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Introduction

When the Puget Sound Regional Council (PSRC) adopted the regional transportation plan, *Destination 2030*, in 2001, it heard loud and clear the concerns from its rural constituents (26 rural towns out of 82 total cities) that the region was neither recognizing nor adequately planning for the needs of rural towns and highways. In October 2003, after spending over a year conducting surveys and workshops in the rural areas, the PSRC embraced recommendations from a consultant team and Project Advisory Committee and established a new Rural Town Centers and Corridors Program. This was an important step in recognizing and supporting the critical role that the region's rural areas play in the success of the region's long-range growth, economic and transportation strategies, *Vision 2020* and *Destination 2030*.

The new Rural Town Centers and Corridors Program is directed toward the following objectives:

- Provide financial incentives and assistance to bring together rural town centers, counties, and state rural highway corridor interests to jointly plan and implement much needed rural centers and corridors improvements.
- Provide technical communications and resources for innovative ideas and new approaches to coordinate planning and implementation in rural centers and corridors.
- Enable updating and improving definitions and descriptions of rural town center development needs, highway corridor project needs, and cost estimates to include in periodic updates of the region's transportation plan, *Destination 2030*.

Focus and Nature of Pilot Study

Approval of the new rural program also included selection of the SR 203 corridor, from the City of Monroe in Snohomish County south to Fall City in King County, as a pilot study. The purpose of the pilot study is to explore the ways the new rural program might work, particularly with its greater emphasis on partnerships for interjurisdictional coordination and consensus building. Highly representative of other rural corridors and town centers around the four-county region, the SR 203 corridor includes a diverse mix of public entities: two counties, three incorporated rural town centers (Monroe, Duvall and Carnation), one unincorporated rural community center (Fall City), the Riverview School District, and the Washington State Department of Transportation (WSDOT). The 24-mile highway corridor runs through the rural Snoqualmie River valley lying between the core urban area and the foothills of the Cascade mountain range.

PSRC’s consultant team prepared a handbook titled *Options and Innovations Toolkit: Context-Sensitive Solutions in Rural Corridors*, which is on PSRC’s website and describes techniques for planning and designing rural corridors and town centers. These techniques emphasize an approach called “context-sensitive design” that seeks to achieve safer, more effective corridors by responding to local conditions and community objectives along with mobility needs. Whereas traditional transportation corridor design focused primarily on vehicle traffic conditions along the route, context-sensitive design balances vehicle circulation with other transportation
modes, environmental protections, community development, aesthetics, and other public objectives. The common elements described in the just-noted “Toolkit” and its specific improvement recommendations are based on context-sensitive design principles. One of the purposes of this pilot study is to test the process and application of some of those context-sensitive design solutions.

Given a modest budget, the intent of the pilot study was to test these new Rural Town Centers and Corridors Program recommendations as a planning-level study to develop concepts and a corridor/town centers development vision. The Corridor Concept Plan identifies key project needs and priorities for which a consensus was developed to enable the corridor plan/vision to advance to subsequent detailing of specific center and corridor project design and implementation actions. The project was guided by a Project Advisory Committee (PAC) composed of elected officials and senior staff representatives from all the above-noted jurisdictions to provide study oversight and direction to the PSRC and the consultant team. Many thanks for solid collaborative work are extended to the PAC members, who are listed on the inside cover of this report.

**Process/Methodology**

Shortly after assembling the PAC and reviewing the project purpose, the planning team gathered background traffic, accident, and roadway condition data and began its analysis. At the same time, team members interviewed key participants in corridor planning, including staff members from WSDOT and city and county governments.

At the first PAC meeting, Committee members reviewed background materials and directed the team on the next steps. Shortly afterward, the team conducted a field trip with WSDOT, county, and city planners to view sites along the corridor. The planning team drafted a set of possible projects with a number of options regarding conceptual roadway design. Concurrently, PSRC presented a project status report to each of the city councils to explain the project and answer their concerns. After review by the PAC, those proposals and options were refined and presented at public open houses in early fall.

At the final PAC meeting, Committee members reviewed the proposals, directed the team regarding further refinements, and generalized priorities. Committee members also sketched out an implementation strategy. Based on PAC comments, the team revised the proposals, refined the implementation plan, and assembled both into this document.

The steps taken in this pilot study mirror the type of process envisioned for a typical rural town center and corridor plan, although the context, activities, and communication methods might vary.
Figure 1. SR 203 corridor.
Corridor Context

In order to identify potential solutions for the corridor, it is important to understand the highway’s function in the regional transportation system. Understanding the existing conditions in the corridor also sets the framework for potential improvement strategies and policies related to the highway. This section provides an overview of the regional context and function of the SR 203 corridor. It also documents key conditions of the highway, including:

- Roadway conditions and traffic controls.
- Existing and forecast traffic volumes.
- Traffic safety.
- Land use plans.

These elements provide a framework for discussing corridor-wide and site-specific issues and improvement strategies. They also are useful in defining priorities and implementation strategies for improving the corridor.

Regional Connections

SR 203 is a 24-mile-long, north-south state highway that connects SR 202 in King County and SR 2 in Snohomish County. As shown on Figure 1, the south end of the highway serves the unincorporated community of Fall City at SR 202 and the City of Monroe at the north terminus, at SR 2. The cities of Carnation and Duvall are located in the central section of the corridor. Between the cities, the highway serves rural designated lands in both Snohomish and King Counties.

The north-south highway corridor intersects with several major east-west highways and arterials, which connect the three cities and rural communities with the larger core urban area to the west. The north end of the highway terminates at SR 2, which is a major east-west state highway. West of Monroe, SR 2 connects with I 5 and Everett. To the east, SR 2 provides access to/from several small communities and to eastern Washington via Stevens Pass. SR 2 is the only major connection for these smaller communities to the urbanized area of the Central Puget Sound Region. Therefore, traffic generated in these communities also uses SR 203 to connect to locations south of Monroe. SR 2 intersects with SR 522 in the western part of Monroe. SR 522 is a state highway connecting to Woodinville, Bothell, and I 405.

Near Duvall, SR 203 intersects with Woodinville-Duvall Road and NE 124th Street. Both of these east-west roads have bridges that cross the Snoqualmie River just west of SR 203. Woodinville-Duvall Road is a two-lane principal arterial in King County connecting to Woodinville and to SR 522. Woodinville-Duvall Road also connects with Avondale Road to provide access to Redmond and SR 520. NE 124th Street is a short arterial that connects to Novelty Hill Road via W Snoqualmie Valley Road. This route connects SR 203 and the rural river valley cities with Redmond and SR 520.
Figure 2. Existing roadway characteristics.
Carnation Farm Road and Tolt Hill Road provide for east-west travel in the vicinity of Carnation. Carnation Farm Road is a relatively low-volume road that connects with W Snoqualmie Valley Road and Novelty Hill Road. Carnation Farm Road provides an alternative to NE 124th Street for traffic connecting between SR 203 and Novelty Hill Road or Woodinville-Duvall Road. Tolt Hill Road intersects with SR 203 just south of Carnation. It connects with SR 202 (Redmond-Fall City Road) to provide access to/from Redmond and SR 520.

At the south end of the highway corridor, SR 203 terminates at SR 202 in Fall City. SR 202 provides a connection west to Redmond and SR 520. To the east, SR 202 connects with the cities of Snoqualmie and North Bend. SR 202 also intersects further east with I 90, which provides connections to eastern Washington and to SR 18. South of Fall City, the Preston-Fall City Road provides more direct access to/from I 90. For some trips, the Preston-Fall City Road serves as a southerly extension of SR 203.

**Roadway Conditions and Traffic Controls**

The highway generally follows the winding Snoqualmie River as it flows from Fall City to south Snohomish County. This puts much of the roadway in or adjacent to the floodplain. The roadway crosses the Tolt River just south of Carnation. Between Duvall and Monroe, the river turns to the northwest while the roadway continues north to SR 2. The roadway crosses the Skykomish River at the south entrance to Monroe. Several smaller bridges exist over sloughs or other drainage creeks.

SR 203 is defined by the WSDOT as a rural minor arterial. For most of its length it has two travel lanes, one in each direction. Auxiliary left- and/or right-turn lanes have been constructed at some of the major intersections. The majority of the auxiliary turn lanes are located at intersections within the cities of Monroe, Duvall, and Carnation. Auxiliary turn lanes have recently been constructed on SR 203 at the intersection with Stillwater Hill Road between Duvall and Carnation.

As shown on Figure 2, the roadway shoulders are 4 to 8 feet in width in Snohomish County. Between Duvall and the Snohomish county line, the width of the shoulders decreases to 4 feet or less. Between Carnation and Duvall, the west side of the roadway follows the river and floodplain. The east side of the roadway abuts a steep slope rising from the river valley. Along much of this section, the roadway shoulders are 2 feet or less in width due to the physical restrictions. South of Carnation, the highway traverses the relatively flat river basin. In several locations, the roadway is immediately adjacent to the Snoqualmie River. The shoulders along this section are typically 4 to 8 feet in width.

![Figure 3. Shoulder conditions vary from narrow in the south (left) to an adequate bicycle lane in the north(right). In some cases, especially between Carnation and Duvall, the roadway is constrained, and widening shoulders would be very difficult (center).](image-url)
Figure 4. Average daily traffic, 2002.
Corridor Concept Plan

Curb, gutter, and sidewalks typically exist only along the highway in the developed areas of the three incorporated cities. Where sidewalks are not provided in the cities, the paved shoulders are generally 4 feet in width.

As shown on Figure 2, the posted speed limit along most of the unincorporated portions of the corridor is 55 mph. WSDOT speed studies show that actual speeds are usually within the speed limit or slightly above it in areas outside the cities. Within the three cities, the posted speed limits range from 25 mph to 45 mph. Representatives from the three cities all indicated that traffic speeds entering and exiting their communities are a concern. WSDOT studies confirm that traffic speeds within the cities often exceed the reduced posted speed limits. This is especially true in locations posted at 25 or 30 mph.

WSDOT recently reduced the posted speed limit on SR 203 just north of Fall City from 55 mph to 45 mph. WSDOT is planning to reduce the posted speed limit on SR 203 in the Stillwater area to 40 mph and to 50 mph for other rural road segments between Carnation and Duvall. These reductions in speed limits are intended to improve traffic safety.

The SR 203 corridor has several locations for which WSDOT has posted reduced-speed advisory signs. These signs are used to identify reduced speeds for upcoming curves or other conditions that may require slower traffic speeds.

Traffic on SR 203 generally has the right-of-way at intersections. Traffic on side streets intersecting the highway are generally controlled by stop signs. As shown on Figure 2, five traffic signals are located along the corridor. Two of the signals are in Monroe and three are in Duvall. There are no signals in Carnation. In 2004, WSDOT constructed a roundabout at the intersection of SR 203 at NE 124th Street. The roundabout opened to traffic on September 28, 2004. The roundabout was constructed in lieu of a traffic signal and turn lanes in order to help reduce the overall delays and improve safety at the intersection by reducing traffic speeds.

Existing and Forecast Traffic Volumes

Figure 4 shows recent daily traffic volumes along SR 203 and intersecting streets. The highest volumes are found in or near the three cities. The highest traffic volumes of 13,000 vehicles per day (vpd) are found in Monroe just south of SR 2. Traffic volumes on SR 203 in Duvall are approximately 12,000 vpd, with 11,000 vpd just north of NE 124th Street south of Duvall. Almost 10,000 vehicles per day were counted in Carnation.

The 2002 traffic volumes between the cities are lower than those found within the three cities. Between Duvall and Monroe, traffic volumes were just over 9,000 vpd. Between Carnation Farm Road and NE 124th Street, 2002 traffic volumes ranged from 6,800 to 8,300 vpd. South of Carnation, daily traffic volumes were recorded at 7,700 vpd.

Trucks are considered a significant component of traffic throughout the corridor. Based on available WSDOT data, trucks comprise 13 to 18 percent of the total daily traffic in the corridor in Carnation and between Carnation and Fall City. Data on the percentage of trucks in the north part of the corridor were not available from WSDOT. Discussions with the Cadman gravel pit...
company indicate that they expect a roughly 50 percent growth in truck traffic to/from their quarry over the next 10 to 70 years.

The relative daily traffic volumes shown on Figure 4 illustrate major travel patterns in the corridor. Starting in Monroe, at the north end of the corridor, 13,000 vehicles use SR 203 each day. A relatively small volume of the total traffic connects with Tualco Road or 203rd Street in south Snohomish County. These trips generally connect with High Bridge Road, which parallels SR 203 on the west side of the Snoqualmie River. This traffic primarily connects to/from the south to W Snoqualmie Valley Road and/or Woodinville-Duvall Road in King County.

Woodinville-Duvall Road carries almost 11,000 vehicles per day just west of SR 203. Traffic to/from Monroe connects to Woodinville-Duvall Road via SR 203. In addition, much of the traffic on Woodinville-Duvall Road at SR 203 has origins or destinations in the City of Duvall.

South of Duvall, there are approximately 8,500 vehicles per day traveling on NE 124th Street to/from the west and SR 203. NE 124th Street is an extension of the Novelty Hill Road corridor, which connects to Redmond and SR 520. The major connections at this location are between the west leg and the north leg of the intersection. This traffic connects with Duvall or continues through Duvall to Monroe or SR 2. There also is a relatively high volume of traffic that connects between the south and west legs of the intersection. This reflects traffic flows between Carnation and the urban areas to the west or northwest.

North of Carnation, the Carnation Farm Road carries 1,500 vehicles per day. This traffic connects to/from Novelty Hill Road or Ames Lake Road. The Tolt Hill Road carries 4,300 vehicles per day (vpd). A significant portion of traffic using Tolt Hill Road or Carnation Farm Road has an origin or destination in or near Carnation.

In order to provide a framework for future planning for the corridor, generalized traffic forecasts were developed. The forecasts were derived by obtaining traffic growth rates from the PSRC and King County Department of Transportation (KCDOT) travel demand forecasting models. The growth rates typically ranged from 3.2 to 3.5 percent per year. Lower growth rates (2.4 percent per year) were identified for the section of SR 203 between Carnation Farm Road and NE 124th Street.

Applying the growth rates to existing traffic volumes results in daily traffic volumes ranging from 10,000 vpd to over 23,000 vpd. As with the existing traffic counts, the highest forecast volumes will be found in Monroe and Duvall, with slightly lower volumes in Carnation. The forecasts indicate that the existing travel patterns along the corridor will continue into the future.

Traffic Safety

Traffic safety is a key issue in the corridor. Accident data for 2000, 2001, and 2002 were reviewed. (This was the most current data available when the pilot study for the corridor was initiated). As shown on Figure 5, several segments of the highway are classified by WSDOT as high accident corridors (HAC). WSDOT defines a HAC based on the number and severity (i.e., injury or fatality) of accidents. WSDOT has identified HAC segments from SR 2 to Tualco...
Road in Snohomish County, within Duvall, and between NE 124th Street and Carnation Farm Road.

In addition to the HAC locations, a number of intersections experienced ten or more accidents during the three-year period. With 22 accidents, the intersection at NE 124th/SR 203 had the highest number of accidents during the study period. As noted above, WSDOT recently completed a roundabout at this intersection to help reduce the number and severity of accidents at this intersection as well as relieve eastbound pm peak traffic delays on NE 124th at SR 203.

Several other intersections in Monroe and Duvall had 11 to 15 accidents during the three-year period. These include intersections of SR 203 with:

- Hill Street (Monroe)
- Main Street (Monroe)
- Freemont Street (Monroe)
- High Rock/203rd Street (Snohomish County)
- Woodinville-Duvall Road (Duvall)
- Cherry Street (Duvall)

A total of nine fatality accidents were recorded during 2000-2002. (During 2004, another fatality accident was recorded while the pilot study was underway.) One of the fatalities occurred in 2000 near the entrance to Al Borlin Park in Monroe. It involved a vehicle striking a utility pole along the roadway. Two fatality accidents occurred in 2000 in Snohomish County south of Monroe. Both of these accidents involved a vehicle crossing over the centerline and striking a vehicle heading in the opposite direction.

Two fatality accidents occurred on SR 203 between Duvall and the King/Snohomish County line. Similar to the Snohomish County accidents, both involved vehicles crossing the centerline. In 2002, a fatality accident was recorded at the intersection of Carnation Farm Road and SR 203. This accident involved a vehicle being struck while making a left-turn.

South of Carnation, three fatality accidents were recorded in 2000 to 2002. (The fatality accident that occurred in August 2004, while this study was being conducted, also was along this segment of the highway.) One of the accidents involved a vehicle running off the road and striking a tree. Another involved a single vehicle crossing the centerline and overturning. The third accident involved a vehicle that was making a left turn into a driveway being struck by another vehicle.

During the three-year period (2000-2002), six accidents in the corridor involved pedestrians or bicyclists. Two of the pedestrian accidents were recorded in 2002 at the intersection of SR 203/Main Street in Monroe. These involved pedestrians being struck by vehicles making turns at the intersection. Both accidents resulted in injuries to the pedestrians.

Another of the pedestrian accidents was on SR 203 between NE 124th Street and Stillwater Road. A vehicle went out of control on a snowy road and struck the pedestrian. This accident listed possible injuries to the pedestrian.
Figure 5. Accident history, 2000-2002.
The other three accidents involving pedestrians and/or bicyclists occurred in or near Carnation, all three in 2002. One involved a bicycle running into a car near Tolt Hill Road, resulting in injuries to the bicyclist. A pedestrian was injured when struck by a small truck near NE 55th Street north of the city. Another pedestrian was injured when struck by a vehicle that was out of control near Eugene Street in downtown Carnation.

Existing Land Use Plans

Comprehensive Planning Context

Successful transportation corridor planning depends on consistent comprehensive land use planning as well as transportation planning and engineering. Comprehensive planning and its implementing regulations direct new development, which, in turn, determines traffic volumes, land use patterns and access configurations along the highway. These, in turn, directly impact the corridor’s performance, safety, and visual qualities.

