ames Lake Road meets SR 202.



An aerial view of the Y-shaped intersection of Northeast Tolt Hill Road and SR 202, Tolt Hill splits into two for easier turns to and from SR 202 in either direction.

SR 202 Corridor Study: Community and Stakeholder Engagement

Community engagement is a key component of corridor planning at WSDOT because it helps define performance issues by providing opportunities for the communities to express their concerns and values. WSDOT uses this community feedback when assessing which multimodal improvement concepts should be advanced for future consideration.

Due to the COVID-19 pandemic, all community and stakeholder engagement was done virtually, through online meetings, a study website, virtual open house and virtual town-hall meetings and a web-based survey. A detailed summary of the SR 202 Corridor Studies survey results is provided in Appendix #2 of the final report.

WSDOT sought out key community members and potential study partners who might have an interest in these studies and/or could be affected by issues/needs identified in these studies. The following were contacted to participate in either the formal stakeholder group or to provide consultation or feedback:

- King County Department of Local Services
- King County Metro
- King County Roads
- Fall City Community Association
- Muckleshoot Indian Tribe
- Snoqualmie Indian Tribe
- Stillaguamish Tribe of Indians
- The Tulalip Tribes
- Yakama Nation
- Washington State Patrol
- King County Fire District #27
- Fall City community organizations
- Business owners
- Area chambers of commerce
- Bicycle and pedestrian groups
- Fall City Metropolitan Park District
- Snoqualmie Valley School District

The Fall City community was identified early on as a key stakeholder because the study area includes the section of SR 202 between 324th Avenue SE and Preston-Fall City Road which serves as a main street for the community. With a population of approximately 5,000, Fall City is a Census-designated place and does not have a formal city government. However, it does have an active community organization in the form of the [Fall City Community Association \(FCCA\)](#).

WSDOT study staff participated in four FCCA meetings to provide updates (Dec. 1, 2020; Feb. 2, 2021; March 2, 2021; and Jan. 4, 2022). Copies of these briefings are provided in the Appendix Two of the Final Report.

Additionally, members of the Fall City Community Association and Fall City Parks District approached WSDOT late in the study process to suggest the consideration of a roundabout concept at the SR 202/334th Avenue Southeast/Southeast 42nd Place intersection. While WSDOT is supportive of a roundabout on the west end of SR 202 in Fall City, an **Intersection Control Evaluation (ICE)** will be required in order to determine the optimal location and design of a roundabout (the 334th Avenue Southeast/Southeast 42nd Place intersection, or another adjacent intersection).

