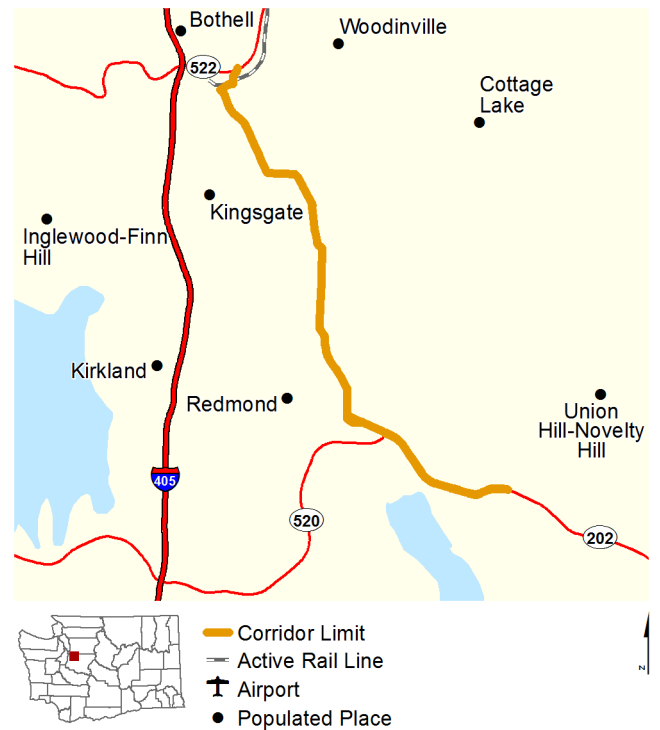


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 202: SR 522 Jct to 208th Ave NE

This 11-mile section of State Route 202 runs between SR 522 in Bothell and 208th Ave NE/Sahalee Way NE in the city of Sammamish. The corridor follows the Sammamish River Valley and passes through Redmond and Woodinville. The character of the corridor ranges from suburban to rural. Land uses primarily include agriculture and moderately dense residential development. There are pockets of industrial and commercial land uses as well as several schools located along the corridor. Within the cities of Redmond and Woodinville, land uses are denser and include residential, commercial, and industrial. There are multiple parks, natural areas, and outdoor sports facilities throughout the corridor such as Sammamish River Regional Park and Wilmot Gateway Park. The University of Washington-Bothell campus is located to the west of the northern end point. Lake Sammamish is located near the corridor's southern end point. Terrain along the corridor is rolling and vegetation is mainly a mix of open agricultural fields and maintained landscaping with some forested areas.



Current Function

SR 202 connects Interstate 90 in North Bend and SR 522 in Woodinville and functions as a residential and commuter route, providing local access to the cities of Redmond, Woodinville, and local neighborhoods. Major traffic generators for the corridor include large industrial areas and commercial centers, as well as the Microsoft Headquarters campus south of Redmond. Recreational travelers use the corridor to access multiple parks and agricultural tourism. Freight traffic uses the corridor to access the surrounding industrial areas. King County Metro provides fixed route bus service from the Redmond Transit Center located on the corridor along local roads to Woodinville and bus connections to transit hubs in Seattle and Bellevue. Sidewalks and bicycle lanes are present within Woodinville and Redmond. Shoulder use is allowed on rural sections of the corridor and regional trails such as King County's Sammamish River Trail provide separate active transportation facilities.

Future Function

Based on the projected population, land use, and economic trends, WSDOT expects the future function to remain largely the same. Sound Transit plans to expand light rail and add a new line between Redmond and Seattle. This may result in a shift of traffic with more going towards Redmond. This may result in a shift of who uses the corridor and how with more traffic headed towards Redmond.

Highlights and Performance

This section of SR 202 has two lanes in rural areas and four to six lanes in the signalized urban areas. There is a small one-way couplet in Redmond, which has three lanes in each direction. The annual average daily traffic on this corridor is highest south of the SR 520 intersection and lowest at the NE 145th Street intersection in Woodinville.

What's working well?

- Approximately 91% of surveyed pavements on the corridor are in fair or better condition.
- Noise walls have been installed along the corridor to mitigate impacts to adjacent areas.
- There are three park and ride lots on the corridor which are well-used.