Regional Plans

The Washington State Growth Management Act (GMA) calls for regional comprehensive growth, economic, and transportation strategies to provide the guiding framework for compatible development of local city and county plans. The PSRC’s adopted Vision 2020 plan contains these broad policy strategies and calls for the preservation of rural character outside the core contiguous urban growth area (UGA). More specifically, the GMA also requires regional transportation plans to be developed and periodically updated, and such plans are to be used to evaluate and certify that local city and county comprehensive plan transportation elements are consistent with the region’s transportation plan. The latest adopted regional transportation plan for the central Puget Sound region, Destination 2030, accomplishes this requirement. Where growth is to occur outside the contiguous or core UGA in rural areas, the major portion of such growth is to be contained inside incorporated rural towns and their respective UGAs.

Seen in this light, the GMA, along with regional, county, and city comprehensive plans, is the most influential policy tool in shaping the land use and development character of the SR-203 corridor. The GMA requires state and local governments to manage Washington’s growth consistent with the region’s plan by identifying and protecting critical areas and natural resource lands, designating urban growth areas, preparing comprehensive plans and implementing them through capital investments and development regulations.

Within the SR-203 corridor, the cities of Monroe, Duvall, and Carnation are islands of designated UGA that are surrounded by designated “Rural” areas within King and Snohomish County jurisdiction. Each of these communities is expected to grow (see the table below), while GMA and County policies discourage growth in the rural areas in between.
Figure 6. King County zoning designations in the SR-203 corridor vicinity.
Corridor Concept Plan

Growth Targets for Corridor Cities

<table>
<thead>
<tr>
<th>City</th>
<th>1990 Households</th>
<th>2000 Households</th>
<th>Adopted Household Target for 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duvall</td>
<td>946</td>
<td>1,596</td>
<td>2,633</td>
</tr>
<tr>
<td>Carnation</td>
<td>439</td>
<td>636</td>
<td>882</td>
</tr>
<tr>
<td>Monroe</td>
<td>4,275 (population)</td>
<td>13,795 (population)</td>
<td>26,590 (population target 2025)</td>
</tr>
</tbody>
</table>

Despite their relative isolation, each of these communities is highly dependant on the larger Seattle/Bellevue UGA Urban Center communities to the west. This means that the SR-203 communities rely on rural connectors such as SR-203, Woodinville Duvall Road, and Novelty Hill Road to access employment centers and urban services. Since each of these communities will increase in population, the importance of these rural connectors will grow. But, with increasingly limited state, county, and city transportation funding, providing capacity to meet expected growth will be especially difficult on connecting county roads.

County Governments

King and Snohomish Counties regulate public and private development activity, maintain roadways, and provide services within and for the unincorporated areas within the corridor. With the exception of Urban Reserve areas surrounding parts of Duvall and Carnation, all such unincorporated areas between the SR-203 corridor cities are designated Agriculture or Rural. The applicable zoning designations of these areas provide for one dwelling unit per 5 acres in some Rural areas to one dwelling unit per 35 acres for much of the Agriculture designated lands. (See Figure 6 for King County Zoning.) Consistent with GMA, both counties have adopted comprehensive plans, capital improvement programs (CIPs), and development standards and regulations that limit private development activity in these areas. While both counties must be consistent with regional plans and comply with the GMA’s provisions, they vary in the degree to which development is restricted in these rural areas. For instance, King County recently adopted new development regulations that minimize the disturbance of natural areas and limit impervious surfaces on individual properties in Rural and Agriculture designated lands.

Corridor Cities

As with the counties, each city’s comprehensive plan, CIP plan, and development regulations must comply with the GMA and be consistent with regional plans. Since these communities regulate a much greater concentration of development, their plans, policies, and regulations have major influence on the function and the character of the corridor.

Monroe

Monroe’s city limits and UGA run from the Skykomish River northward and encompass areas on both sides of SR 2. As noted above, Monroe’s population is expected to nearly double between 2000 and 2022. The City will be substantially updating its Comprehensive Plan in 2005 and is currently reviewing options for adding additional growth capacity, primarily through reasonable measures such as up-zoning and modest increases in the urban growth area. One City initiative near the intersection of SR 203 with SR 2 is the North...
Kelsey redevelopment, which is envisioned as an integrated town center encompassing about 80 acres. The City’s development program calls for about a million square feet of commercial space, with some residential and community services and a system of public open spaces.

**Duvall**

The City of Duvall recently adopted a Citywide Vision Plan, Downtown Sub-Area Plan, and updated the Comprehensive Plan’s Transportation Element, all of which address the function and character of SR-203/Main Street within the city. Major goals for some or all of these plans are to:

- Prevent the widening of SR-203 through the city.
- Reduce vehicular traffic speeds while reducing congestion.
- Enhance the pedestrian environment through the corridor.
- Enhance the character and identity of the city.

The City anticipates substantial development in the southern portion of the corridor within the city and is in the process of upgrading development regulations to implement the goals and policies of the recently adopted plans noted above.

**Carnation**

The City of Carnation is in the process of updating its Comprehensive Plan, CIP Plan, and development regulations. Although the city has had little development along the SR-203 corridor in recent years, plans for substantial upgrades to sewer facilities are likely to change that. The existing Comprehensive Plan focuses on retaining the city’s historic and small town character, while encouraging enhanced services and economic growth. The City is also exploring potential uses for annexed land north of the existing downtown. The Comprehensive Plan also seeks:

- Enhanced community gateways.
- Safe and attractive pedestrian environment.
- More landscaping and street trees.

Besides comprehensive planning regulations, Washington State access management standards in WAC 468-52-040 restrict public and private access onto state highways, such as SR-203, to minimize safety risks and maintain the functional integrity of such roadways.
Town Center/Corridor Improvement Concept

As the case study progressed, the Project Advisory Committee found it necessary to define an improvement concept that 1) establishes a basic roadway cross-section for the portions of the corridor outside town centers and 2) translates the transportation, safety, redevelopment, and aesthetic objectives into categories of improvements that can be evaluated and prioritized. This led the Committee toward a concept emphasizing:

- A basic two-lane section with safety and traffic improvements at key locations.
- A set of specific improvements. As suggestions for individual improvements emerged, the Committee noticed that they were naturally divided into different categories or “common elements” found at various locations throughout the corridor.
- Institutional and coordination activities to provide a consistent, unified, interjurisdictional effort toward upgrading the corridor. Not only is such coordination intended to make the individual improvements more effective, collective interjurisdictional efforts will greatly improve prospects for funding and implementation.

This section discusses the rationale behind the roadway configuration and common elements. The institutional and cooperative activities are discussed in the Implementation Strategy section.

Two-Lane Highway Analysis

As discussed in the Study Corridor Context section, SR 203 carried approximately 7,000 to 13,000 vehicles per day (vpd) in 2002. The lowest volumes are found between Carnation and NE 124th Street and between SR 202 and Tolt Hill Road. The highest volumes are found in the cities of Monroe and Duvall. Based on the PSRC and King County travel forecasting models, volumes in the corridor are expected to increase by 50 to 85 percent by 2020. This will result in the highest traffic volumes ranging from 18,000 to 23,000 vpd. These volumes would approach or exceed the estimated daily capacity of a two-lane rural highway, which would typically be in the range of 19,000 to 22,000 vpd. These forecasts reflect the current land use plans for the cities and the counties and would, without considering additional corridor improvements, result in level of service (LOS) E or LOS F along some segments of the corridor, including segments within the three cities. The forecast levels of service would be below the LOS standards for state highways of regional significance, recently adopted by PSRC and WSDOT, which call for LOS D or better for SR 203.

The 20-year traffic forecasts, therefore, suggest a need for capacity enhancements in some segments of the corridor. The input from the cities and King County indicates that addition of travel lanes to further support traffic growth is not desired. Widening sections of the highway to four lanes would provide more capacity than needed through 2020 and may attract even higher
volumes if other regional improvements to SR 522 or I 405 are delayed. Furthermore, WSDOT indicates that such improvements would not likely be able to be funded during the next 20 years. (The State Highway System Plan 2003-2022 includes a preliminary estimate of $140-$200 million to improve the full corridor, but such funding is well beyond any reasonable expectation of being achieved within that period.)

Furthermore, the cities on the corridor desire to provide a pedestrian-friendly environment within their downtowns to support economic growth. This would mean narrower streets, curb bulbs, wider sidewalks, and other pedestrian amenities, which would appear to be in direct conflict with additional travel lanes to support higher traffic volumes at LOS D or better.

In addition, King County’s Comprehensive Plan generally discourages development of additional capacity in rural areas, except under unique and controlled conditions. These policies and PSRC’s regional plan are intended, at least partially, to minimize the pressure to convert rural designated areas into urban uses.

Given the limited availability of funding for widening the corridor, the desires of the cities to create more pedestrian-friendly downtowns, and King County and regional policies, the study team determined that the corridor would likely be a two-lane highway for at least the next 10 to 15 years. This assumption sets the general framework for the types of improvement strategies that were evaluated.

PSRC, WSDOT, the cities, and the counties will need to re-evaluate future corridor performance in light of all other potential regional system improvements that could reduce SR 203 traffic and may need to modify the level of service standard for SR 203, since the corridor will not likely be able to meet the LOS D standard through 2020, as currently planned.

The Project Advisory Committee observed that completing the planned widening of SR 522 between Monroe and Woodinville could help reduce corridor traffic increases, which would reduce the level of congestion along parts of the highway. Improvements that are currently planned (and partially funded) along I 405 between Bellevue and Bothell are also important to the SR 203 corridor since they will provide more regional north-south capacity to serve travel demands on the east side of Lake Washington.

Improvements to Woodinville-Duvall Road, Novelty Hill Road/NE 124th Street, the Tolt Hill Road Bridge, and SR 202 were also identified as strategies to improve the overall accessibility to/from the communities in the corridor. Individual improvements along these “urban connectors” are not specifically addressed in the pilot study but are noted as being important to the rural cities and communities and to the future traffic levels on SR 203.

**Common Elements**

Given the conclusion that a two-lane basic roadway section should be assumed, it is clear that several types of improvements are needed to enhance performance, safety, and compatibility with the local context. Several common strategies, or themes, emerged and provided a framework for discussing improvement strategies along individual segments or at specific locations along the highway. This framework also provides for consistency in the identification
and evaluation of potential improvement needs or strategies throughout the corridor rather than focusing on each specific improvement at an individual location.

1. Non-Motorized Vehicle Systems

The SR 203 corridor is a popular recreational bicycle route, attracting cyclists from throughout the region to this rolling rural farmland and river valley area. Although some sections—most notably the Snohomish County portion—feature ample shoulders, there are narrow or no shoulders along much of the corridor. Shoulders on the section between Carnation and Duvall are particularly narrow and the roadway itself quite curvy.

The Snoqualmie Valley Trail, a gravel trail built for walkers, equestrians, and mountain bikers, runs parallel to SR 203 south of Duvall. Sections of the Snoqualmie Valley Trail and the Snohomish County Centennial Trail northward to Monroe are planned, and the trail will ultimately extend west to the City of Snohomish and further northward to Arlington.

Participants at the public open houses held in Monroe, Duvall, and Carnation generally placed a high value on non-motorized transportation. Recommendations include proposals for improvements on the highway itself and trail improvements to allow street bicycle access, particularly between Carnation and Duvall, where providing wider shoulders on the highway is especially difficult due to high costs and significant environmental issues.

2. Access Management and Development Standards

Vehicles turning into and out of driveways can significantly lower a corridor’s performance and increase the number of accidents, especially if many more driveway access points were allowed for all the existing independent parcels of land. For this reason, the number and location of driveways and access roads must be controlled to minimize conflicts with regular traffic flow. Actions to reduce these conflicts, termed “access management,” are discussed further under Recommendations A1 and A2 and apply generally throughout the corridor. They include restricting drives to those needed by the local business and property owners, requiring joint use of driveways where possible, and dictating the location of new driveways where they are needed. The plan recommends that cities and counties establish standards for these issues and, where appropriate, prepare an access management plan identifying access points and delineating and defining new access roads to side streets.

3. Intersection Improvements

There are several intersections throughout the corridor with substantial safety or congestion problems. The plan includes improvements at most of the major intersections and trail crossings along the corridor. Intersection improvements include a variety of designs, ranging from roundabouts and traffic signals to left-turn lanes, street reconfigurations, crosswalks, and other measures.
Figure 7. Common elements.

Connections to Urban Areas
- Improve regional corridors that connect town centers to urban areas
- Create a network of rural roads providing more than one route for key connections

Intersection Improvements
- Reconfigure geometry
- Consider roundabouts
- Construct turn lanes
- Install striping and signage

New In-town Development
- Control access
- Treat street edge
- Use opportunity for special street configuration (eg.median)
- Provide connections to adjacent areas

Town Center Circulation
- Create efficient street network
- Manage access
- Implement Parking strategies
- Give special attention to school areas
- Improve Intersections

Non-Motorized Transportation
- Use the Snoqualmie Valley Trail
- Improve shoulders where possible
- Link trail to key attractions
- Ensure safe roadway crossings

In-town Pedestrian qualities
- Improve sidewalks and streetscapes with landscaping and amenities
- Establish guidelines for pedestrian friendly buildings

Town Entries and Transition Zones
- Reduce speed
- Create entry such as special features & landscaping
- Land use & access management controls

Access Management
- Limit driveways for new development
- encourage access from side roads, "backage" roads or shared driveways

Safety & Performance Outside Of Town
- Shoulder & rumble strip improvement
- Realignment where needed
- School bus stop improvements
4. Town Entries and Transition Zones

PSRC’s *Options and Innovations Tool Kit* identifies roadway stretches on either side of town centers as critical points for context-sensitive design solutions because they are the areas where both vehicle speeds, pedestrian movement, and development conditions transition between rural and in-town conditions. Therefore, measures in these transition areas should include roadway configurations, land use and access regulations, and pedestrian facilities that lower traffic speeds, communicate the approach to increased pedestrian activity and cross traffic, reduce conflicts, and provide for pedestrian safety. Several of the transition area recommendations include medians and gateway treatments with gently curving lanes to demark the town center edge and the to help slow traffic.

5. In-Town Circulation and Streetscape Improvements

Cities along the corridor are planning for a basic two-lane roadway with parking and turn lanes, where necessary. Because there will be significant turning movement and cross traffic, the town centers will experience increased congestion. Actions must be taken to increase smooth traffic flow while providing access to the cross streets and supporting business development goals. The plan recommends specific circulation improvements for Monroe, Duvall, and Carnation downtowns, including turning lanes, signal improvements, street network enhancements, and roadway reconfigurations. The recommendations are consistent with the cities’ comprehensive plans and business district objectives. Streetscape improvements, such as street trees and lights, are also important to increase the visual character of downtown streets.

6. In-Town Pedestrian Improvements

In addition to the traffic circulation improvements described above, the plan recommends a number of projects to specifically improve pedestrian safety and comfort. Monroe, Duvall, and Carnation have initiated programs to install pedestrian features such as sidewalk “bulbs” (widening of the sidewalk at intersections to increase visibility and reduce crossing distance), upgraded sidewalks, and such amenities as benches and waste receptacles. Street trees and pedestrian lighting encourages pedestrian activity in addition to upgrading the town’s general visual character. Equally important are design guidelines that direct new development to provide entries, weather protection, and pedestrian-friendly uses and building facades.

7. New In-Town Development Areas

Both downtown Carnation and Duvall feature large land tracts that are likely to experience relatively large-scale development. In these areas, it will be very important that new development feature:

- Good internal pedestrian circulation and walkway connections to the rest of downtown.
- Driveways or access roads configured to minimize congestion.
- Other street connections so that the site is accessible to the rest of town on routes other than via SR 203.
- Landscaping and site improvements that enhance the town’s visual character.
8. Safety Improvements Outside of Towns

As noted in the corridor context section, WSDOT has classified several segments of SR 203 as High Accident Corridors (HACs). A high percentage of the fatal accidents involve vehicles running off the road or crossing the centerline. To decrease the incidence of centerline crossing, WSDOT will be installing center line rumble strips. This plan also recommends the installation of shoulder rumble strips, bicycle signage, and other low-cost improvements, where appropriate.

9. Connections to Urban Areas

SR 203 is only a part of the network of highways and county roads connecting rural communities to the region’s larger urban centers. This network distributes the patterns of traffic flow so that the relative congestion of one link can affect traffic conditions on related links. Therefore, the recommendations in this plan acknowledge increased traffic volumes and corridor improvements on other key corridors. In terms of north-south links, ongoing improvements to SR 522 and the proposed I-405 expansion should positively impact traffic conditions on SR 203.

The potential impact of improving east-west links is less clear. For example, alleviating congestion on Novelty Hill Road might potentially encourage growth (and, consequently, traffic demand) in the Carnation/Duval vicinity. On the other hand, improving Novelty Hill Road might reduce the necessity for each community to serve the day-to-day commercial and business needs for the city and to provide jobs.

As noted earlier, policies in county and regional plans call for containing growth in rural areas to the incorporated cities. However, rural roadway network improvements that connect rural and urban growth areas would be authorized when such improvements are accompanied by strategic zoning and access management controls and actions that preclude enabling unintended growth outside the designated urban areas.
Figure 8. Proposed corridor projects.
Description of Individual Improvements

This chapter presents the plan’s recommendations. To allow greater specificity and easier reference, the 42 projects being considered for the corridor are broken down into segments. For each highway segment, the plan describes the recommended projects and locates them on a reference map. Some of the projects are illustrated in greater detail in individual project descriptions following the section overview narration. A table summarizing all the projects is included as the Project Matrix in Appendix 1 for easier reference.

Monroe and Vicinity

In Monroe, SR 203 generally consists of two travel lanes (one in each direction) with on-street parking. The highway widens to accommodate additional turn lanes as it approaches SR 2. Left-turn lanes also exist on SR 203 at Main Street. South of Main Street, a center, two-way left-turn lane exists between Freemont Street and McDougall Street. A center median with landscaping begins south of McDougall and extends to just south of Powell Street.

