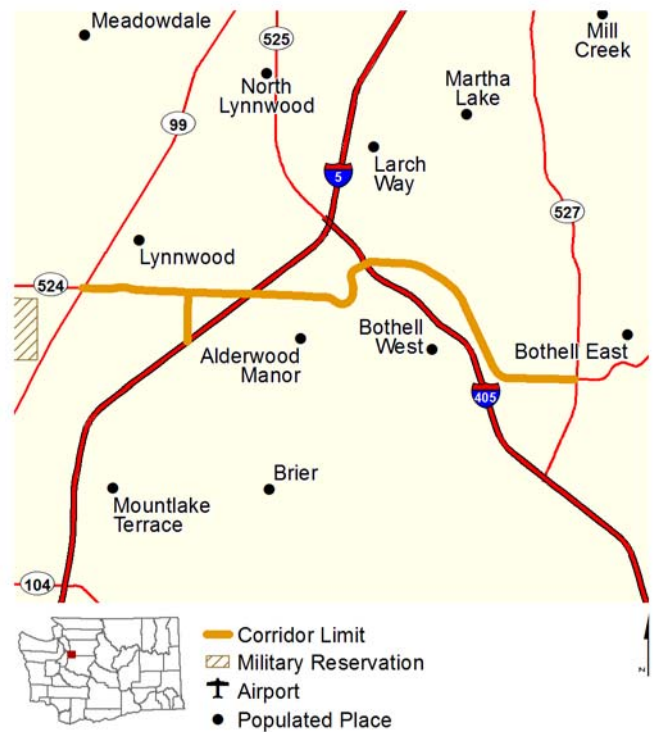


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*SR 524: SR 99 Jct to SR 527 Jct*

This six-mile long east-west section of State Route 524 is located just south of the northern junction of Interstate 5 and I-405. It runs between the SR 99 junction in Lynnwood and the SR 527 junction in northern Bothell. A half a mile spur is located at the 4th Avenue W intersection, branching to I-5. The corridor is also known as 196th Street SW and passes through the city of Lynnwood and parts of unincorporated Snohomish County. The corridor is suburban in character with large retail stores, commercial areas, and residential developments. Density is lower towards the eastern end of the corridor, and there are commercial uses as part of the strip development on SR 527. The main corridor segment passes by both Wilcox Park and Scriber Lake Park and crosses over Swamp Creek, North Creek, and Scriber Creek. The Alderwood Mall is north of the corridor and Edmonds Community College is to the south. Terrain is rolling throughout. Some forested vegetation is found in undeveloped pockets within parks throughout the corridor, and between residential developments in the east.



Current Function

SR 524 is an east-west state highway in Washington located entirely within Snohomish County serving the cities of Edmonds, Lynnwood, Bothell, and Maltby. The segment of SR 524 that the corridor runs along provides direct connections to numerous north-south state routes including SR 99, I-5, and SR 527. This corridor functions as both a freight and commuter route. The western portion of the corridor primarily serves the retail and commercial uses, and experiences much higher traffic volumes. The corridor's spur provides a connection between the main segment of SR 524 and I-5, serving commercial and transit needs. The spur also serves as a connection to the Lynnwood Transit Center near the I-5 junction. This corridor provides access to Edmonds Community College and Alderwood Mall. On the corridor, Community Transit and DART provide bus and paratransit service, and a park and ride facility accessible.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to change. The Lynnwood city center plan and light rail station near the SR 524 CEDRWY Spur and I-5 interchange may result in a mode shift to transit. SR 524 from Lynnwood to SR 9 is a Transit Emphasis Corridor per the Snohomish County Comprehensive Plan and SR 524 from Edmonds through Snohomish County is a proposed SWIFT route by Community Transit.

## Highlights and Performance

This portion of SR 524 is a four-lane, undivided highway with a center lane that narrows to two lanes at the Bothell city limits. The corridor includes a four-lane, divided spur starting at the mainline SR 524/44th Avenue West intersection and ending at an I-5 junction. The spur includes a center turn and southbound high occupancy vehicle lane. Both corridor segments are signalized. The annual average daily traffic on this corridor is highest near the I-5 junction and lowest at the 208th Street SE intersection.

### What's working well?

- There are two transit centers and several fixed-route transit services available on the corridor west of I-5.
- There are multiple operational strategies in use on the corridor, including state signal coordination.
- There are no chronic environmental deficiency sites on the corridor.
- There are no missing noise walls on this corridor.

### What needs to change?

- Roughly 83% of the corridor experiences congestion on a regular basis.
- About 14% of surveyed pavements on the corridor are in poor to very poor condition.
- There are no pedestrian, bicycle, or shared-use facilities on the eastern half of the corridor.
- The corridor is rated medium for climate change vulnerability due to flooding and bridge scouring.

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

High	Low	
40,162	17,780	Annual Average Daily Traffic (AADT)
2.6%	2.5%	Bus/Truck Percent
25.15		Number of Lane Miles
19		# of Signalized/Stop Controlled Intersections
\$4,271,000		Corridor Investments (2005-2016)

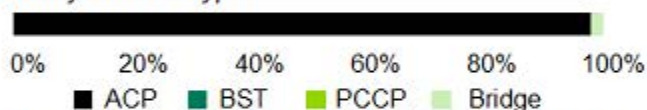
### Mobility

Percent of Corridor Congested (Statewide Screen)

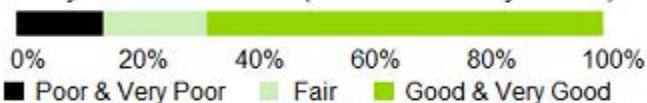


### Preservation

#### Roadway Surface Type



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



#### Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	33.3% Passable	66.7% to Do
Noise Walls	100% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	7 BMPs	Retrofit Prioritization in progress
92.2	% of Corridor with high potential for increased Climate Impacts	
3	Wetland Mitigation Locations	
None	Historical Bridges	

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

### What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- Interest expressed in intersection control improvements at the SR 524/9th Ave SE intersection
- A willingness to see improvements made to highways paralleling the corridor in order to relieve congestion.
- One partner expressed a desire to possibly expand fixed-route transit services to decrease congestion in the corridor.