What needs to change?

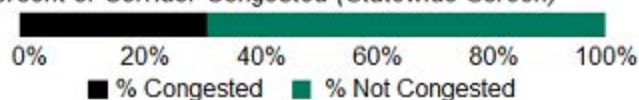
- Roughly 32% of the corridor experiences congestion on a regular basis.
- The corridor has a medium climate change vulnerability rating in Redmond and Sammamish.
- There is about a mile of the corridor in which there are no pedestrian or bicyclist facilities.
- There are fish passage barriers on the corridor.

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

High	Low	
59,555	8,155	Annual Average Daily Traffic (AADT)
6.5%	3.2%	Bus/Truck Percent
29.72		Number of Lane Miles
34		# of Signalized/Stop Controlled Intersections
\$86,142,000		Corridor Investments (2005-2016)

Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

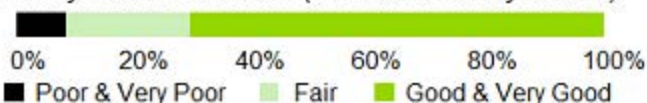
	Protect	Restore/ Enhance/ Assess
Fish Barriers	33.3% Passable	66.7% to Do
Noise Walls	100% Built	0% Proposed
Chronic Environmental Deficiencies	100% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	10 BMPs	Retrofit Prioritization in progress
	57.4 % of Corridor with high potential for increased Climate Impacts	
	6 Wetland Mitigation Locations	
	None Historical Bridges	

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



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:

- Concerns about congestion on the corridor between 160th Avenue NE to Avondale Way intersection in Redmond and between the Sahalee Way NE to Sammamish Parkway intersection in Sammamish.
- Partners would like to decrease the effects of congestion at the SR 202/SR 520 interchange on the local streets in Marymoor Subarea south of the corridor.
- There is a desire to address the existing missing link in shared-use facilities between the north end of downtown Redmond and the SR 202/SR 520 interchange.
- Interest in improving the accessibility of local businesses along the downtown Redmond couplet.
- One partner would like to explore improvements in order to increase mobility at the SR 202/SR 522 interchange.

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 sweeping and cleaning, catch basins, and snow and ice control.</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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This portion of SR 202 is a predominantly north-south principle arterial, serving the cities of Redmond, Woodinville, and Bothell. The surrounding land uses are primarily suburban residential and rural. This route supports a large amount of commuter traffic in the morning and evening, provides connections to SR 520, SR 522, and numerous employment centers. This segment supports commercial users, freight, and recreational traffic.

Congestion occurs particularly in the southern portion of the corridor, north of the SR 202/SR 520 interchange through Redmond, during periods of peak commuter and tourist use.

Contributing Factors

- Lack of local network connections forces additional traffic demand onto the segment.
- Lack of non-motorized facilities at interchanges make crossing the highway difficult for these users.
- Transit service is commuter oriented, it is not frequent or all day service, resulting in minimal transit mode share on the corridor.
- Bottlenecking occurs at the SR 520/SR 202 interchange resulting in backups and congestion.
- There is limited transit service provided on the portion of the corridor between downtown Redmond and NE 124th Way.

Corridor Segment Characteristics

- The Average Daily Traffic on the segment was greater than 39,000 vehicles in 2015.
- This segment is classified as a T-3 freight route with and annual tonnage over 2,000,000 in 2015.



SR 202/SR 520 interchange in Redmond

Mobility Strategies:

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

Operational Improvements

- Implement intersection improvements and freight friendly right turns to improve operational capability of intersections.
- Utilize Information Transportation Systems strategies to provide traveler information on roadway conditions to reduce delay.

Demand Management

- Increase transit frequency, where possible, pair with transit improvements to provide travel time savings and reliability.
- Improve modal access, options, and connectivity to reduce single occupant vehicle trips.

Further Study

- Additional strategies to improve mobility may be identified through the Puget Sound Regional Council's regional planning processes.
- Work with local jurisdictions and transit agencies to improve the local road network and explore additional transit service to provide sufficient alternative modes and routes.



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

206-464-1267

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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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