Curbs, gutters, and sidewalks exist within the core business district. There are, however, missing segments of sidewalks in the vicinity of the railroad crossing south of Stretch Street. South of the business district, the sidewalks on the east side of the street end at Al Borlin Park. The sidewalks on the west side of the street also end in the vicinity of the park.

The highest traffic volumes on SR 203 are found in Monroe. This results in delays and congestion. Much of the congestion during peak commuter times is related to traffic turning to/from the side streets.

Traffic signals control operations at the two major intersections of SR 203 within the city – at SR 2 and at Main Street. These two intersections serve relatively high traffic volumes, which results in reduced levels of service. The existing turn lanes and signal timing do not adequately accommodate the travel demands at these intersections during peak hours. This results in traffic queues on SR 203 blocking adjacent intersections, such as Freemont and Hill Streets.

The high traffic volumes on SR 203 within the city, coupled with the limited number of intersections controlled by traffic signals, have resulted in a relatively high number of traffic accidents along SR 203 in Monroe. As discussed above, SR 203 is classified by WSDOT as a high accident corridor (HAC) between SR 2 and Tualco Road. The intersections of SR 203 with Hill Street, Main Street, and Freemont Street each experienced 10 or more accidents in the three-year period of 2000-2002. The majority of the accidents at the unsignalized intersections of SR 203/Hill Street and SR 203/Freemont Street involved traffic turning to/from SR 203. These accidents include right-angle collisions between vehicles on SR 203 and the side street, angle accidents with a left-turn vehicle being struck by a vehicle in the opposite direction, and sideswipe accidents involving vehicles trying to pass a vehicle waiting to make a turn.
M3. SR 203 (Lewis Street)/Railroad Crossing
ISSUE: Pedestrian crossing at railroad track
IMPROVEMENTS:
- Install pedestrian signals and crosswalks on the Monroe.
- Relocate and extend signals.

M5. Main Street
ISSUE: Traffic operations and safety
IMPROVEMENTS:
- Install pedestrian signals and crosswalks on Main Street.
- Provide dedicated left-turn lanes.

M6. Centennial Trail
ISSUE: Pedestrian and bicycle connections
IMPROVEMENTS:
- Continue Centennial Trail through Monroe.

M7. Entrance into Monroe
ISSUE: Traffic operations and safety
IMPROVEMENTS:
- Install pedestrian signals and crosswalks on SR 203.
- Provide dedicated left-turn lanes on Lewis Street (SR 203).

M8. Ben Howard Road
ISSUE: Traffic operations and safety
IMPROVEMENTS:
- Install pedestrian signals and crosswalks on Ben Howard Road.
- Provide dedicated left-turn lanes on Ben Howard Road.

Figure 9. Potential project locations - Monroe.
Many of the accidents at the signalized intersection of SR 203/Main Street also involved turning traffic, with vehicles trying to pass vehicles waiting to make a turn. Rear-end accidents also are a problem at the intersection. Two accidents involving pedestrians occurred at Main Street/SR 203 during the three-year analysis period, both of which involved a turning vehicle striking a pedestrian.

To address these operational and safety issues, the pilot study identified improvements at several intersections or other spot locations. These are shown on Figure 9 and summarized in Appendix 1. The projects are briefly discussed below.

Project M1 is part of improvements to SR 2 that include the SR 2/SR 203 intersection. Improvements to the SR 2/SR 203 intersection will improve operations and safety at the north terminus of the SR 203 corridor.

Improvement M2 addresses the need to provide for separate left-turn lanes to facilitate traffic movements between SR 203 and Stretch Street. Alternatively, the left-turn movements could be restricted. This section of roadway has high traffic volumes and the side street traffic adds conflicts which reduce capacity and impact safety.

The Burlington Northern Railroad is installing pedestrian signals and gates to improve safety at the crossing north of Hill Street (project M3). This project is fully funded and in process. This will enhance pedestrian safety along the highway.

Installation of curb bulbs is proposed at SR 203/Hill Street (project M4). The curb bulbs will provide more visibility of pedestrians at the intersection. They also will narrow the roadway width, which will help discourage drivers from passing a vehicle that is stopped or slowing to make a turn. This should reduce the types of accidents that were observed between 2000-2002.

The City and WSDOT have been evaluating improvement strategies for the SR 203/Main Street intersection (project M5). These include changing signal phasing, curb bulbs, addition of left-turn lanes on Main Street, and restricting left-turn movements from Main Street during peak hours. A final recommendation has not been made, pending a more detailed design study and public input. Traffic operations and safety at this location also were a concern of many people at the open house. In addition to traffic operations and safety, potential impacts to on-street parking, truck movements, and pedestrian crossings have been identified as important elements of the project.

The City of Monroe has plans to extend the Centennial Trail through Monroe (M6). This would provide a connection to the trail north and west of the city. The trail is anticipated to follow the existing trail along Fryelands Boulevard (approximately two miles west of SR 203), then head east in the vicinity of the Skykomish River. The trail would connect to Sky River Park (east of SR 203) and Al Borlin Park (west of SR 203). The existing trestle is reportedly unsafe and not repairable, so another river crossing must be found.

The most ambitious construction project recommendation is for new sidewalks, curb bulbs, and revised entry to Al Borlin Park (M7), described at the end of this section.
The addition of a south-to-east left-turn lane at SR 203/Ben Howard Road (M8) is located just south of the city and the Skykomish River. The turn lane would separate southbound through traffic from turning traffic, which would improve safety. WSDOT has identified this improvement on its channelization and signal priority arrays.
M 7 – South Entrance into Monroe

Context
North of the Skykomish River Bridge, the SR 203 (Lewis Street) roadway is wide and physically encourages high speeds. There are single family residential uses to the west and a riverfront park (Al Borlin Park) to the east of the road. There is little or no definition for the park’s parking lot driveway, creating an unsafe pedestrian environment. Lewis Street, north of the area, contains a well landscaped median that creates an attractive entry to downtown Monroe and keeps travel speeds down.

Analysis
The wide right-of-way and roadway width in this area supports a variety of traffic calming/gateway features. Although pedestrian traffic on any new sidewalks or pathways along the roadway is limited, such measures would be effective in lowering travel speeds, promoting pedestrian access to the park and river, and enhancing the entry into the community.

Recommendations
Add a sidewalk or pathway along the east side of the street, reconfigure access to the parking lot of Al Borlin Park, and install curb bulbs on the west side of the street.

The conceptual plan to the right illustrates the proposed general configuration.

Implementation
Funding could come from local street or park improvement funds or from a federal enhancement grant.

Figure 10. South Monroe vicinity.

Figure 11. Suggested improvements at the park entrance.
Costs, Benefits and Priority

The benefit of such improvements would be moderate due to the visibility of the site and its impact at calming travel speeds at this critical gateway point. The curb bulbs and parking lot improvements would increase pedestrian safety. The budget range for these improvements is $100,000 to $300,000, depending on the final scope of work.

Figure 12. Proposed sidewalk improvements at Al Borlin Park.
Snohomish County

South of Monroe, SR 203 is a two-lane rural highway with a posted speed limit of 55 mph. This segment generally has 8-foot-wide paved shoulders. Major intersections include Tualco Road, N High Rock Road, and High Rock Road/203rd Street.

The T intersections of Tualco Road and N High Rock Road are separated by about 200 feet. Tualco Road connects on the west side of the highway and N High Rock Road connects to the east side of the highway just south of Tualco Road. The High Rock Road/203rd Street intersection is slightly offset, but is treated as a four-legged intersection.

Daily traffic volumes on SR 203 south of Monroe are somewhat lower than those found in the city. Some of the traffic connects with Tualco Road or 203rd Street to/from the west.

WSDOT has designated the Tualco Road and N High Rock Road area along SR 203 as a High Accident Corridor (HAC). A total of 13 accidents were reported at the two intersections from 2000 through 2002. Eight of the accidents occurred at N High Rock Road and five at Tualco Road. Most of the accidents at the intersections were rear-end collisions.

The intersection of SR 203/High Rock Road/203rd Street had 15 accidents reported in 2000 through 2002. Eight of the accidents were angle collisions or involved vehicles turning to/from SR 203. Four of the accidents were rear-end collisions. These types of accidents are related to the lack of turn lanes or traffic controls to separate through traffic from turning traffic and the high speeds on SR 203.

In 2000, an accident north of Tualco Road resulted in a fatality. A southbound pickup truck crossed the centerline and sideswiped a northbound truck.

WSDOT evaluated the HAC and intersection collisions and identified a need for channelization or other intersection improvements at Tualco Road and N High Rock Road and at High Rock Road/203rd Street. WSDOT has identified a need for channelization and/or traffic controls at these intersections.

Improvement strategies for SR 203 in Snohomish County are shown on Figure 13 and summarized in the Project Matrix in Appendix 1. Projects S2 and S3 summarize the potential improvements at the two major intersections, as identified in the SR 203 Pilot Study. The specific improvements should be evaluated as part of design studies for each intersection. Improvements may include realigning the Tualco Road and N High Street intersections to provide a 4-legged intersection with left-turn lanes. Alternatively, the State would consider installing a roundabout to serve a combined, realigned intersection. Addition of left- and/or right-turn lanes is identified for the SR 203/High Rock Road/203rd Street intersection.
Figure 13. Potential project locations – Snohomish County.

S2 Tuwalco Road/N High Rock Road
ISSUE: Traffic operations and safety
IMPROVEMENTS:
1. Resurface Tuwalco and N High Rock Road
2. Construct roundabout.
A more detailed design study, with additional public input, will determine final decisions on improvements at this location.

S3 High Rock Road/203rd Street
ISSUE: Limited sight distance from side streets and traffic speeds
IMPROVEMENTS:
1. Install break in centerline stripe at intersection to alert drivers on SR 203 and install advance intersection signage on SR 203.
2. Install left and/or right-turn lanes.

S4 Cadman Gravel Pit
ISSUE: Heavy truck traffic to and from side street access
IMPROVEMENTS:
Install south-to-east left-turn lane, west-to-north right-turn acceleration lane, and north-to-east right-turn deceleration lane.

S1 Monroe City Limits to King County Line
ISSUE: Bicycle route delineation and traffic separation
IMPROVEMENTS:
Develop multi-use trail parallel connecting the Centennial Trail with the Snoqualmie Valley Trail.
In addition, the corridor study identified an improvement at the entrance to the large Cadman gravel pit located slightly more than one-half mile north of 203rd Street (project S4). The Cadman site is expecting to significantly increase its activity in the future, which will result in more trucks entering/exiting the highway. To help reduce the impacts of the truck activity on operations, traffic safety, and speeds, a northbound right-turn lane, southbound left-turn lane, and a west-to-north right-turn acceleration lane have been identified. These improvements would separate the turning trucks and will reduce the difference in travel speeds between through traffic and entering/exiting trucks. Such improvements could be considered in partnership with the Cadman operator as it takes steps to increase its level of trucking activity.

In addition, WSDOT is implementing a corridor-wide safety program that will install rumble strips in the centerline of the roadway and other safety enhancements. (See CW1 in the Project Matrix in Appendix 1.) These should help reduce safety problems between the intersections.

The SR 203 Corridor Study also identified the desire for a separate, multi-use trail along this segment. The trail would connect from the Centennial Trail in Monroe (project M6) and the Snoqualmie Valley Trail in Duvall (project D1). This would provide an alternative for bicyclists who currently use the roadway shoulder. Snohomish County is currently in the process of acquiring the right-of-way for this trail segment. This plan recommends that the two counties jointly undertake a strategic effort to complete the trail from Monroe to Fall City (project CW2).
Duvall and Vicinity

North of Duvall, SR 203 has a 55 mph speed limit. The roadway shoulders are typically 4 feet wide or less. This is a reduction from the 8-foot-wide shoulders found in Snohomish County.

Within the City of Duvall, SR 203 is called Main Street. The speed limit is posted at 30 mph between Cherry Valley Road and NE 143rd Place. Between NE 143rd Place and the south city limits, the posted speed limit is 45 mph. The City has identified policies in its 2004 Comprehensive Plan to reduce the speed limit within the city limits to 25 mph. This covers a distance of a little over one mile.

Within the Old Town business district of Duvall, the highway has two travel lanes and on-street parking. Left-turn lanes exist at Stephens Street. A north-to-west left-turn lane also exists at Woodinville-Duvall Road. Both of these intersections are signalized.

South of the Old Town business district, a center two-way left-turn lane is currently provided along a short segment of SR 203 near NE 145th Street. Left- and right-turn lanes also exist at Big Rock Road and at the shopping center entrance south of Big Rock Road. The intersection of Big Rock Road/SR 203 is signalized.

Sidewalks are generally provided on both sides of the roadway from Virginia Street to Valley Street. South of Valley Street, sidewalks have been constructed as part of frontage improvements for recent developments. This leaves gaps in the sidewalk system between the commercial developments in the south part of the city and the Old Town business district.

Traffic volumes in Duvall were approximately 12,000 vehicles per day (vpd). This is slightly lower than the volumes found in Monroe. The volumes are higher within the city than on the rural segments of the highway just outside the city. This reflects the local traffic activity in the commercial areas along SR 203.

Several intersections within the city experienced a relatively high number of accidents in the three-year period from 2000 through 2002. The highest number of accidents was reported at or near the intersection of SR 203/Woodinville-Duvall Road/Virginia Street. Nine of the 16 accidents during the three-year period were rear-end collisions, including some that occurred on Woodinville-Duvall Road. Three of the remaining accidents involved vehicles making parking maneuvers near the intersection. These types of accidents reflect the high traffic volumes and relatively congested operations at the intersection. The poor alignment of Virginia Street with Woodinville-Duvall Road also adds to the potential safety issues.

The intersection of Cherry Street/SR 203 had a total of 11 accidents reported during the three-year analysis period. The majority of these were rear-end collisions, both northbound and southbound. Two of the other accidents involved vehicles making parking maneuvers. Right-turn movements were involved in two of the 11 accidents.

A total of eight accidents were reported at SR 203/Cherry Valley Road. The east leg of this intersection intersects with SR 203 at a very skewed angle. Furthermore, Cherry Valley Road is dropping down from the hill as it intersects with the highway. All of the reported accidents were
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rear-end or angle collisions. Many of the accidents are likely attributed to the skewed nature of the intersection and the lack of turn storage lanes and inadequate turn radii.

Figure 14. Duvall vicinity.
The intersection of Big Rock Road, at the south end of the city, experienced six accidents during the three-year period: 2000-2002. Of the six accidents, three involved rear-end collisions in the northbound direction. These likely reflect the higher speeds of traffic entering the city from the 55 mph rural segment south of the intersection. A hill on SR 203 also restricts sight distances for traffic entering the city. Two of the accidents involved traffic on the side street.

Figure 10 summarizes the improvement strategies for the corridor in and around the City of Duvall. They are also presented in the Project Matrix in Appendix 1. To help drivers identify that they are entering the city, the Case Study recommends entry treatments at the north and south city limits. These are presented as projects D2 and D8, which are discussed and illustrated at the end of this section.

Several improvements along SR 203 (Main Street) were identified during the City’s recent Visioning and Comprehensive Plan processes. These include defining a specific cross-section for SR 203 in the city (see discussion of project D5). One travel lane would be provided in each direction with left- and/or right-turn lanes at selected intersections (project D6). On-street parking would be provided and wide sidewalks would be constructed with a landscaping buffer from the street. Curb bulbs would also be used at intersections to reduce the distances for pedestrians crossing the street. Traffic signals would be limited to the existing locations, plus one new signal at NE 143rd Place (project D7). The plans also call for improvements to local streets to enhance circulation and access to developments in the corridor. The City would also manage access along the corridor to reduce the number of conflict points. The City and WSDOT are working together to define a final configuration of SR 203 within the city.

As discussed for Snohomish County, extension of a multi-use trail between the Centennial Trail in Monroe (project M6) and the existing Snoqualmie Valley Trail is proposed. Project D1 covers the segment between the King/Snohomish County line and the existing trail near Woodinville-Duvall Road (also see discussion for project K1 and CW2).

The City has identified a desire for a truck bypass of its business district (project D3). Such a bypass could use Tualco Road or 203rd Street in Snohomish County to connect with High Bridge Road on the west side of the Snoqualmie River. High Bridge Road becomes W Snoqualmie Valley Road in King County. The truck route would reconnect with SR 203 via NE 124th Street, south of Duvall. The truck route would likely require reconstructing all of the bypass roads to be upgraded to handle trucks – both in width and improved pavement. The expense of the improvement could not be covered by the PSRC Rural Corridors Program or other typical funding programs. Therefore, it is included as a potential long-range project. In the near-term, the traffic signals in Duvall should be coordinated to allow traffic, including trucks, to pass through the city at a steady speed. This would help reduce the noise and air quality impacts of trucks accelerating from stops.

The City’s draft 2004 Comprehensive Plan identifies a project to extend the existing 3rd Avenue (west of SR 203) to connect with SR 203 north of the city (project D4). This would allow partial or full closure of the east leg of Cherry Valley Road at SR 203. The cost of the project will be very high. Implementation will require a partnership between the City, WSDOT and King County. The roadway will go through unincorporated rural areas which may require revision of County policies.
D2 – Duvall North Entry and Speed Transition

- **Context**
  Motorists typically enter Duvall’s city limits from the north at high speeds. As there is a long curve in the road limiting visibility, motorists are given little warning that a downtown area is nearby. The sharp and steep Cherry Valley Road intersection at the northern edge of downtown makes this entry even more dangerous (see project D4).

- **Analysis**
  The City would like to begin a speed transition in this area north of Cherry Valley Road to prepare motorists for the 25 mph downtown zone. Despite sloping areas on both sides of the roadway in this area, there are a variety of opportunities to create a speed transition feature in this area. The City also has an interest in creating an attractive entry feature to enhance the community’s identity.

- **Recommendations**
  Install a landscaped median that signals the gateway into Duvall and acts to reduce travel speeds. Consider adding transverse rumble strips at the island.

- **Implementation**
  Improvement would require public funding for 100% of the cost.

