

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

*SR 529: I-5 to SR 528 Jct*

This eight-mile corridor runs between Interstate 5 in Everett and State Route 528 in Marysville. The corridor includes a 0.2-mile spur known as Maple Street that runs between Pacific Avenue and Everett Avenue. From its southern terminus, the corridor runs west until turning onto Maple Street, where it then heads north until becoming Everett Avenue. From Everett Avenue, the corridor heads west until it intersects and turns into West Marine View Drive, crosses over the BNSF mainline via an elevated structure, and then goes north. The corridor lies between the railroad tracks and the waterfront as it passes the Naval Station Everett, Everett Marina, and the Port of Everett before heading east, and then becoming East Marine View Drive at Skyline Drive. After passing the Broadway intersection, it turns into Pacific Highway and heads north and crosses the Snohomish River, Union Slough, Steamboat Slough, and I-5 into Marysville, becoming State Avenue and terminating at SR 528 (4th St) near the Marysville Town Center. The corridor's character is primarily urban with residential and commercial land uses laid out in a grid pattern, and industrial uses located along the northern end. The corridor's terrain is generally flat with the exception of the area traveling along the Snohomish River.



**Current Function**

SR 529 connects the cities of Marysville and Everett and serves commuter, freight, and recreational traffic. At the north end of the corridor, there are a handful of industries resulting in freight traffic along the corridor. This route can be used as an alternative option to I-5. Corridor users consist of people heading to Floral Hall at Forest Park, Howarth Park, Quil Ceda Casino, and the XFINITY Arena, which hosts a variety of events throughout the year. The corridor is also used by commuters traveling to nearby employment centers, such as multiple industrial businesses to the north, the Naval Station in Everett and Boeing, Everett's largest employer. There is an Amtrak and Sounder station near the corridor in the city of Everett, which is a link in the Amtrak Cascades route from Eugene, Oregon to Vancouver, British Columbia. One park and ride is easily accessible at the northern terminus of the corridor. Everett Transit provides service on this route and sidewalks are present on the corridor. Bicycle usage is permitted on corridor sidewalks.

**Future Function**

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

## Highlights and Performance

SR 529 is a signalized highway with a variable number of lanes. It averages three undivided lanes through downtown Everett and steadies at four divided lanes past the Everett Marina. The corridor includes the SR 529 spur which is a four-lane, undivided, signalized highway. Both the mainline and spur usually include a center turn lane. The annual average daily traffic on this corridor is highest at the N Broadway interchange and lowest at the spur/mainline junction.

### What's working well?

- The corridor provides several passenger and commuter multimodal opportunities.
- Freight rail runs adjacent to the corridor, providing a good freight-shifting opportunity.
- The corridor has a low climate change vulnerability rating.
- The corridor does not currently have any sites that require noise walls.

### What needs to change?

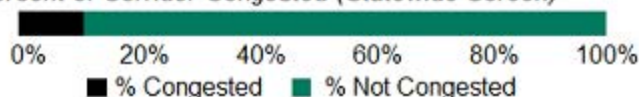
- Approximately 11% of the corridor experiences congestion on a regular basis.
- Roughly 11% of surveyed pavements on the corridor are in poor to very poor condition.
- There are 15 bridge preservation needs on the corridor.
- The corridor's sidewalk network is incomplete and there are no shared-use facilities.

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

High	Low	
34,043	8,548	Annual Average Daily Traffic (AADT)
8.6%	3.1%	Bus/Truck Percent
31.25		Number of Lane Miles
23		# of Signalized/Stop Controlled Intersections
\$38,364,000		Corridor Investments (2005-2016)

### Mobility

Percent of Corridor Congested (Statewide Screen)

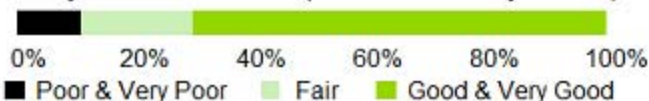


### Preservation

#### Roadway Surface Type



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



#### Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	100% Passable	0% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	12 BMPs	Retrofit Prioritization in progress
	22.2	% of Corridor with high potential for increased Climate Impacts
	1	Wetland Mitigation Locations
	4	Historical Bridges

1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

### What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- A desire to complete sidewalk network for pedestrian use.
- A desire for accessible transit stops to encourage mode options.
- A desire for improvements at SR 529/Smith Island ramps (28th Place NE) in Everett to reduce congestion.
- A desire for a new ramp in Marysville from southbound SR 529 to southbound I-5 and a new ramp from northbound I-5 to northbound SR 529 to reduce congestion.

## Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

### Policy Goals / Strategies Description and Near-Term Actions

#### Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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#### Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</i>

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#### Mobility

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</i>
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#### Preservation

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, clean stormwater, and pavement repair.</i>
Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 23% of the corridor.</i>
Structures	<i>WSDOT has identified six Structures actions in the next six years encompassing 25% of the corridor.</i>

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#### Safety

Investment	<i>WSDOT has identified three Safety Investment actions in the next six years encompassing 19% of the corridor.</i>
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#### Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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This segment of SR 529 is primarily a north-south principal arterial providing connections to Everett and Marysville with additional connections to I-5 and SR 528. The surrounding land uses are primarily suburban residential near the southern portion of the corridor and industrial and manufacturing throughout the remainder of the corridor. This route is primarily utilized by commuter traffic in the morning and evening, as well as manufacturing related freight traffic.

### Corridor Segment Characteristics

- The corridor is designated as a T-2 freight corridor, carrying 7,570,000 tons of cargo in 2015.
- This segment of the corridor is served by local transit routes provided by Community Transit.
- The corridor provides crossings over the Snohomish River, Union Slough, and Steamboat Slough.

### Contributing Factors

- Lack of local road networks forces additional trips onto the corridor.
- The roadway is limited by three river crossings over the Snohomish River, Union Slough, and Steamboat Slough forcing vehicles onto the corridor.
- Industrial developments and adjacent freight rail yard contribute to freight traffic on the corridor.
- Bottlenecking at the I-5 interchange and high volumes of commuter traffic during peak periods.

### Mobility Strategies:

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

### Operational Improvements

- Implement upgrades to Smith Island Ramps to improve operational capability and manage congestion during periods of high use near I-5.

### Demand Management

- Encourage employers, like Boeing, and residents to utilize Commute Trip Reduction programs to incentivize more HOV, transit, and vanpool use, and discourage single occupancy vehicle trips.
- Identify policies to prioritize freight movement or reduce conflict between freight and commuter travel.

### Further Study

- Participate in Puget Sound Regional Council's regional planning processes to determine potential strategies to improve corridor performance.
- Explore the possibility of working with local jurisdictions to improve alternative routes.



## For more information

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

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Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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