## 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>
-------------------	---

---

#### 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>

---

#### Mobility

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

---

#### 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 one Pavement action in the next six years encompassing 21% of the corridor.</i>

---

#### Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 25% of the corridor.</i>
------------	---

---

#### 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>
----------	---

---

This segment of SR 524 is primarily an east-west principle arterial providing connections to Lynnwood and Bothell, and to SR 99, I-5, I-405 and SR 527. The surrounding land uses are primarily suburban residential and commercial. This route is primarily utilized by commuter traffic in the morning and evening, as well as commercial users.

There has been a significant increase in traffic congestion during the peak period.

### Corridor Segment Characteristics

- The Average Daily Traffic on this segment ranged between 20,000 and 40,000 vehicles in 2015.
- This segment is classified as a T-3 Freight route with an annual cargo tonnage of 1,300,000 in 2015.
- Connecting Washington funded projects along the segment include roundabout intersection treatments at Locust Way and Larch Way, on both sides of I-405.

### Contributing Factors

- There are currently no transit services offered on the segment east of I-5, resulting in a lack of multimodal options.
- The segment is currently a two lane road with no sidewalks present, limiting the available capacity for vehicles and the attractiveness for multimodal alternatives.
- Lack of local road networks forces additional trips onto the corridor.
- Population and employment are expected in increase worsening congestion.

### Mobility Strategies

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

### Operational Improvements

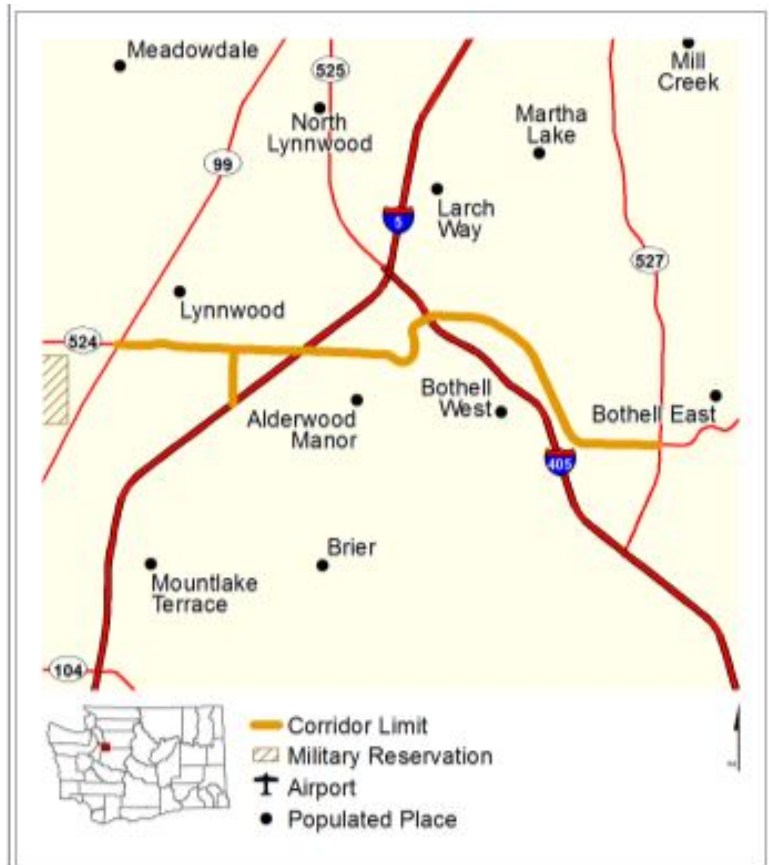
- Implement additional intersection improvements to better the operational capability of intersections and manage congestion during periods of high use.
- Utilize Information Transportation Systems strategies to provide traveler information on roadway conditions to reduce delay.

### Demand Management

- Encourage employers and residents to utilize Commute Trip Reduction programs to incentivize more HOV and vanpool use.

### Further Study

- Participate in Puget Sound Regional Council's regional planning processes to determine potential strategies to improve corridor performance.
- Work with local jurisdictions to improve local road network to provide adequate alternative routes.
- Collaborate with Community Transit to study the potential of providing transit services on the corridor, paired with targeted improvements to enhance reliability and increase ridership.





## For more information

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

### **Nazmul Alam**

Corridor Planning Manager  
WSDOT Management of Mobility Division  
206-464-1267  
alamn@wsdot.wa.gov

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.

#### **Americans with Disabilities Act (ADA) Information**

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number, by (insert date-usually two weeks advance notice. Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

#### **Title VI Statement to Public**

It is the Washington State Department of Transportation's (WSDOT policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360 705-7098.

#### **Información del Acta (ADA) de Estadounidense con Discapacidad**

Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) o llamando gratis, 855-362-4ADA (4232. Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

#### **Notificación de Título VI al Público**

Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Título VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Título VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con le Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) (360 705-7082.