**Figure 15. Gateway median example.**
D5 – Main Street in Duvall

- **Context**

  The City of Duvall has recently completed a citywide visioning process and a Downtown Sub-Area Plan. The City is also updating its Comprehensive Plan. Maintaining Duvall’s small town character and enhancing the local economy are goals common to all these efforts. Residents and business owners identified high traffic volumes, truck traffic, noise, and excessive travel speeds on Main Street (SR 203) as degrading the environment of Old Town. These issues also affect pedestrian movement and safety and affect accessibility to parking and businesses.

  The City has been working with WSDOT to define a cross-section for SR 203 that maintains two travel lanes with left-turn lanes and signals at four major intersections. The existing cross-section in Old Town is 56 feet curb-to-curbe. The City desires a maximum speed limit of 25 mph, with speed transition zones at each end of the town center. Current plans call for the street to include on-street parking, wide sidewalks, bicycle facilities, and sidewalk bulb-outs at intersections to reduce pedestrian crossing distances. WSDOT is concerned about the actual pavement width to support traffic, bicycles, and on-street parking and also would prefer turn lanes at additional locations to help reduce potential conflicts between through traffic and local traffic.

![Figure 16. Main Street in downtown (left) and south of downtown (right).](image)

- **Analysis**

  The City’s planning efforts have defined several complementary improvement actions. Gateways are recommended at the north and south ends of the city to make drivers more aware that they are entering a city and no longer driving with a 55 mph speed limit. The gateways should be supported by speed transition zones to smooth out the change in speeds over a longer distance. Under the City’s plans, left-turn lanes and traffic signals should be generally limited to four locations. These locations can provide connections to commercial development and residential neighborhoods located east and west of Main Street. The grid of downtown streets, including 1st Avenue, 3rd Avenue, Railroad Avenue, and Riverside Avenue, as well as east-west streets should also be upgraded. The intent is for the collector
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street system to serve as access to businesses and parking as well as provide alternatives to Main Street for locally generated traffic.

The City’s plan also includes wider sidewalks, curb bulbs and wayfinding programs to support development of a pedestrian-friendly downtown and commercial district. To further facilitate pedestrian activity, the City is defining policies that encourage parking in the rear of buildings and landscaping and other streetscape improvements along Main Street.

Forecast traffic operations from the City’s draft Transportation Element indicate that, even with significant improvements, the intersection of Main Street/Woodinville-Duvall Road/Virginia Street will operate below the LOS D standard established by PSRC for the corridor. To meet the LOS standard, the corridor will likely need to be widened to four lanes in the vicinity of the intersection. LOS D can be achieved at the other existing/planned signalized intersections (Stephens, NE 143rd, Big Rock Road) with addition of left turn lanes. Addition of right turn lanes on SR 203 at these locations will further reduce delays, but will increase pedestrian crossing distances.

Analyses of 2022 traffic volumes indicate that unsignalized side streets intersecting with Main Street will operate at LOS F during peak travel periods. These streets will have relatively low volumes, and traffic may shift to the signalized intersections if excessive delays are encountered. Left turns from Main Street at unsignalized intersections also could result in delays and potential safety issues. This could result in a need for peak hour turn restrictions and/or additional left-turn lanes.

**Recommendations**

The City and WSDOT should continue to work to define a final concept plan for Main Street that includes the speed transitions, gateways, intersection configurations, and pedestrian improvements. As development occurs along the corridor, the City will require frontage improvements that match the concept plan and work to improve parallel north-south collector streets to support economic growth and reorient local traffic away from Main Street. PSRC, WSDOT, and the City should also re-examine and possibly modify the LOS standard for the corridor.

*Figure 17. Proposed improvements in the downtown area.*
Recommended improvements illustrated on the following pages include:

- Left-turn lanes and signal timing at key intersections.
- Restricting left turns at unsignalized intersections during peak hours, as necessary.
- Local access street improvements.
- Pedestrian and streetscape improvements.

Figure 18. Existing and proposed cross-sections for SR-203 from the Duvall Downtown Sub-Area Plan.
Figure 19. Existing and proposed cross-sections for SR 203 from the Duvall Downtown Sub-Area Plan.

Figure 20. The circulation concept in the adopted Duvall Downtown Sub-Area Plan promoted better circulation on local access roads to reduce pressure on SR 203.
DOWNTOWN STREETSCAPE DESIGN RECOMMENDATIONS

CONCEPT:

- Install standard pedestrian lights and waste receptacles to add continuity and facilitate maintenance.
- Encourage variety of different pavements, pedestrian furniture and landscaping to reinforce Duvall’s diverse small scale character.

Figure 21. Streetscape design recommendations from the Duvall Downtown Sub-Area Plan.
Implementation

Implementation of enhancements will be based on available funding and overall priorities defined by this study as well as part of new developments. How much of the plan the City can implement without significant new economic development is a major question. That is, should/can the City invest in infrastructure improvements to help spur the economic development, or must economic development come first to help fund the improvements and potential to pursue grants?

Costs, Benefits and Priority

The benefits from this program of improvements will be high because they are directed to a wide range of objectives, including safety, speed management, transportation performance, and community development. Costs for individual components will range from low to high. Developing the more detailed concept plan for the full corridor and having approval of the City and WSDOT is a high priority, since the City expects to lift its development moratorium in the near future.
D8 – Duvall South Entry and Speed Transition

■ Context
Motorists typically enter Duvall’s city limits from the south at high speeds. Since the roadway through much of the southern portion of the town is relatively wide, motorists maintain relatively high speeds until they reach the downtown core area. As the city’s commercial core is expanding southward, the high speeds in the area are increasing concerns for both pedestrian and motorist safety.

■ Analysis
The City would like to begin a speed transition at the southern city limits near the old Big Rock Road intersection. Participants have discussed reducing the posted speeds along the highway south of town so motorists maintain a moderate speed approaching the city. The roadway stretch from the old Big Rock Road intersection to the new signalized intersection provides an opportunity to create a safe and attractive traffic calming measure.

■ Recommendations
Install a landscaped median that serves as a gateway into Duvall and acts to reduce travel speeds. Reduce the posted speed limit between NE 124th Street and the city limit to 45 mph. Consider installing transverse rumble strips to further slow traffic.

■ Implementation
Improvement would require public funding for 100% of the cost.

■ Costs, Benefits and Priority
As the configuration of the existing roadway and ROW would require very little grading and no land acquisition, the improvement costs are likely to be relatively low for this kind of feature. The benefit of such an improvement would be very high due to the visibility of the site and its impact at calming travel speeds at this critical gateway point.

Figure 22. Existing conditions at Duvall south entry (inset) and proposed improvements.
**King County: Duvall to Carnation**

This segment of the highway has two travel lanes. The roadway shoulders are approximately 4-feet wide between NE 124th Street and Duvall. South of NE 124th Street the shoulders narrow to 2 feet or less with a long stretch in this section so narrow that a bicycle cannot get clear of the travel lane to allow autos to pass. Just north of Carnation (near NE 77th Street), the shoulders widen back to 3 feet, with some wider spots.

Between Duvall and NE 124th Street, existing (2002) traffic volumes were 11,000 vpd, only slightly lower than the volumes found in the city. South of NE 124th Street, the 2002 volumes range from 6,800 to 8,300 vpd. These volumes are 25 to 40 percent lower than those north of NE 124th Street. This change reflects the major travel patterns from Redmond and the eastside to Duvall, Monroe and Snohomish County which use SR 203 north of NE 124th Street.

The posted speed limit along the full length of this section of SR 203 has been 55 mph. In October 2004, WSDOT implemented a regulatory speed restriction to 40 mph on either side of the Stillwater Hill/Lake Joy Road intersection. This reduction in the posted speed limit is based on recent safety concerns in Stillwater.

WSDOT installed a roundabout at the SR 203/NE 124th Street intersection which became operational in fall 2004 (project K2). The roundabout has two travel lanes. The roundabout was selected instead of a traffic signal and turn lanes to help reduce delays. It also is intended to reduce the number and severity of accidents at the intersection by reducing travel speeds and enabling multidirectional traffic flow, with significantly reduced chances of conflicts. During the three year period of 2000-2002, this intersection had 22 reported accidents. This was the highest number of accidents in the corridor at an intersection during the three-year analysis period.

Other improvement strategies along this segment of rural highways are summarized on Figure 25 and in the Project Matrix in Appendix 1. The lack of adequate shoulders along much of this segment of SR 203 led to a concept to reconfigure the existing soft-surface trail into a multi-purpose trail (project K1), which is described in more detail later in this section. This type of improvement is on King County’s trails plan and would add to improved bicycle and pedestrian safety in this corridor. It could be similar to the options for a new trail extension in Snohomish County, as discussed and illustrated under projects S2 and CW2.
In the vicinity of SR 203/Stillwater Hill Road/Lake Joy Road, several lower cost improvements have been identified (project K3). As noted above, WSDOT reduced the posted speed limit from 55 mph to 40 mph in October 2004. Installation of rumble strips across the travel lanes was also identified as a potential method of alerting drivers to the speed zone and to the small commercial area at the intersection. Pedestrian improvements are also identified to improve safety. These include constructing pedestrian improvements to connect the school bus stop to the commercial businesses. Possible use of curb bulbs, signing, and pavement marking improvements also are included to enhance visibility of pedestrian activity at the intersection. Installation of a traffic signal would improve traffic operations and safety at the intersection. A signal also would improve safety for pedestrian crossings.

Construction of a north-to-west left-turn lane at Carnation Farm Road/SR 203 would separate through traffic from turning traffic (project K5). This would reduce the potential for future safety and/or operational improvements at this location.

Project K4, which covers the Snoqualmie Valley Trail crossing of SR 203, is detailed in a project description page at the end of this section.
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Figure 25. Duvall to Carnation.

K3 Stillwater Hill Road/Lake Joy Road
ISSUE: Sight distance, high travel speeds, school bus stop, and pedestrian crossings.
IMPROVEMENTS:
1. Install traffic signal and pedestrian crossing
2. Implement regulatory reduced speed zone
3. Install cross-slope rumble strips north and south of intersection
4. Install curb and pedestrian improvements on west side of SR 203 from school bus stop to intersection. Remove on-street parking at building, install curb bulbs, signage, pavement markings, and/or medians at intersection.

K4 Snoqualmie Valley Trail Crossing
ISSUE: Poor sight distance / visibility for trail users.
IMPROVEMENTS:
1. Redesign crossing to be perpendicular to road.
2. Develop trailhead with parking.
3. Install flashing and advance signing.

K5 Carnation Farm Road
ISSUE: Speed transition, traffic operations, and safety
IMPROVEMENTS:
Install a left-turn lane.

* Final recommendation may be a combination of improvement options and will be refined based on project level engineering, design, and environmental analysis.
K1 – Snoqualmie Valley Trail from Duvall to Carnation

- **Context/Opportunity**
  
The Carnation Valley is a popular cycling route and constitutes a critical link in King County’s eastern bicycle network. However, the section from Carnation to Duvall is especially difficult because of relatively high traffic volumes, narrow or non-existent shoulders, and a winding alignment limiting visibility in some locations. Between 2000 and 2002, there were six bicycle or pedestrian accidents along the corridor, three within the cities and three outside. Roadway sections north of Duvall (especially in Snohomish County) and south of Carnation, while not ideal, are less problematic. It will be very difficult and expensive to widen the highway’s shoulders between Carnation and Duvall due to steep side slopes, wetlands and roadway alignment.

  A safe, pleasant, and accessible bicycle link between these two communities could more easily be provided by paving part of the Snoqualmie Valley Trail that runs from Duvall to Fall City with connections to Snoqualmie and, ultimately, the Mountains-to-Sound Greenway/Iron Horse Trail traversing the state roughly parallel to I-90. Paving a portion of the trail section would also make the trail accessible to those with disabilities and friendlier to pedestrians with strollers and recreational, long distance, and commuter cyclists.

  ![Figure 26. Current trail conditions.](image)

  King County’s trail planning calls for this trail to be partially paved to accommodate bicycles and for the trail to be extended to the north to connect to Snohomish County’s Centennial Trail.

- **Analysis and Alternatives:**
  
The current trail has a loose gravel surface centered on a 12-foot to 20-foot-wide former railroad bed. The bed is elevated above the surrounding terrain from about 2 feet to 6 feet, depending on the particular stretch of trail. Conditions along the trail vary, but there are generally trees on both sides that form a canopy over the trail. This sense of a green enclosure and rural character is highly valued by local trail users. Wetlands commonly occur along the trail, mostly on the east side. The challenge for any trail improvements is to
increase the capacity and accommodate foot, bicycle and equestrian modes while maintaining the trail’s intimate scale and rural character.

Fortunately, the trail right-of-way is 100 feet wide, allowing for a variety of solutions to this challenge. The illustration on the following page presents a few options. Generally, a trail section that accommodates hard surface bicycles and horses requires at least 24 feet: a 10-foot-wide paved bicycle trail, plus a 4-foot-wide buffer/shy distance, plus a 10-foot-wide gravel equestrian trail. In some cases, this will mean widening the road bed or locating the gravel trail to the side of the bed. This appears possible in most cases, as there are usually wetlands only on one side of the trail. In other cases, it may be more appropriate to shave off the top of the bed and deposit the material to the side to create the 24-foot section.

In either case, there will be impacts to the vegetation along the trail edge, and there is strong sentiment in the local community that the trail retain its green tunnel character. Replanting with native vegetation should be a part of any trail improvements. In fact, since much of the current plant materials are alders, maples and transitional species that “pioneer” in disturbed earth conditions, there is the opportunity to plant more substantial mixed coniferous and deciduous species. In some areas, vegetation improvements can enhance the ecological conditions of wetlands and streams. A thoughtful replanting scheme can also provide a more attractive visual experience by screening for unsightly areas and opening views to the surrounding countryside or unique habitat. Interpretive signage describing the area’s history, current rural activities and natural setting will also be appropriate as will directional signage to town centers and other attractions.

- **Recommendations**
  Support King County Park System’s plan to provide a multi-purpose trail with a hard surface portion suitable for road bicycles. Do not program shoulder widening to accommodate bicycles on SR 203 unless a special opportunity arises.

- **Implementation**
  The fact that it will be difficult to provide safe bicycle circulation on SR 203 should provide additional impetus to construct the trail improvements as a viable alternative highway safety improvement. The funding could be from state and/or regional enhancement funds as well as highway safety funds. This section of trail improvement would lend itself to a joint King County/WSDOT project, potentially joined by Snohomish County if the trail segment into Snohomish County were included.

- **Costs, Benefits and Priority**
  The Snoqualmie Valley is a recreational resource of potentially statewide importance. As the Puget Sound bicycle trail network evolves, the Snoqualmie Valley Trail will be a key link between Snohomish County trails and the Mountains-to-Sound Greenway. Given this strategic importance, and the noted safety benefits, the project should receive high priority.
Figure 27.  Trail sections.

OPTIONS FOR PROVIDING BIKE & ADA ACCESS ON TRAIL
(Note: Some sections can be expanded to 24’ without grading)
K4 - Trail Crossing North of Carnation

■ Issue
The Snoqualmie Valley Trail crossing of SR 203, approximately one-half mile north of Carnation, is a potentially dangerous condition. Trail users traveling from northwest to southeast cannot see oncoming south bound traffic. Likewise, trail users are hidden from motorists’ view by the highway’s curve and surrounding vegetation. Trail users traveling from southeast to northwest and motorists traveling north have better sight lines to see each other. Some trail users use this point to park and access the trail on a small patch of dirt just off the road next to the crossing.

■ Analysis
As the left photo illustrates motorists cannot see trail users emerging from the north. However, the view from the south, shown in the right photo, is not obscured. If the trail crossing were moved to the north at the apex of the curve, motorists could see the trail crossing from both directions. The crossing should then be configured perpendicular to the roadway. Although as-built drawings are not available to determine the location of the roadway within the ROW, it appears that there is room for a 12-foot wide walk on each side of the roadway to connect the trail segments to the crosswalk.

![Figure 28. Trail crossing looking south (left) and north (right).](image)

■ Recommendations
Construct new walks and stripe a crosswalk at the apex of the curve to allow visibility for both trail users and motorists in both directions. (See Figure 29 below.) Install a rail at the current crossing to discourage trail users from taking the most direct but potentially dangerous crossing route. Install signs at appropriate distances to warn motorists of the approaching trail crossing. When an adequate survey is available, explore the opportunity to provide parking. However, parking on the west side of the roadway may be unsafe because of the visibility restrictions. Parking could be more safely accommodated on the east side of the crossing.
Implementation

It will be difficult to secure funds from the safety fund because there are no recorded accidents at this location. However, this type of improvement could also seek state or regional enhancement funding as well as safety funds.

Costs, Benefits and Priority

This is a relatively low-cost improvement, assuming little or no right-of-way must be purchased. The safety benefits of the project would be high, as this is the most difficult crossing within the corridor.

Figure 29. K-4 improvement concept.
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Carnation and Vicinity

Within the City of Carnation, SR 203 is known as Tolt Avenue. It serves the city’s downtown business district. The highway generally has two travel lanes in Carnation; a southbound left-turn lane is provided at Morrison Street to serve the adjacent elementary school.

The 55 mph speed limit north of the city transitions to 45 mph between NE 60\textsuperscript{th} Street and Morrison Street. In the vicinity of Morrison Street, the posted speed limit is 30 mph. The speed limit increases back to 55 mph south of Tolt Hill Road, south of the city.

As SR 203 enters the city from the north, the roadway typically has 2-4 foot wide shoulders. An asphalt pathway provides pedestrian connections on the west side of the highway across from Carnation Elementary School. Further south in town, between Morrison Street and NE 40\textsuperscript{th} Street, sidewalks are provided on both sides of the street. The sidewalk on the east side of the highway extends south toward the Middle School. South of the school, SR 203 has paved shoulders generally ranging from 2 to 6 feet in width.

On-street parking is provided along Tolt Avenue between Morrison Street and NE 40\textsuperscript{th} Street. In addition, curb bulbs are provided at a couple of intersections along this section of highway.

Within the city, the 2002 traffic volumes were reported at just under 10,000 vpd. The traffic volumes within the city are approximately 2,000 vpd higher than the volumes north and south of the city.