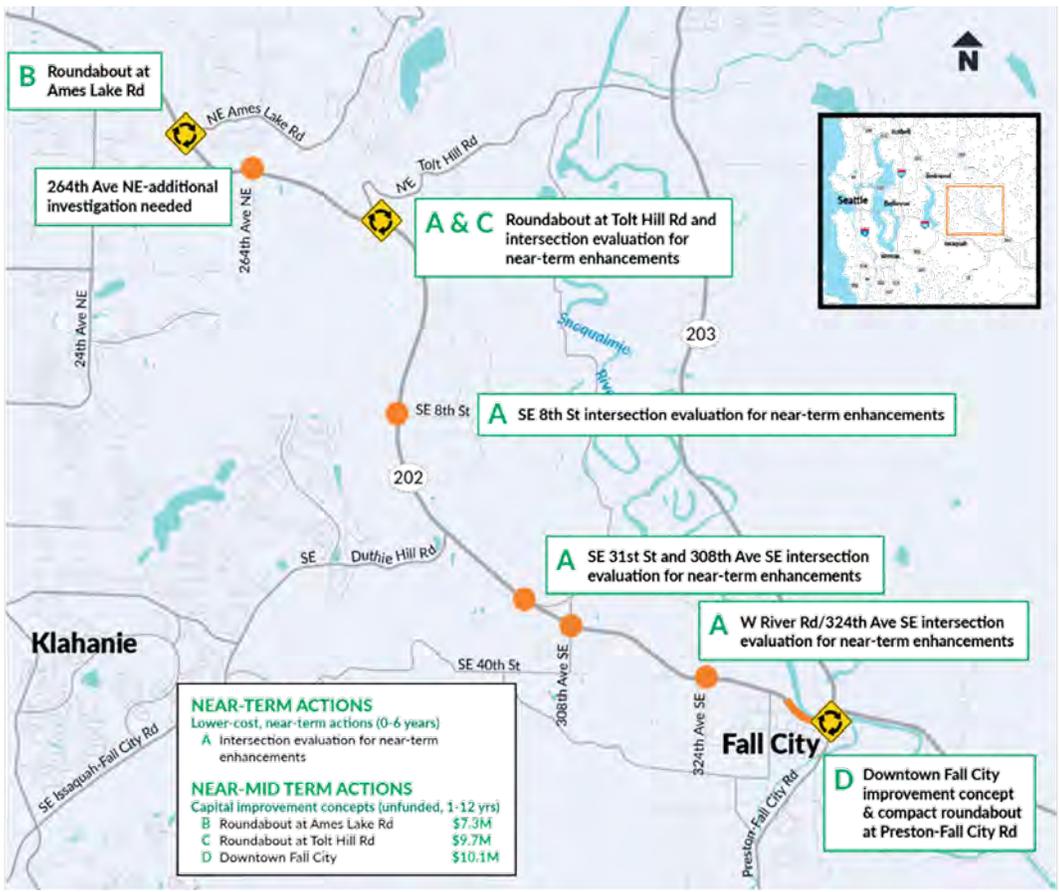
Study Recommendations

The recommended concepts in the SR 202 Corridor Study are designed to address the performance gaps related to safety, bicycle and pedestrian user needs, and multimodal access identified by the data and the feedback provided by the public and stakeholders. The concepts are limited to near and mid-term timeframes (approximately 6-12 years) and do not include any long-range (20 years) improvements. Strategic capacity additions on this section of SR 202 were not considered as they were outside the scope of this study.

The concept development phase incorporated appropriate near-term (0-6 year) Transportation System Management and Operations (TSMO) strategies to address existing performance gaps at key SR 202 intersections and segments.

Figure Five below provides a high-level summary of the recommended near-and-mid-term improvement concepts for this study.

FIGURE FIVE - SR 202 RECOMMENDED IMPROVEMENT CONCEPTS.



Implementation Responsibilities and Next Steps

WSDOT will work with local stakeholders to incorporate study findings and recommendations into local/regional plans where appropriate. The next update to local and regional comprehensive plans presents an opportunity to incorporate this study's recommendations.

Along with the Fall City Community Association (FCCA) and members of the Fall City community, WSDOT will continue to explore ways to address potential roundabout concepts and options at the west end of downtown Fall City. The analysis and assessment of a potential roundabout at either the intersection of SR 202 and 334th Avenue Southeast or further west at the intersection of SR 202 and 332nd Avenue Southeast will need to be conducted at a subsequent design stage and will be the subject of an Intersection Control Evaluation (ICE). An ICE analysis occurs at the project design phase and is well outside the scope of the preliminary SR 202 Corridor Study.

Additional funding will be needed for design and construction of the recommended strategies when they move forward. The funding opportunities for these concepts will need to be pursued in 2022 and in subsequent years. The near-term, immediate funding needs are to complete design for key study strategies such as the compact roundabout improvement at the Preston – Fall City Road intersection in Fall City, the separated pedestrian-bike lane on the north side of SR 202 in Fall City, and the Southeast 42nd Street/334th Place intersection improvements in Fall City.

The recommendations for roundabouts at Northeast Ames Lake Road and the Northeast Tolt Hill Road are also important priorities going forward for WSDOT and our partners and should be considered in WSDOT's priority programming.

Grant funding for project development and construction will likely be a multi-year process. There are several potential regional, state, and federal funding sources that should be pursued when considering implementation of the recommended concepts from this study

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