No intersection within the city averaged more than one accident per year between 2000-2002. However, several intersections within the business district and just north of the city experienced some accidents during the three-year period.

The intersection of SR 203/Tolt Hill Road/NE 32\textsuperscript{nd} Street, located just south of the city limits, had eight reported accidents during the three-year analysis period. The majority of the accidents at this intersection were angle collisions or otherwise related to traffic turning to/from the side street. WSDOT identified the major causes of accidents in or near the city as failure to yield, following too close, or exceeding a safe speed.

Three of the accidents in or near the City of Carnation involved pedestrians or bicyclists. One of the pedestrian accidents was north of the city near NE 55\textsuperscript{th} Street. Another pedestrian accident occurred at Eugene Street in the business district. The third accident involved a bicyclist being struck at the intersection of SR 203/Tolt Hill Road.

The City and WSDOT have been working together to define safety and operational improvements for SR 203 in the city. The SR 203 Pilot Study reviewed these improvements and combined/coordinated them with additional ideas. These are summarized on Figure 30 and in the Project Matrix in Appendix 1. The identified improvements include installing a roundabout or traffic signal at the north end of the city’s growth area. This improvement could be done in conjunction with future development of the Berry Farm and/or other properties currently outside of the city limits. Other potential improvements, such as pathways, medians, and local circulation roads are presented as part of project C1, which is presented at the end of this section.
Project **C2** provides guidance for improvements such as turn lanes, pedestrian facilities, and a system of local access/circulation roads that will improve operations and safety along SR 203 in the city. These improvements are identified for locations north of Commercial Street and south of Eugene Street. Project **C4** covers the improvements within the downtown business district. These improvements include a traffic signal at Entwistle and curb bulbs at all intersections with SR 203 in downtown. These are described further at the end of this section.

Project **C3** focuses on improving conditions for pedestrians near the elementary school and library. These include possible curb bulbs, improved markings and signage and refuge islands at Morrison Street. Reducing the speed limit further north (near NE 55th Street) also could help reduce travel speeds near the school. The study also identifies reworking the school access and circulation could improve traffic flow and safety.

Revising the existing driveways that make up the west leg of the SR 203/Eugene Street intersection is identified as a needed improvement (project **C5**). The existing configuration has two driveways that do not align with Eugene Street. Combining them into a single driveway would reduce the number of conflict points, reduce pedestrian exposure, and reduce driver confusion. This improvement would likely be tied into potential future redevelopment of the existing shopping center.

Sidewalks and other pedestrian improvements are identified in the vicinity of the Tolt Middle School (project **C6**). The pedestrian facilities would be extended south of the school to improve access to the park. The improvements would narrow the existing pavement width with the intent of slowing travel speeds entering the city from the south. Project **C7** would support the intent of reducing travel speeds along this road segment by installing digital speed and radar signs.

Project **C8** addresses the safety and operational issues at the intersection of SR 203/Tolt Hill Road/NE 32nd Street. Several options are provided such as a roundabout, traffic signal and turn lanes, and raising the elevation of the Tolt Hill Road and NE 32nd Street approaches. These types of improvements would be further evaluated in a more detailed design study. See the project description pages at the end of this section for additional discussion and illustration of possible solutions at this intersection.
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C1 NE 55th Street to Morrison Street (Berry Farm site)
ISSUE: Speed transition, traffic operations, pedestrian safety
IMPROVEMENTS:
1. Install roundabout or signal and turn-lanes at NE 55th or NE 60th Streets.
2. Install a median between NE 55th Street and Morrison Street.
3. Install an improved sidewalk or pathway.
4. Develop local access roads to connect new development to adjacent side streets and parcels.

C2 City Limits: North of Commercial St. and South of Eugene St
ISSUE: Traffic operations, pedestrian access/circulation, and pedestrian safety
IMPROVEMENTS:
1. Provide left- and right-turn lanes at key intersections.
2. Restrict left turn movements during peak hours at unsignalized intersections.
3. Improve local access/circulation road systems within City.
4. Installation of sidewalk, crosswalks, medians, ADA barrier-free improvements, and/or curb bulbs.

C3 Morrison St
ISSUE: Pedestrian connectivity, local access/circulation, school zone safety
IMPROVEMENTS:
1. Install curb bulbs and landscaping, enhance crosswalk markings, and narrow width of lanes on east leg.
2. Install pedestrian refuge island on east leg.
3. Rework school circulation to reduce impact of school buses on through traffic.
4. Implement lower speed transition at City limit north of school (NE 55th Street) instead of near school zone.

C4 Downtown Intersections (Rutherford to Entwistle Streets)
ISSUE: Pedestrian safety and traffic operations
IMPROVEMENTS:
1. Install curb bulbs with pedestrian crossings on north side of each intersection and plants on south side.
2. Install traffic signal at Entwistle Street.

C5 Eugene Street
ISSUE: Offset alignments and wide driveways
IMPROVEMENTS:
- Revise west leg to create one driveway that is in line with Eugene Street. Add striping for pedestrian crossings and stripes exiting lanes from parking lot.

C6 Tolst Middle School
ISSUE: Pedestrian crossings, circulation, and safety
IMPROVEMENTS:
1. Upgrade traffic markings near school to ensure consistency with federal standards/guidelines.
2. Install sidewalks, reduce width of roadway to calm speeds, and construct a trail on the west side to provide access to the park.

C7 Entering City of Carnation (North of Bridge)
ISSUE: Traffic speeds
IMPROVEMENTS:
Install digital speed/radar signs.

C8 Tolst Hill Road/NE 32nd Street
ISSUE: Traffic safety, traffic speeds, and pedestrian connectivity
IMPROVEMENTS:
1. Install roundabout.
OR
2. Install traffic signal and turn lanes.
OR
3. Raise elevation of NE 32nd Street
4. Install decorative lighting on bridge over sidewalk.
A more detailed design study, with additional public input, will determine final decisions on improvements at this location.

*Final recommendation may be combination of improvement options and will be defined based on project level engineering design and environmental analysis

Figure 30. Carnation and vicinity.
C1 – NE 55th Street to Morrison Street (Berry Farm Site)

Context

NE 55th Street will become the primary access off of SR-203 to future development on the Berry Farm site. As NE 55th Street will become the northerly boundary for the City of Carnation after development occurs, the intersection provides a great opportunity to reduce travel speeds coming into the city and to enhance the community’s sense of identity.

Currently, the site is unincorporated and large-lot residential uses lie to the north of the intersection. The Berry Farm occupies the ¼ mile of frontage south of NE 55th Street on the west side of the road. The northern lot opposite the Berry Farm site on the east side of the road is vacant, and a cemetery and a middle school occupy lots further south toward Morrison Street. Since there is no development for a stretch south of NE 55th Street, vehicles tend to speed up as they approach the downtown area.

Figure 31. Looking north to Berry Farm site (left) and at the NE 55th Street intersection (right).

Analysis and Criteria for Improvements

Improvements in this area should accomplish several objectives. They should:

• Reduce travel speeds within the area.
• Create an attractive entryway into the city.
• Minimize negative impacts to adjacent residential uses.
• Provide for safe and efficient access for all relevant modes of transportation to the existing and future developments in the area and for SR-203 corridor users.

NE 55th Street is seen as the most logical point for an entry and transition area into the community. Because development on the Berry Farm site will need access, however, the north side of NE 55th Street is occupied by residences, potentially constraining intersection improvements such as a roundabout. Therefore, the plan leaves open the possibility of an entryway and access improvements at NE 60th Street as an alternate to NE 55th Street.

Because the City does not have an adopted plan for this area, the recommendations for individual elements are tentative. The decision on a preferred design should be based on a joint WSDOT/City process involving public input.
Recommendations

**NE 55th Street:** Install a roundabout (first preference) or a traffic signal with a left-turn pocket. A roundabout would be very effective at reducing speeds, provides an excellent community entryway opportunity, and provides lower long term maintenance costs than a traffic signal. However, a roundabout will require more land than a regular signal and thus would require some extra right-of-way space around the intersection. Since there are residential uses on the north side of the intersection, the design of such a roundabout should minimize impacts on and to those properties. Furthermore, the roundabout concept and design should be reviewed by the community. Locating the primary intersection at NE 60th Street is another option if access from the Berry Farm site can be achieved.

**Road segment south of NE 55th Street:** Install a landscaped median. Such a median here would add to the identity of the future Berry Farm development and the city, and keep travel speeds lower.

![Figure 32. Possible Configuration of SR 203 between 55th Street and Morrison Street in Carnation.](image)
SR 203 Pilot Study:

- **Implementation**

  The improvements should be made in conjunction with the future development of the Berry Farm site, with most of the cost of access improvements borne by the developer. Added enhancements, such as the median or pavement upgrades, might be publicly funded. The City should identify street improvement needs prior to development so that conditions of a future development permit are clear. As noted earlier, planning for this area will involve land use and design standards as well as street improvements and should be accomplished through a public process. A variety of conventional road improvement funds, plus private developer contributions, should be pursued when development of the Berry Farm is eventually proposed.

- **Costs, Benefits and Priority**

  This set of improvements will substantially benefit the community and local property owners and upgrade the corridor’s transportation performance. Costs will also be significant and should be funded by a joint agreement.

Figure 33. Rendering of a median, landscaping, and sidewalk improvements superimposed on an existing photo, looking south on SR 203.
Corridor Concept Plan

C4 – Downtown Carnation Intersections – Rutherford to Entwhistle Streets

- **Context/Analysis**

  Although the roadway width through downtown Carnation is narrower than in downtown Duvall, pedestrian crossings at the intersections are still dangerous. The City has installed some bulb-outs, but the design of the bulbs, without any landscaping or contrasting materials, does not stand out to oncoming traffic. The City and State have preliminary designs for bulbs for most of the downtown intersections. (See Figure 36 below.)

![Figure 34. Without landscaping, existing curb bulbs are not easy to see and contribute little to the character of downtown.](image1)

![Figure 35. A good curb bulb example with contrasting pavements and landscaping. Such improvements enhance pedestrian safety, help to reduce vehicular travel speeds, and enhance the character of a community.](image2)

![Figure 36. Typical curb bulb layout.](image3)
**Recommendation:**

Install curb bulbs and landscaping with pedestrian crossings and streetscape enhancements. Install a traffic signal at Entwhistle Street. The bulbs will promote pedestrian safety by decreasing crossing time and enhancing visibility. The traffic signal is on WSDOT channelization and signal priority arrays.

**Implementation.**

The project will be initiated by the City, with funds potentially coming from state or regional grants and local sources.

**Costs, Benefits and Priorities**

This project has a high priority because of its potential safety benefits and contribution to downtown economic development and community identity objectives. Curb bulbs can cost between $15,000 and $30,000 per bulb, depending on drainage, paving, and landscaping quality.
C6 – Tolt Middle School

Context

Tolt Middle School is not connected to the rest of town with sidewalks, except for a narrow walk on the north. Wide roadway widths encourage high travel speeds, and the current channelization markings are somewhat confusing. Walkways to the south of the school will be needed when that area redevelops.

A pathway that will connect the downtown to MacDonald Park is being constructed on the west side of the street, but that link will not serve the school unless a crosswalk is established.

Recommendation

Install a sidewalk and planting strip on the east side of the street to enhance pedestrian access and reduce travel speeds, as shown in the figure below. Besides providing pedestrian access, the sidewalk will reduce the perceived street width and speeds and indicate to motorists that they are in a town setting.

Upgrade traffic markings to be consistent with other school crossing and reduce driver confusion.

Implementation

The sidewalk will be needed when the sites to the south are developed and can potentially be constructed as part of that development. The project is intended to increase safety for students traveling to and from school, so it should be eligible for funds for that purpose as well.

Priority, Costs and Benefits

Sidewalk construction will not have a high priority until new development provides pedestrian activity. Therefore, this project is listed as having medium priority.

Figure 37. Rendering of road improvements between Tolt Middle School and River.
C8 – Tolt Hill Road Intersection

■ Context

The intersection of Tolt Hill Road with SR 203 is the south entry to the City of Carnation. SR 203 carries approximately 9,500 vehicles per day (vpd) north of the intersection and 7,000 vpd south of the intersection. A relatively high percentage of the traffic on SR 203 is trucks. The west leg of Tolt Hill Road carries 3,200 vpd. The east leg of the intersection provides access to Remlinger Farms and carries 300 vpd.

The intersection is located just south of the existing bridge over the Tolt River. The intersection and its approaches are above the surrounding properties and flood plain. These features constrain potential improvements at the intersection.

■ Analysis

Options to improve safety and traffic operations at the intersection include construction of a roundabout, installation of a traffic signal, and other spot improvements. A roundabout would require shifting the intersection slightly to the south to provide adequate distance from the bridge. This would require acquisition of right-of-way and would impact the adjacent properties. The benefits of a roundabout are that it would slow traffic and provide a gateway/transition area from the City of Carnation and the rural highway.

The intersection meets traffic signal warrants and is on the WSDOT signal and channelization priority arrays. It would be desirable to construct left turn lanes on the northbound and southbound approaches of SR 203. The distance between the intersection and the bridge and would restrict the southbound left turn lane. Channelization improvements would also require raising the adjacent areas to the grade of the roadway.
A crosswalk or other pedestrian enhancements should be considered. Currently pedestrians to/from Carnation can use the walkway on the west side of the bridge. At the south end of the bridge, the walkway terminates at a guard rail. A crossing of the north leg of the intersection would allow pedestrians to connect between NE 32nd Street (the Remlinger Farms access) and McDonald Park in the city. This could be implemented with a signal or roundabout. Additional signing also would help make pedestrians more visible at this intersection.

**Recommendations**
Detailed design studies should be conducted to determine if a signal/turn lanes or a roundabout are the best solutions for the intersection. The design studies would cover traffic operation, safety, property impacts, environmental impacts, and costs.

**Implementation**
This intersection is already identified in WSDOT’s signal and channelization priority arrays and could be funded through WSDOT programs and supplemented by other regional and state funds, depending on costs and available funding.

**Costs, Benefits and Priority**
Project costs will be relatively high compared to other intersection/operations improvement projects due to right-of-way, environmental impacts and topography. The project would address existing safety issues and would help reduce travel speeds at the south end of the City of Carnation.
King County: Carnation to Fall City

Between Carnation and Fall City (SR 202), SR 203 is a rural two-lane highway with 4-6 foot paved shoulders. Several minor streets intersect the highway. These streets provide access to low density rural residential developments. The speed limit is posted at 55 mph from south of Tolt Hill Road to approximately one-half mile north of the intersection with SR 202 at Fall City. WSDOT recently reduced the speed limit along the one-half mile section just north of SR 202 to 45 mph.

Traffic volumes along this segment were under 8,000 vpd in 2002. This makes it one of the lowest volumes segments of the highway. This volume is, however, comparable to the volumes on SR 203 between Carnation and NE 124th Street.

Not a lot of accidents were reported along this segment of highway between 2000 and 2002. The highest concentration of accidents was at the intersection of NE 24th Street with four accidents over three years. Two of these accidents were rear-end collisions involving vehicles turning to/from the side street. Another accident at the intersection involved a vehicle making a left-turn striking a northbound vehicle. The fourth accident involved a single vehicle running off the road in the middle of the night.

Although not many total accidents have been recorded, several fatality accidents have occurred along this segment of highway. One of the fatality accidents involved a vehicle running off the road and striking a tree. This accident occurred near SE 3rd Street. Another fatality occurred when a vehicle crossed the centerline and overturned. This accident occurred near Neal Road. A third fatality accident involved a vehicle making a left turn being struck. This accident was at a driveway, approximately 1.5 miles north of SR 202. While the SR 203 Pilot Study was in process in 2004, another fatality accident occurred. It involved a vehicle crossing the centerline and landing in the river. This occurred 2 to 3 miles north of SR 202. The corridor-wide safety improvements identified in project CW1 should enhance traffic safety along this road segment. The centerline rumble strips and guardrail improvements would help reduce accidents involving vehicles crossing over the centerline and/or running off the road. The improvements to sight distances, signage, and markings also would enhance safety.

Improvement strategies specific to this segment are shown on Figure 40. WSDOT has recently reduced the speed limit on SR 203 as it enters/exits Fall City. Additional improvements in this area also include addition of a sidewalk, additional advisory signs and digital speed/radar signs (project K6).

WSDOT also is planning on installing a roundabout at the SR 203/SR 202 intersection (project K7). This project is funded through the nickel gas tax package and could be constructed in 2007 or 2008.
Corridor Concept Plan

Figure 40. Carnation to Fall City.

K6 Entering Fall City North of SR 202
ISSUE: Traffic speed
IMPROVEMENT OPTIONS:
1. Install sidewalk.
2. Install ‘S’ curve signage and advisory speed signs.
3. Install digital speed/radar signs.

K7 SR 202
ISSUE: Intersection safety and traffic operations
IMPROVEMENT OPTIONS:
Install roundabout

* Final recommendation may be combination of improvement options and will be defined based on project level engineering design and envir...
Corridor-Wide Issues

In addition to the specific, project-oriented recommendations, several corridor-wide actions emerged during the course of the study. These included institutional and organizational directions, access management activities, and integrated corridor-wide improvement programs.

The institutional recommendations include activities that focus on coordination and policy implementation and include:

11. Recognize the dependency of current and future SR 203 corridor effectiveness on other connecting regional network improvements.

12. Clarify responsibilities for development, financing, and implementation of essential components for town center developments and corridor capital and operational improvements.

13. Incorporate recommendations of this plan in updates to local land use plans and local, regional, and state transportation plans.

These recommendations are incorporated in the Implementation Strategy because they support implementation of the corridor improvement effort as a whole rather than focus on specific projects.

Likewise, access management activities, described later in this section, are not physical improvements in themselves but are planning and regulatory activities that will substantially upgrade the corridor’s performance.

The two recommendations for corridor-wide physical improvements—a corridor wide safety improvement program and a set of continuous non-motorized trail connections from Monroe to Fall City—are also described on the following pages.
Corridor Concept Plan

A1 and A2- Access Management

- **Context**
  
  With a combination of high travel speeds, narrow roadway widths, increasing development and traffic volumes, and a lack of local desire or funding for significant roadway expansion, minimizing the number of new driveways will be critical to minimizing safety risks and maintaining the functional integrity of the corridor. Access management is equally important within the cities and in the rural areas. As new development occurs within the cities, the cities should coordinate with WSDOT to assure that new driveways are designed to minimize congestion impacts while minimizing safety impacts to both motorists and pedestrians. Likewise, outside of incorporated cities, counties, in cooperation with WSDOT, must control access if increased congestion and safety hazards are to be avoided.

- **Current Standards**
  
  All new public roadways and private access points connecting to SR-203 are regulated by the State. However, unless city and county land use and transportation plans carefully define either access standards or delineate future roadway networks for undeveloped land consistent with state access management standards, the State may not be able to limit access to parcels adjacent to the state highway if no other access is defined by the local jurisdiction. WAC 468-52-040 provides an access control classification system and standards for five different classes of roadways. Below are some key standards for applicable classes:

  **Class II (most unincorporated areas of the SR-203 corridor):**
  - Generally capable of achieving a posted speed limit of 35 to 55 mph in urbanized areas and 45-55 mph in rural areas.
  - Spacing of public roadways shall be planned with a minimum spacing of ½ mile. Less than ½ mile intersection spacing may be permitted, but only when no reasonable alternative access exists. In urban areas and developing areas where higher volumes are present or growth that will require signalization is expected in the foreseeable future, it is imperative that the location of any public access be planned carefully to ensure adequate signal progression.
  - Direct private access to the state highway system shall be permitted only when the property has no other reasonable access to the general street system or if access to the general street system would cause traffic operational conditions or safety concerns unacceptable to the local governmental entity.
  - When direct private access must be provided, the minimum separation distance to another public or private access connection shall be 660 feet. Nonconforming connection permits may be issued to provide access to parcels whose highway frontage, topography, or location would otherwise preclude issuance of a conforming connection permit.
  - No additional access connections to the highway shall be provided for newly created parcels resulting from property divisions. All access for such parcels shall be provided by internal road networks. Access to the state highway will be at existing permitted connection locations or at revised connection locations, as conditions warrant.
Class IV (most incorporated areas of the SR-203 corridor):

- Generally capable of achieving a posted speed limit of 35 mph and moderate traffic volumes for medium and short travel distances providing for intercity, intracity, and intercommunity travel needs.

- Minimum connection spacing standards should be applied if adjoining properties are redeveloped.

- It is imperative that the location of any public access be planned carefully to ensure adequate signal progression. Where feasible, major intersecting roadways that may ultimately require signalization shall be planned with a minimum of one-half mile spacing.

- No more than one access shall be provided to an individual parcel or to contiguous parcels under the same ownership unless it can be shown that additional access points would not adversely affect the desired function of the state highway in accordance with the assigned access classification, and would not adversely affect the safety or operation of the state highway.

- The minimum distance to another public or private access connection shall be two hundred fifty feet. Nonconforming connection permits may be issued to provide access to parcels whose highway frontage, topography, or location would otherwise preclude issuance of a conforming connection permit.

While the WAC requirements above are more specific than both King and Snohomish Counties and all applicable municipalities, new public roadways and private access points must also meet applicable local requirements. Therefore, local jurisdictions have the option to apply access management standards that are more stringent than the State’s standards, but they cannot adopt standards that weaken them for properties adjacent to SR-203.

**Recommendations**

- Continue enforcing the State’s existing access management standards for applicable SR-203 roadway classifications noted above.

- Local governments should adopt specific city and county access standards consistent with state standards.

- Local governments, in conjunction with the State, should prepare local access plans that identify appropriate access points, including joint property access and “backage road” access measures, for all adjacent properties along the entire corridor to minimize safety hazards and maintain the functional integrity of the roadway. Local jurisdictions also should include assessment of access in their land use and transportation element planning, zoning, and design guidelines.

- For existing parcels adjacent to SR-203 that feature no other public access opportunities, local jurisdictions should require that, to the extent possible, such properties share an access driveway with adjacent properties to minimize the number of traffic conflicts. Figure 41 provides an example of improved access management with shared access for multiple properties. While the scale on this graphic notes how to comply with lots of 200-foot width, the same concept is also applicable and desirable for larger size rural parcels.
- **Implementation**
  The cost of any private access will be born by the applicable property owner. Funding for access planning might appropriately come from the State.

- **Costs, Benefits and Priority**
  The public cost associated with the proposal is minimal. The importance of implementing current and proposed access management plans and standards are again critical to minimize safety hazards and maintain the functional integrity of the roadway.

![Diagram illustrating access management recommendations for an example site adjacent to SR-203.](image)

**Figure 41.** Illustrating access management recommendations for an example site adjacent to SR-203.
CW 1 - Corridor Wide Safety Improvements

- **Context**
  
  WSDOT has classified several segments of SR 203 as High Accident Corridors (HACs). A high percentage of fatal accidents result from vehicles crossing over the centerline or leaving the roadway. Other accidents involve pedestrians and bicyclists. Clearly the corridor is in need of safety improvements, and WSDOT has started a program.

- **Recommendation**
  
  Implement a corridor-wide safety improvement program, including center and shoulder rumble strips (where appropriate), sight distance enhancements at intersections with minor side streets, advanced intersection signing, fog line and other roadway markings, guardrails, bicycle signage, and other low-cost spot projects. Coordinate potential school bus turnout areas with the Riverview School District.

- **Implementation**
  
  WSDOT is taking the lead on this project and will be installing centerline rumble strips and guard rails.

- **Costs, Benefits and Priorities**
  
  Because this project will have high safety benefits for low costs, it has high priority and should be one of the first projects to initiate.
Corridor Concept Plan

CW2 - Continuous Non-Motorized Trail System

- **Context**
  A connection of the Snoqualmie Valley Trail and Snohomish County Centennial Trail has the potential to provide a safe bicycling trail from northern Snohomish County to the Mountains-to-Sound Trail, which itself will connect Ellensburg to Seattle and other trails to the south. These trails will not only benefit bicyclists, equestrians, and pedestrians throughout the Puget Sound region, they will also support economic growth in towns along the corridor and increase access for local residents.

  The two trails run along an old railroad right-of-way. The King county segment has been acquired, and there is a gravel trail from Duvall to Fall City. (See project K1). Much of the right-of-way in Snohomish County has been acquired, except for a few key segments that Snohomish County is currently working to purchase. In addition, the Snohomish County segment of the corridor features shoulders adequate for bicycle travel. However, much of the King County roadway along SR 203 has inadequate shoulders and, in some cases, poor visibility. The potential benefit of a safe regional connection merits a concerted effort by both counties and WSDOT.

- **Recommendation**
  Review the overall system of sidewalks and trails to improve the continuity of bicycle/equestrian/pedestrian traffic and crossings within the corridor. Establish priorities and coordinate funding efforts to develop as continuous system (including on- and off-road links) as possible.
  
  - Coordinate efforts with WSDOT, King County, and Snohomish County parks and trails departments.
  - Identify the most important links for priority attention.
  - Work for consistency in signage and trail design, among other things.
  - Coordinate with Enhancement/Parks funding.
  - Identify a means to connect the Snoqualmie Valley Trail to the Centennial Trail and traverse the Snohomish River.

- **Implementation**
  Because there are not adequate funds to complete all segments in the near future, improvements should be strategically prioritized to improve the least safe connections first. This may mean that SR 203 shoulders will function as certain trail segments in the near term. A team of county parks and transportation department staff, along with WSDOT staff, should set funding priorities and jointly apply for funds. Funding may come from a variety of sources, including parks levies, safety programs, and transportation enhancement grants (e.g., regional and state TEA-21 federal funds).

- **Costs, Benefits and Priorities**
  This is a long-term, multi-county program involving a variety of potential funding sources. In addition to greatly enhancing local pedestrian and bicycle safety, access, and mobility for residents all along the SR 203 corridor, the recreational and safety benefits also extend to the larger Puget Sound region.
Implementation Strategy

Recommended Activities

While the individual recommendations provide a comprehensive program that can be pursued over time, an implementation strategy is needed that indicates how local, regional, and state governments can work together to pursue the wide variety of projects most effectively. Given the high level of competition for available funding, it will be necessary to establish priorities and cooperatively pursue grants if substantial improvements are to be achieved. During the final work session, the SR 203 Project Advisory Committee members recommended keeping the Committee intact and pursuing a cooperative strategy to upgrade the corridor. The first committee task will be to clarify responsibilities for development, financing, and implementation of essential components for town center developments and corridor capital and operational improvements. This effort should address local-state linkages (primarily between counties and WSDOT) for planning, permitting, and monitoring of land development, transportation system capital improvements, and operational performance. Once the organizational structure and responsibilities have been established the group can initiate the following activities:

1. Collectively Review Grant Opportunities and Cooperatively Apply for Highest Priority Projects

   By collectively supporting individual project grant applications, corridor planning participants will increase the likelihood that corridor projects will be funded. Also, there may be the opportunity to pool technical and administrative resources. The chart at the end of this chapter identifies the funding sources most applicable to each recommended project.

   The Committee should jointly identify the top projects for each grant opportunity and apply for funds to bring those projects to the next implementation phase (i.e., jointly apply for grants to plan, secure right-of-way, design, and then construct the top-priority projects).

   The Committee should also explore ways to address impacts on an interjurisdictional basis. For example, an increase in truck traffic from an industrial site may impact corridor communities outside the local jurisdiction. It may be that WSDOT is the most appropriate party to identify impact and mitigation measures on a more comprehensive basis.

2. Incorporate Corridor Improvement Recommendations into Local, Regional, and State Plans

   County and city governments, along with WSDOT and PSRC, should incorporate recommendations of this plan into their respective local land use and transportation plan updates and state and regional transportation plans. At the same time, the overall corridor plan should be recognized by those planning other links in the sub-regional network. It will be important to recognize the dependency of current and future SR 203 corridor effectiveness on other connecting regional network improvements. Therefore, SR 203 project proposals
should be coordinated with King County and Snohomish County network planning. (See an example of such projects in CW2.)

3. Undertake a Corridor-Wide Non-Motorized Vehicle Improvement Strategy

This plan recommends several improvements that, together, will integrate Snohomish County’s Centennial Trail with King County’s Snoqualmie Valley Trail and create a north-south trail that would connect to the east-west Mountains-to-Sound Trail extending from Ellensburg to Seattle. Seen in this perspective, the corridor is a critical connection in the regional trail network. Constructing this link will take a cooperative effort and include city and county parks and transportation departments. Potential funding sources for the trails are also a little different from those for highway improvements as they might include park boards along with regional and state transportation enhancement funding (TEA-21). For these reasons, a two-county and multi-city coordination effort should be initiated to develop an integrated multi-use trail network master plan with phased implementation reflecting priority attention to critical safety issues for early action grants.


This plan’s access management recommendations emphasize the need for consistent and assertive development and definition of access management requirements by local city and county agencies in concert with WSDOT. Because of the relatively low cost and high benefit of this activity, it merits early Committee effort. WSDOT’s leadership on this topic might speed action. (See projects A1 and A2.)

5. Periodically Monitor Conditions and Update the Plan

The Committee should review conditions on the highway and the plan’s project implementation status every two or three years to determine if objectives are being met and if the plan should be revised.

Potential Implementation Funding Sources

The table on the following pages provides an idea of how a variety of potential federal, state and local public and private funding sources could be considered when moving forward to either more detailed planning/engineering or capital project implementation for the many projects identified as candidates to improve safety, mobility and access in towns and all along the SR 203 corridor. A brief description and glossary of the acronyms associated with potential programs and funding sources can be found following this table.
## Potential Programs/Sources for Project Funding

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<th>Federal Programs, State-Managed</th>
<th>Federal Programs, Regional/PSRC-Managed</th>
<th>State Highway Programs</th>
<th>T.I.B. Funds (Cities)</th>
<th>C.R.A.B. Funds (Counties)</th>
<th>Local County Funds</th>
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<td>C7 Digital Speed/Radar Signs</td>
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<td>C8 Tolt Hill Rd. Intersection Improvements</td>
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<td><strong>King County: Carnation to Fall City</strong></td>
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<td>K7 Roundabout at SR 202</td>
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The following is a descriptive list of acronyms and program funding sources that is intended to decipher the less obvious terms not well understood by the general reader. All of the above noted sources can be considered for implementation of potential rural area town center and corridor improvement projects in the central Puget Sound region. While this is not a fully inclusive list of all possible funding sources available to cities, counties, the WSDOT, ports, and transit agencies, it serves as an introduction or primer to such funding opportunities. A list of additional websites is provided at the end of each major category of funding to allow one to pursue more expansive details about the sources and programs.

**Federal Funds**

**WSDOT/State-Managed Federal Programs (available to benefit cities and counties)**

- **STP and Bridge Funding**
  
  This includes an assortment of federal Surface Transportation Program categories that are managed by the WSDOT along with a Bridge funding program managed by WSDOT as part of state responsibilities under the federal transportation act. Each category of funding is described below:

  - **STP(C):** STP funds available through statewide competition conducted by WSDOT for any eligible purpose in TEA-21 for STP funds.
  - **STP(E):** STP funds for the twelve categories of transportation enhancement projects (available through statewide competition, with PSRC input for central Puget Sound region).
  - **STP(S):** STP funds for safety projects that either eliminate roadway hazards or make improvement at railway/arterial crossings (available through the statewide competition).
  - **STP(W):** STP funds reserved for WSDOT to use for projects on the state highway system.
  - **BR:** Bridge replacement or rehabilitation funds (statewide competition).
Other Cooperative State Programs with Federal Partnership Funding

- **Safe Routes to Schools:** WSDOT’s Safe Routes to Schools grant program aims to protect children from traffic deaths and injuries, and promotes a healthy lifestyle through biking and walking. It also provides sensible transportation by reducing the number of car trips to and from schools. This program is a coordinated effort between the Washington State Departments of Health and Transportation, the Washington Traffic Safety Commission, the Office of the Superintendent of Public Instruction and the Bicycle Alliance of Washington.

For more details and information about all the WSDOT programs noted above, and other WSDOT programs of potential interest to local governments, please see WSDOT’s Highways and Local Programs web page at: http://www.wsdot.wa.gov/TA/ProgMgt/Grants/

- **NRTP:** The National Recreational Trails Program is a modestly funded recreational trails maintenance, development, and rehabilitation program managed by the State Office of the Interagency Committee (IAC) and funding by the U.S. Department of Transportation’s Federal Highways Administration. IAC administers several grant programs for recreation and habitat conservation purposes. Depending on the program, eligible project applicants can include municipal subdivisions of the state (cities, towns, and counties, or port, utility, park and recreation, and school districts), Native American tribes, state agencies, and in some cases, federal agencies and nonprofit organizations. Most of its grant programs require sponsors to complete a systematic planning process prior to seeking IAC funding. Grants are awarded by the Committee based on a public, competitive process weighing the merits of proposed projects. For additional information about the NRTP and IAC, please refer to their website at http://www.iac.wa.gov/iac/grants.asp

Regional/PSRC-Managed Federal Programs

- **STP and CMAQ**

Of most likely interest and application for rural areas in the region, there are two particular federal programs managed by the PSRC that have potential application for rural projects. These involve regional STP and CMAQ program funds.

- **STP(U):** STP funds available for flexible purposes for any number of general transportation improvements through a regional project competition administered by the PSRC. Approximately $2 million of these most flexible regional transportation funds have recently (fall 2004) been set aside to fund PSRC’s new Rural Town Centers and Corridors Program (RTC&C) for fiscal years FY2006-2007.

- **STP(R):** A modest portion of the above noted regional funds must be assigned to projects located in federally defined rural areas, not to be confused with new RTC&C rural program funds.

- **STP(N):** STP funds for local agencies to use on roads designated as on the National Highway System.

- **CMAQ:** Congestion Mitigation and Air Quality funds available through the PSRC. Funds are available for 12 categories of transportation projects and programs that improve air quality by increasing the efficiency of existing transportation facilities, or
that reduce travel demand on transportation facilities. Most have been used for alternative transit and non-motorized travel projects.

- **Demo/High Priority:** A category of federal funds explicitly identified for specific projects relating to local, regional or state facilities and programs to support “demonstration or high priority projects.” These funds are identified through congressional legislative earmarking actions, typically during annual federal appropriations funding.

For additional information about these regionally-managed programs, see PSRC’s Web site regarding the Regional TIP at [http://www.psrc.org/projects/tip/index.htm](http://www.psrc.org/projects/tip/index.htm)

**Other Federal Categorical Program Opportunities**

- **ER:** Emergency relief funds available from the U.S. Department of Transportation.
- **FHLP:** Federal Highway Lands Program funds for improving access on tribal lands, administered by the Bureau of Indian Affairs (BIA), and for road improvements in National Parks (NP) and National Forests (NF).

**State Funds**

- **TIB: State Transportation Improvement Board**
  
  The primary purpose of the TIB is to administer state funding for local government transportation projects. The main constituency for TIB is cities around the State of Washington, but they also partner with other agencies and jurisdictions on cooperative projects. TIB projects are funded by utilizing TIB revenue in combination with local matching funds and private sector contributions. TIB invests state gas tax funds in local communities through five grant programs serving cities, urban counties and transportation benefit districts in Washington State. The TIB identifies and funds the highest-ranking transportation projects based on criteria established by the Board for each program. TIB Project Engineers provide customer service and grant administration throughout the project life. For more information about the TIB and its programs, go to its website found at [http://www.tib.wa.gov/default.asp](http://www.tib.wa.gov/default.asp)

- **CRAB: County Road Administration Board**

  The County Road Administration Board manages two grant programs, RAP and CAPP, to help counties meet their transportation needs. RAP is a road and bridge reconstruction funding program that counties compete for every two years within their respective regions. Funding for this program is derived from fuel tax revenues. Similar to the WSDOT’s Highway Preservation program, CAPP is designed to help counties preserve their existing paved arterial road networks.

For additional information about CRAB and its programs, please inquire at its website at [http://www.crab.wa.gov/](http://www.crab.wa.gov/)
Appendices

1. Matrix Prioritizing Proposed Improvements

2. Results of Public Open Houses
## Prioritizing Proposed Improvements

### Categories of Implementation Priorities:

- **N** “Opportunity Now” Needed immediately and warrants support as is currently in design or development pipeline, even if not 100% funded to completion.
- **H** “High Benefit” Contributes significantly to 3 or more objectives plus the project is “workable” in terms of reasonable cost and possibility of funding from traditional streets and highway funding sources. (Relatively high benefit relative to cost.)
- **M** “Moderate Benefit” Contributes significantly to 1 or 2 objectives plus the project is “workable”.
- **L** “Low Benefit” Is worthy of consideration but has either lower benefit for the amount of effort or is difficult to implement.
- **C** “Combined Effort” Is an opportunity to involve other resources or participants. Could involve funds from other less traditional road/highway sources such as federal funds managed by state and region for enhancement projects, parks trail program, or private development. This category includes projects that are related to and generally dependent on another activity.
- **I** “Institutional Work” Primarily requires regulatory or planning activity that should be endorsed or recommended in parallel with other corridor capital elements but which does not require capital project funding.

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<th>Improvement Proposal/Option</th>
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<td><strong>MONROE</strong></td>
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| M1  Install lane dividers on SR 2 and provide for u-turns at intersections. Add interconnect and video detection along SR 2. | N        | • Project is primarily SR 2, but will improve operations at the SR 203 intersection.  
• Reduces delays and improves safety. |
| **OR**                      |          |          |
| M2  SR 2 to Railroad Crossing:  
1) Install left-turn lanes for north and south directions (transition two southbound lanes to a single lane north of railroad tracks).  
2) Implement right-in/right-out from west Stretch Street onto SR 203.  
(A more detailed design study, with additional public input, will determine the final decision of M2 proposals.) | M        | • Will separate turning traffic from through traffic.  
• Will limit local access but reduce conflicts. |
| M3  SR 203 (Lewis)/Railroad Crossing:  
Railroad is installing improved pedestrian signals and gates. | N        | • Railroad is installing improvements.  
• Will increase rail crossing safety. |
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<td><strong>M4</strong> Hill Street: Install curb bulbs.</td>
<td><strong>M</strong></td>
<td>• Will improve pedestrian safety.</td>
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| **M5** Main Street: | **M** | • Reduces delay for east-west vehicles on Main Street.  
• Parking may be removed or converted to parallel parking.  
• Increases pedestrian crossing distances on Main Street.  

1) Provide dedicated left-turn lanes on Main and lengthen left-turn lanes on Lewis.  

2) Restrict left turns from Main during peak hours with or without changes to signal phasing.  

(A more detailed design study, with additional public input, will determine the final decision of M5 proposals.) | **M** | • Protected/permitted phasing would allow left turns to be made on protected phase prior to pedestrians crossing during permitted phase but also could increase delays on Main Street by reducing green time.  
• May shift turning traffic to alternative locations during peak hours.  
• May limit access to businesses or at least be perceived to do so.  

**M6** Continue Centennial Trail through Monroe. | **H, L, C** | • Existing railroad trestle over the river has been determined to be a safety hazard and will be demolished.  
• An alternate bike path/trail crossing of the river will be needed.  
• Coordinate with Snohomish County for planning and Enhancements/Parks funding.  

1) Add a sidewalk or pathway along east side.  

2) Reconfigure access to the parking lot of Al Borlin Park and install curb bulbs | **M** | • Sidewalk or path would visually change the character of the street to make drivers more alert to pedestrian activity and help reduce speeds.  

**M7** South Entrance into Monroe: | **M** | • Would enhance safety through better delineation of the access drive.  
• Curb bulbs would reduce pedestrian crossing distances and improve visibility, while reducing potential impact on parking.  

1) Add a sidewalk or pathway along east side.  

2) Reconfigure access to the parking lot of Al Borlin Park and install curb bulbs | **M** | • This is on WSDOT channelization and signal priority arrays.  

**M8** Ben Howard Road: Construct south-to-east left-turn lane. | **H, C** | • Coordinate with Enhancements/Parks funding along with WSDOT, Monroe, and King County.  
• Would provide a safer pedestrian, bicycle, equestrian route.  
• Would need to be tied into trail extension in King County (Project D-1) and Centennial Trail in Monroe (M6).  

**SNOHOMISH COUNTY**

**S1** Develop a multi-use trail connecting the Centennial Trail with the Snoqualmie Valley Trail. Potential exists to involve a signed bike lane on the shoulder or development of a parallel, separate, multi-use trail. | **H, C** | • Coordinate with Enhancements/Parks funding along with WSDOT, Monroe, and King County.  
• Would provide a safer pedestrian, bicycle, equestrian route.  
• Would need to be tied into trail extension in King County (Project D-1) and Centennial Trail in Monroe (M6).
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| **S2** Tualco Road/ N High Rock Road:  
1) Realign Tualco and N High Rock Rd. and add north and south left-turn lanes.  
OR  
Construct roundabout.  
(A more detailed design study, with additional public input, will determine the final option of S2 proposals.) | M | • On WSDOT channelization and signal priority arrays.  
• Removes left-turning vehicles from traffic flow, improving north-south flow and reducing accident exposure.  
• More benefits than 1), above, and similar cost range. |
| **S3** High Rock Road/ 203rd Street:  
1) Install break in centerline stripe at intersection to alert drivers of intersection and advance intersection signage.  
2) Install left- and/or right-turn lanes. | L | • These are low-cost improvements offering a modest, immediate safety benefit. |
| **S4** Cadman Gravel Pit: Install south-to-east left-turn lane, west-to-north right-turn acceleration lane, and north-to-east right-turn lane. | M, C | • Reduces the impact of accelerating and decelerating truck traffic.  
• Reduces the speed differential between through traffic and truck traffic entering/exiting the Cadman site.  
• Right-of-way and private land are available at the Cadman entrance for driveway improvements or the addition of turn lanes.  
• The road alignment may need to be transitioned to the east for a large segment of the roadway.  
• The west side of the road has a drainage ditch that may restrict widening of the road segment for the addition of turn lanes.  
• If Cadman applies for a new permit, Snohomish County and WSDOT should work to require turning lane/access improvements to address greater safety for projected increases in truck traffic. |

**KING COUNTY: SNOHOMISH COUNTY TO DUVALL**

D1. North King County Line to Duvall: Develop a multi-use trail to connect the Centennial Trail with the Snoqualmie Valley Trail.  
H, C | • Coordinate with Enhancements/Parks Funding.  
• Coordinate with the comparable trail planning effort suggested for Snohomish County, Monroe, and WSDOT for the Snohomish County Centennial Trail. |
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| D2. North Entry: Install a gateway treatment to reduce speed and add to town identity. Consider adding transverse rumble strips across the travel lanes to slow speeding vehicles. | H        | - Helps to reduce speed and defines the edge of downtown.  
- Enhances identity of city.  
- Rumble strips provide physical and auditory indicators to drivers that they are entering a reduced-speed zone, but result in more noise. |
| D3. Truck Route Bypass:    |          |          |
| 1) Explore truck bypass options via High Bridge and W. Snoqualmie Valley Road. | H        | - Very high cost as it would require significant road and shoulder reconstruction to accommodate heavy trucks.  
- Major reconstruction; requires cooperation of WSDOT, County, and cities.  
- Consider as a long-term project as demand and growth might warrant.  |
| 2) Coordinate timing of traffic signals in Duvall to improve traffic flow but at reduced speeds. | M        | - Would reduce noise and impacts of truck acceleration. |
| D4  NE Cherry Valley Road: Extend 3rd Avenue north to SR 203 and close Cherry Road at SR 203. | M        | - Option included in City’s plans.  
- Potential environmental issues. |
| D5 Main Street -City Limits (note: the following are in City plans): |          |          |
| 1) Provide turn lanes at key intersections and coordinate signal timing. | H        | - Left-turn pockets or a two-way left-turn lane (TWLTL) on SR 203 will remove left-turning vehicles from the traffic flow.  
- Reduces on-street parking and increases pedestrian crossing distances. |
| 2) Restrict left turns during peak hours at unsignalized intersections. | M        | - Reduces turning movement conflicts on SR 203.  
- Requires drivers to use limited locations to make left turns.  
- Requires additional signage to improve local access and circulation.  
- May be difficult to enforce with existing police. |
| 3) Improve local access/circulation with improved network of local street grid. | M, C, I  | - Minimizes impacts of local traffic on SR 203 through traffic.  
- Supports economic development by expanding the business district.  
- Will take time to implement. |
| 4) Install pedestrian improvements such as widened sidewalks, curb bulbs, and landscaping at various key places. See project description for more detail. | H        | - Increase visibility of pedestrians, reduces crossing distances, and promotes pedestrian activity.  
- May affect truck turning radii.  
- Enhances community identity and character. |
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| D6  Woodinville-Duvall Road/Virginia Street: Realign roadways and add turn lanes. | H | - Reduces accident exposure and improves operations.  
- Requires right-of-way acquisition.  
- Impacts existing businesses.  
- Proximity of bridge restricts design options. |
| D7  143rd Place: Install signal and add turn lanes. | M | - Will improve traffic operations and control speeds but may delay traffic on SR 203.  
- Must meet federal guidelines for signal installation. |
| D8  South Entry: Install a gateway treatment to reduce speed and add identity. Consider rumble strips. | H | - An entrance treatment informs drivers that they are entering a more urban area and a reduced-speed zone. |

**KING COUNTY: DUVALL TO CARNATION**

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| K1  Duval to John McDonald Park: Reconfigure the existing soft-surface trail to a combination hard + soft surface, multi-purpose trail. | H, C | - Will need to go through a public process.  
- On King County’s trails plan.  
- This segment of SR 203 is especially dangerous for cyclists.  
- Would support economic development. |
| K3  Stillwater Hill/Lake Joy Road:  
1) Install traffic signal and pedestrian crossing. | M | - Limited sight distance makes this area dangerous. |
|  
2) Establish reduced speed zone. | N | - WSDOT to implement 40 mph zone in 2004. |
|  
3) Install transverse rumble strips north and south of intersection. | M | - Rumble strips may be more effective in reducing speed than a speed limit. |
|  
4) Install curb and pedestrian improvements on west side of SR 203 from school bus stop to intersection. Remove on-street parking at building. Install curb bulbs, signing, pavement markings, and/or medians at intersection. | M | - Provides a safer, separated pathway from the school bus stop (north) to the intersection for pedestrians.  
- The school bus stop may be relocated in the future.  
- Impacts available on-street parking for adjacent businesses. |
| K4  Snoqualmie Valley Trail Crossing:  
1) Redesign crossing to be perpendicular to road. | H | - Project will improve very poor sight distance. |
|  
2) Develop trailhead with parking. | M | - Consider a location that is not on the curve. |
|  
3) Install flasher and advance signing. | L | - Provides a high-recognition factor. The advance warning would make drivers more alert to the trail location, but sight distance and advance warning are still issues due to the curve. |
<p>| K5  Carnation Farm Road: Install a northbound left-turn lane. | L | - Separates turning traffic from through traffic. |</p>
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<td>C1 NE 55th Street to Morrison Street:</td>
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<td>1) Install roundabout or signal with turn lanes at NE 55th or 60th.</td>
<td>H, C</td>
<td>• C1 will be done in conjunction with new development. Street improvements will moderate speeds, provide pedestrian connections (especially to school), create a town entry, and increase access to SR 203 and other parts of town.</td>
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<td>2) Install a median.</td>
<td>H, C</td>
<td>• Improvements should include a developer contribution as mitigation.</td>
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<td>3) Install a pathway/sidewalk.</td>
<td>H, C</td>
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<tr>
<td>4) Develop local access roads to connect new development to adjacent side streets and parcels.</td>
<td>H, C</td>
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<td>C2 City Limits North of Commercial and South of Eugene:</td>
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<td>1) Provide turn lanes at key streets</td>
<td>M</td>
<td>• Will ease congestion but reduce on-street parking and increase pedestrian crossing distances.</td>
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<td>2) Restrict left turns @peak hours at unsignalized intersections.</td>
<td>M</td>
<td>• Will ease congestion but may require a more connected street grid for circulation.</td>
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<tr>
<td>3) Improve local access/circulation.</td>
<td>H, C</td>
<td>• Side streets and back streets that increase local circulation will ease congestion.</td>
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<tr>
<td>4) Install pedestrian improvements.</td>
<td>H, C</td>
<td>• Important to viability of the business area.</td>
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<td>C3 Morrison Street:</td>
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<td>1) Install curb bulbs and landscaping, enhance crosswalk markings, and narrow east leg lanes.</td>
<td>H</td>
<td>• Reduces the crossing distance for pedestrians/elementary school children.</td>
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<td>2) Install pedestrian refuge island on east leg. Relocate north/south Morrison Street crossing one block to the east.</td>
<td>H, C</td>
<td>• Access to the school is from the east side, away from SR 203.</td>
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<td>3) Rework circulation and reduce impact of school buses on through traffic.</td>
<td>H, C</td>
<td>• Provides improved flow and fewer points of entrance and exit (safer, less impact on SR 203).</td>
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<td>4) Lower speed limit further north (near NE 55th Street).</td>
<td>H</td>
<td>• The school bus entrance/exit from the school property may need to be changed from a driveway directly accessing SR 203 to a driveway off Morrison.</td>
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<td>C4 Downtown Intersections - Rutherford to Entwistle Streets:</td>
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<td>1) Install curb bulbs with pedestrian crossings and streetscape enhancements.</td>
<td>H</td>
<td>• This would increase safety, especially if combined with C1 above.</td>
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<tr>
<td>2) Install traffic signal at Entwistle.</td>
<td>M</td>
<td>• On WSDOT channelization and signal priority arrays.</td>
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<td>Improvement Proposal/Option</td>
<td>Priority</td>
<td>Comments</td>
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| **C5** Eugene Street: Revise the west shopping area access to create one driveway that is in line with Eugene Street. Add striping for pedestrian crossings so they are more obvious. Stripe exiting lanes from the parking lot for clarity. | H | • Consistency will make for less confusion for drivers entering and exiting the shopping area.  
• Improves safety by reducing the number of access points (and conflict points) on SR 203. There are currently three access points within a few hundred feet of each other.  
• Most likely to be completed with redevelopment of the commercial center on the west side of the highway. |
| **C6** Tolt Middle School Vicinity:  
1) Upgrade traffic markings | M | • Reduces driver confusion and improves visibility.  
• Consistent with other school crossings. |
| 2) Install sidewalks, reduce roadway width to calm speeds, and construct a trail on the west side to access the park. | H, N | • Provides a separated walking route for students and residents going to the park and school.  
• Narrows the street width to help reduce vehicle speeds.  
• Reduces the need to cross the street at mid-block or unsigned locations.  
• Improves pedestrian/bicycle connectivity to various parks and school in this part of the corridor.  
• The west side sidewalk is being completed. |
| **C7** South Entrance: Install digital speed/radar signs. | L | • Makes drivers aware of speeds, but is less effective over time. |
| **C8** Tolt Hill Road/NE 32 Street: Evaluate the following 3 options to improve safety and operations:  
1) Roundabout. | H | • Requires right-of-way acquisition and is complicated by slope and drainage issues.  
• Reduces travel speeds entering the intersection.  
• Allows continuous traffic flow in all directions as NE 32nd Street traffic increases with new Snoqualmie River bridge improvements. |
| OR | | • Can reduce occurrence and severity of some types of accidents, but may increase other types of accidents.  
• Right-of-way restriction, bridge, and floodplain will add to complexity of design and implementation.  
• Results in more delay for SR 203 traffic.  
• Noise from acceleration of stopped vehicles. |
| 2) Traffic signal and turn lanes. | | |
| OR | | |
| 3) Raise elevation of NE 32nd.  
(A more detailed design study, with additional public input, will determine the final decision of C8 proposals.) | H | • Less expensive and might improve sight lines. |
| 4) Decorative lighting on bridge over sidewalk | L | • Would enhance community identity. |
### KING COUNTY: CARNATION TO FALL CITY

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<th>Improvement Proposal/Option</th>
<th>Priority</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>K6 Entering Fall City North of SR 202: 1) Install sidewalk.</td>
<td>M</td>
<td>Provides pedestrian continuity but will require some property acquisition (shoulder is 5 feet wide).</td>
</tr>
<tr>
<td>2) Install &quot;S&quot; curve signage and advisory speed signs.</td>
<td>M</td>
<td>May help reduce speeds.</td>
</tr>
<tr>
<td>3) Install digital speed/radar signs.</td>
<td>L</td>
<td>Less effective over time.</td>
</tr>
<tr>
<td>K7 SR 202: Install roundabout.</td>
<td>N</td>
<td>Part of funded nickel package but implementation is a few years away (approx 2007).</td>
</tr>
</tbody>
</table>

### INSTITUTIONAL ISSUES

<table>
<thead>
<tr>
<th>Issue</th>
<th>Priority</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>I1 Recognize the dependency of current and future SR 203 corridor effectiveness on other connecting regional network improvements.</td>
<td>H</td>
<td>Coordinate SR 203 project proposals with King County and Snohomish County network plans and comprehensive plan updates.</td>
</tr>
<tr>
<td>I2 Clarify responsibilities for development, financing, and implementation of essential components for town center developments and corridor capital and operational improvements.</td>
<td>H</td>
<td>Coordinate overall corridor improvement proposals with PSRC and the Corridor Project Advisory Committee.</td>
</tr>
<tr>
<td>I3 Incorporate recommendations of this plan in updates to local land use and transportation plans and state transportation plans.</td>
<td>H</td>
<td>Increased coordination should formally incorporate local-state linkages (primarily between counties and WSDOT) for planning, permitting, and monitoring of land development, transportation system capital improvements, and operational performance.</td>
</tr>
</tbody>
</table>

### ACCESS MANAGEMENT

<table>
<thead>
<tr>
<th>Access Management</th>
<th>Priority</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 Cities and Counties: Establish controlled access management standards consistent with WSDOT</td>
<td>H</td>
<td>Will ensure consistency during permitting and provide greater clarity for applicants.</td>
</tr>
</tbody>
</table>
| A2 Prepare access management plan identifying access options for all adjacent parcels, including access roads to side streets. | H | This involves cities and counties developing and implementing local street plans that provide alternatives to SR 203 for property access, where feasible.  
Establishing plans in advance of development will streamline the development review process and ensure adequate access to properties.  
Reduced access points will help maintain capacity and reduce safety and operations problems. |
### Improvement Proposal/Option

<table>
<thead>
<tr>
<th>Improvement Proposal/Option</th>
<th>Priority</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CORRIDOR-WIDE</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| CW1 Implement a corridor-wide safety improvement program, including center and shoulder rumble strips (where appropriate), sight distance enhancements at intersections with minor side streets, advanced intersection signing, fog line and other roadway markings, guardrails, bicycle signage, and other low-cost spot projects. | **N**     | - WSDOT will be implementing the center-line rumble strips and guardrail improvements.  
- Coordinate potential school bus turnout areas with the Riverview School District. |
| CW2 Non-Motorized Systems: Review the overall system of sidewalks and trails to improve the continuity of bike/equestrian/pedestrian traffic and crossings within the corridor. Establish priorities and coordinate funding efforts to develop as continuous system (including on- and off-road links) as possible. | **H, C**  | - Coordinate efforts with WSDOT and King and Snohomish county parks and trails departments.  
- Identify the most important links.  
- Work for consistency in signage, trail design, etc.  
- Coordinate with Enhancement/Parks funding. |
# Results of Public Open Houses

## Monroe/Snohomish County Segment

Results from workshop held on September 27, 2004

<table>
<thead>
<tr>
<th>Improvement Proposal/Option</th>
<th>Top priority</th>
<th>High priority</th>
<th>Good idea</th>
<th>Neutral</th>
<th>Bad idea</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>MONROE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M1 Install lane dividers on SR 2 and provide for u-turns at intersections. Add interconnect and video detection along SR 2.</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M2 SR 2 to Railroad Crossing:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Install left turn lanes for north and south directions.</td>
<td>1</td>
<td>4</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) Implement right-in/right-out from west Stretch Street onto SR 203</td>
<td>2</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M3 SR 203 (Lewis)/Railroad Crossing: Railroad installing improved pedestrian signals+gates.</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M4 Hill Street: Install curb bulbs</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M5 Main Street:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Provide dedicated left turn lanes on Main and lengthen left turn lanes on Lewis.</td>
<td>1.5</td>
<td>3.5</td>
<td>1</td>
<td>1</td>
<td></td>
<td>Restrict on-street parking adjacent to northbound lane on SR 203 during PM peak. I'm not sure how I feel about this (impacts to bus &amp; neighborhoods)</td>
</tr>
<tr>
<td>2) Restrict left turns from Main during peak hours with or without changes to signal phasing.</td>
<td>4</td>
<td></td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3) Install curb bulbs at all legs of intersection.</td>
<td>1</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M6 Continue Centennial Trail through Monroe.</td>
<td>4</td>
<td>1</td>
<td>4</td>
<td>1</td>
<td></td>
<td>Only if use RR Milwaukee; get bikes off of 203</td>
</tr>
<tr>
<td>M7 South Entrance into Monroe:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Add a sidewalk or pathway along east side and narrow roadway pavement</td>
<td>3</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Improvement Proposal/Option</td>
<td>Top priority</td>
<td>High priority</td>
<td>Good idea</td>
<td>Neutral</td>
<td>Bad idea</td>
<td>Comments</td>
</tr>
<tr>
<td>-----------------------------</td>
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<td>---------------</td>
<td>-----------</td>
<td>---------</td>
<td>----------</td>
<td>----------</td>
</tr>
<tr>
<td>2) Reconfigure access to the parking lot of Al Borlin Park and install curb bulbs</td>
<td>2</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3) Eliminate the existing boat launch access on the south side of the Skykomish River.</td>
<td>1</td>
<td>3</td>
<td>2</td>
<td></td>
<td></td>
<td>Move entrance through; how - private property</td>
</tr>
<tr>
<td>M8 Ben Howard Road: Construct south-to-east left-turn lane.</td>
<td>3</td>
<td>4</td>
<td>2</td>
<td></td>
<td></td>
<td>Yes! Please</td>
</tr>
<tr>
<td><strong>SNOHOMISH COUNTY</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S1 Monroe City Limits to King County Line:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Install rumble strips or other treatments along shoulders and centerline.</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) Install bike route signage.</td>
<td>1</td>
<td>2</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3) Develop multi-use trail connecting the Centennial Trail with the Snoqualmie Valley Trail.</td>
<td>2</td>
<td>2</td>
<td>5</td>
<td></td>
<td></td>
<td>But expensive; get bikes off of 203</td>
</tr>
<tr>
<td>S2 Tualco Road/ N High Rock Road:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Realign Tualco and N High Rock Rd. and add north and south left-turn lanes.</td>
<td>3</td>
<td>4</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) Construct roundabout.</td>
<td>4</td>
<td>3</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S3 High Rock Road/ 203rd Street:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Install break in centerline stripe at intersection to alert drivers of intersection.</td>
<td>2</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td>Need a sign that says its illegal to pass on right. Also, if there was less paving there, people wouldn’t be so tempted to pass on right.</td>
</tr>
<tr>
<td>2) Install advance intersection signage.</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td>Yes please!</td>
</tr>
<tr>
<td>3) Implement reduced speed zone.</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4) Construct roundabout.</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td></td>
<td>Best Idea! Lets see how SR 203 @ 124th works first. Too large a volume of truck traffic.</td>
</tr>
<tr>
<td>5) Install left and/or right-turn lanes.</td>
<td>2</td>
<td>4</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Corridor Concept Plan

<table>
<thead>
<tr>
<th>Improvement Proposal/Option</th>
<th>Top priority</th>
<th>High priority</th>
<th>Good idea</th>
<th>Neutral</th>
<th>Bad idea</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>S4 Cadman Gravel Pit: Install south-to-east left-turn lane, west-to-north right turn acceleration lane, and north-to-east right turn lane.</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td></td>
<td></td>
<td>Cadman should have done this when the pit was permitted – Snohomish County and WSDOT FAILED us by ‘passing the buck’ for paying for this impact from the business (Cadman) to the tax payers - Don’t do that again!!! ---That would be nice!</td>
</tr>
</tbody>
</table>

### Duvall/North King County Segment

Results from workshop held on September 29, 2004

<table>
<thead>
<tr>
<th>Improvement Proposal/Option</th>
<th>Top priority</th>
<th>High priority</th>
<th>Good idea</th>
<th>Neutral</th>
<th>Bad idea</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>D1 North King County Line to Duvall:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Widen shoulders + install rumble strips @shoulders and centerline.</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) Install bike route signage.</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3) Develop multi-use trail to connect Centennial Trail with Snoqualmie Valley Trail.</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>DUVALL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D2 Truck Route Bypass:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Explore truck bypass options.</td>
<td>2</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) Time traffic signals in Duvall to reduce speeds.</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td></td>
<td>I’d rather see truck traffic use I-5, which is better designed for it.</td>
</tr>
<tr>
<td>D4 NE Cherry Valley Road:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Close road to s-bound traffic + leave it open for n-bound traffic.</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) Extend 3rd Ave to north.</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3) Realign to meet SR 203 at right angle or construct flyover ramp.</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improvement Proposal/Option</td>
<td>Top priority</td>
<td>High priority</td>
<td>Good idea</td>
<td>Neutral</td>
<td>Bad idea</td>
<td>Comments</td>
</tr>
<tr>
<td>-----------------------------------------------</td>
<td>--------------</td>
<td>---------------</td>
<td>-----------</td>
<td>---------</td>
<td>----------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>D5 Main Street - City Limits:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Provide turn lanes at key intersections + coord. signal timing.</td>
<td>1</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td></td>
<td>探索潜在的公共艺术（路灯，人行道，长椅等）的可能。</td>
</tr>
<tr>
<td>2) Restrict left turns during peak hours at unsignalized intersections.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3) Improve local access/circulation.</td>
<td>3</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4) Install pedestrian improvements.</td>
<td>1</td>
<td>3</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D6 Woodinville-Duvall Road/Virginia Street: Realign roadways and add turn lanes.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D7 143rd Pl: Install signal/add turn lanes.</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D8 South Entry: Install gateway treatment to reduce speed and add identity.</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td>融入公共艺术到门户/中段项目。</td>
</tr>
</tbody>
</table>

**KING COUNTY: DUVALL TO CARNATION**

<table>
<thead>
<tr>
<th>Improvement Proposal/Option</th>
<th>Top priority</th>
<th>High priority</th>
<th>Good idea</th>
<th>Neutral</th>
<th>Bad idea</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>K1 Duvall to NE 55th Street: Reconfigure the existing soft-surface trail to a combination hard + soft surface, multi-purpose trail.</td>
<td>3</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>K3 Stillwater Hill/Lake Joy Road:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Install traffic signal.</td>
<td>1</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) Install roundabout.</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3) Implement reduced speed zone.</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4) Install ped crossing improvements at intersection.</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5) Install transverse rumble strips north and south of intersection.</td>
<td>2</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td>噪音 = 坏！</td>
</tr>
<tr>
<td>6) Install curb and ped improvements on west side of SR 203 from school bus stop to intersection. Remove on-street parking at building. Install curb bulbs, signing, pavement markings, and/or medians at intersection.</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td></td>
<td>修剪或削减柳树以保持视线。</td>
</tr>
</tbody>
</table>
### Corridor Concept Plan

<table>
<thead>
<tr>
<th>Improvement Proposal/Option</th>
<th>Top priority</th>
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<th>Good idea</th>
<th>Neutral</th>
<th>Bad idea</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>K4 Snoqualmie Valley Trail Crossing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Redesign crossing to be perpendicular to road.</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) Move crossing to the south along roadway.</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3) Develop trailhead with parking.</td>
<td>4</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4) Install flasher and advance signing.</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Comments:</em> Lets keep these parking areas in city centers where users of the trail can also get dinner, go shopping, etc., to support central economic development.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>K5 Carnation Farm Road:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Install entrance treatment at Carnation Farm Road (instead of at NE 55th Street).</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) Install a left-turn lane.</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Carnation/King County Segment

Results from workshop held on September 30, 2004

<table>
<thead>
<tr>
<th>Improvement Proposal/Option</th>
<th>Top priority</th>
<th>High priority</th>
<th>Good idea</th>
<th>Neutral</th>
<th>Bad idea</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>KING COUNTY: DUVALL TO CARNATION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>K1 Duvall to NE 55th Street: Reconfigure the existing soft-surface trail to a combination hard + soft surface, multi-purpose trail.</td>
<td>2</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td>Get these bikes off the highway!</td>
</tr>
<tr>
<td>K3 Stillwater Hill/Lake Joy Road:</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>1) Install traffic signal.</td>
<td>1</td>
<td>2</td>
<td></td>
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</tr>
<tr>
<td>2) Install roundabout.</td>
<td>1</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td>Too expensive for that location;</td>
</tr>
<tr>
<td>3) Implement reduced speed zone.</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4) Install ped crossing improvements at intersection.</td>
<td>3</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td>At least mark one out for people using the store;</td>
</tr>
<tr>
<td>5) Install transverse rumble strips north and south of intersection.</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Improvement Proposal/Option</td>
<td>Top priority</td>
<td>High priority</td>
<td>Good idea</td>
<td>Neutral</td>
<td>Bad idea</td>
<td>Comments</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------------------------</td>
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<td>----------</td>
<td>------------------------------------------------</td>
</tr>
<tr>
<td>6) Install curb and ped improvements on west side of SR 203 from school bus stop to intersection. Remove on-street parking at building. Install curb bulbs, signing, pavement markings, and/or medians at intersection.</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>7) remove the electrical box and the sign pole! It is impossible to turn south from Stillwater w/o getting into the road just to see;</td>
</tr>
<tr>
<td>K4 Snoqualmie Valley Trail Crossing</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>1) Redesign crossing to be perpendicular to road.</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) Move crossing to the south along roadway.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>3) Develop trailhead with parking.</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4) Install flasher and advance signing.</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>K5 Carnation Farm Road:</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>1) Install entrance treatment at Carnation Farm Road (instead of at NE 55th Street).</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) Install a left-turn lane.</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CARNATION</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>C1 NE 55th Street to Morrison Street:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Make people want to slow down &amp; view a pretty entrance to town.</td>
</tr>
<tr>
<td>2) Install roundabout at NE 55th.</td>
<td>1</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3) Install signal and turn lanes.</td>
<td>1</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td>w/ future development;</td>
</tr>
<tr>
<td>4) Install a median.</td>
<td>3</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>5) Install a pathway/sidewalk.</td>
<td>2</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td>When housing is built;</td>
</tr>
<tr>
<td>6) Develop local access roads.</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>C2 City Limits:</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>1) Provide turn lanes at key streets</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td></td>
<td>Unless included w/ traffic light;</td>
</tr>
<tr>
<td>2) Restrict left turns @peak hours at unsignalized intersections.</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
<td></td>
<td>Possible one-way out w/ right turn only;</td>
</tr>
<tr>
<td>3) Improve local access/circulation.</td>
<td>1</td>
<td>3</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4) Install pedestrian improvements.</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>C3 Morrison St:</td>
<td></td>
<td></td>
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<tr>
<td>1) Install curb bulbs + landscaping.</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td></td>
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</tr>
<tr>
<td>2) Enhance crosswalk markings.</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td></td>
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</tr>
<tr>
<td>3) Narrow east leg lanes.</td>
<td>1</td>
<td>2</td>
<td>2</td>
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</tbody>
</table>
## Improvement Proposal/Option

<table>
<thead>
<tr>
<th></th>
<th>Top priority</th>
<th>High priority</th>
<th>Good idea</th>
<th>Neutral</th>
<th>Bad idea</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>4) Install pedestrian refuge island on east leg.</td>
<td>1</td>
<td>1</td>
<td>3</td>
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</tr>
<tr>
<td>5) Provide a flashing overhead crosswalk sign on south leg.</td>
<td>1</td>
<td>2</td>
<td>2</td>
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</tr>
<tr>
<td>6) Rework school circulation to reduce impact of school buses on through traffic.</td>
<td>4</td>
<td>1</td>
<td></td>
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<td>Traffic light;</td>
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<tr>
<td>7) Revaluate location and length of school speed zone.</td>
<td>3</td>
<td>1</td>
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</tr>
<tr>
<td>C4 Downtown Intersections- Rutherford to Entwistle Streets</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td>No left turn lanes w/ bulbs;</td>
</tr>
<tr>
<td>1) Install curb bulbs with pedestrian crossings on north side of intersection and plants on south.</td>
<td>1</td>
<td>1</td>
<td>2</td>
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<tr>
<td>2) Install traffic signal at Entwistle.</td>
<td>1</td>
<td>1</td>
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<tr>
<td>C5 Reconfigure driveway to align with Eugene. Enhance striping.</td>
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<tr>
<td>C6 Move Blanche Street to align with NE 40th Street</td>
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<tr>
<td>1) Upgrade traffic markings</td>
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<td>2) Install sidewalks + reduce roadway width to calm speeds.</td>
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<tr>
<td>3) Install overhead pedestrian crosswalk sign with flasher</td>
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<tr>
<td>4) Construct trail on west side to access park.</td>
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<tr>
<td>C7 Tolt Middle School:</td>
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<tr>
<td>1) Install roundabout</td>
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<tr>
<td>2) Install traffic signal and turn lanes</td>
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<tr>
<td>3) Provide east-west crosswalk</td>
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<tr>
<td>4) Install decorative lighting on bridge over sidewalk</td>
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<tr>
<td>C8 Fire Hall: Install Emergency Vehicle Preemption Signal (EVPE).</td>
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<tr>
<td>C9 South Entrance: Install digital speed/radar signs.</td>
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<tr>
<td>C10 Tolt Hill Road/ NE 32 Street:</td>
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<tr>
<td>1) Install roundabout</td>
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</tbody>
</table>
SR 203 Pilot Study:

Improvement Proposal/Option | Top priority | High priority | Good idea | Neutral | Bad idea | Comments
--- | --- | --- | --- | --- | --- | ---
**KING COUNTY: CARNATION TO FALL CITY**
K6 Neal Road:
1) Realign to enter at right angle.
2) Add acceleration/ deceleration lanes to enhance sight distance.
3) Install right in/right out.
4) Close road.
K7 Entering Fall City North of SR 202
2) Install sidewalk.
3) Install "S" curve signage and advisory speed signs.
4) Install digital speed/radar signs.
K8 SR 202: Install roundabout.

Corridor-Wide Priorities from Open Houses
Results from workshops held on September 27, 29, and 30, 2004

The number refers to the number of dots placed on the issue by open house participants. Each participant was given 4 dots and asked to place them on the corridor-wide issues they felt were the most important.

<table>
<thead>
<tr>
<th>Corridor Wide (SRMP 24.17 to 0.00)</th>
<th>Monroe</th>
<th>Duvall</th>
<th>Carnation</th>
</tr>
</thead>
<tbody>
<tr>
<td>CW1 Non-motorized Systems</td>
<td>10</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>CW2 Access Management</td>
<td>3</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>CW3 Intersection Improvements</td>
<td>16</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>CW4 Town Centers Entries and Transition Zones</td>
<td>5</td>
<td>6</td>
<td>8</td>
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<tr>
<td>CW5 Rural Town Centers Local Circulation System</td>
<td>1</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>CW6 In-Town Pedestrian Guidelines</td>
<td>2</td>
<td>4</td>
<td>8</td>
</tr>
<tr>
<td>CW7 New In-town Developments</td>
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<td>3</td>
<td>0</td>
</tr>
<tr>
<td>CW8 Traffic Safety Outside of Town Centers</td>
<td>9</td>
<td>5</td>
<td>4</td>
</tr>
<tr>
<td>CW9 Connections to Urban Areas</td>
<td>3</td>
<td>4</td>
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</table>