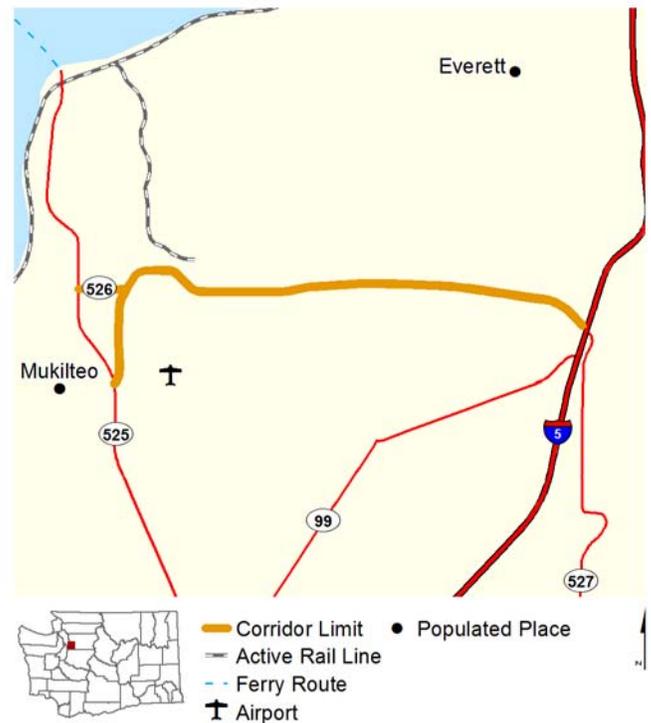


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 526: SR 525 Jct (Mukilteo) to I-5

This six-mile east-west corridor is located in Snohomish County in the cities of Mukilteo and Everett. The corridor runs along State Route 526 between the SR 525 junction in Mukilteo and Interstate 5. A short spur between SR 525 and SR 526 completes the corridor. The corridor is primarily suburban in character with moderately dense residential and industrial land uses being the most common. In addition, there is concentrated commercial development near the Evergreen Way interchange, several schools including a large high school campus, and parks. The corridor runs past the Boeing Company's Everett assembly plant, a major regional employment center and the largest building in the world by volume, and Paine Field International Airport. The Mukilteo ferry and train terminals are located just north of the corridor. The terrain along the corridor is generally flat, however there are steep bluffs located along Puget Sound to the north and west and the Snohomish River valley to the east. Vegetation includes trees, shrubs and grasses in semi-maintained berms and medians including tree lines used as sound barriers, particularly near residential areas.



Current Function

SR 526 serves as the main route between I-5 and the Boeing Factory, the city of Mukilteo, and the ferry service to Whidbey Island. The SR 525 Paine Spur at the western end of the corridor connects the city of Mukilteo and SR 525 to Paine Field and the Boeing Company. The corridor makes up the entirety of both SR 526 and the SR 525 Paine Spur. Commuter and freight traffic are the primary users of the corridor, accessing the industrial and commercial areas around the corridor. Commuters, freight, and recreational traffic also use SR 526 and SR 525 as the primary access between I-5 and the multimodal connections at Mukilteo ferry and train terminals. In addition to train and ferry service, multiple fixed route bus lines travel on the corridor including private employer busing. The industrial areas around Paine Field are the largest traffic generators for the corridor. There are sidewalks on SR 526 west of Paine Field, at Paine Field and to the east. Casino Road is a parallel facility to the corridor and has sidewalks and bicycle lanes, and is part of the Everett Pedestrian Plan.

Future Function

Based on the current plans, projected population, land use, and economic trends, this corridor expects to see greater use of transit in the form of a new light rail connection.

Highlights and Performance

The majority of SR 526 is a four-lane, grade-separated freeway. West of Airport Road, SR 526 is a 4-lane signalized boulevard with turn lanes. The SR 525 spur is a four-lane, signalized highway with a center turn lane. The annual average daily traffic on this corridor is highest at the Evergreen Way interchange and lowest at the SR 525 Spur intersection with SR 525.

What's working well?

- Approximately 94% of surveyed pavements on the corridor are in fair or better condition.
- There are many multimodal opportunities for passenger and commuter traffic on the corridor.
- The corridor has a low climate change vulnerability rating.
- There are no chronic environmental deficiency sites on the corridor.

What needs to change?

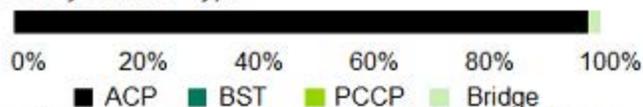
- 52% of the corridor experiences congestion on a regular basis.
- There are noise wall deficiencies on the corridor.
- Four bridges on the corridor require seismic retrofits.
- There are fish passage barriers on this corridor.
- High traffic volumes cause stress for people bicycling along the corridor.

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

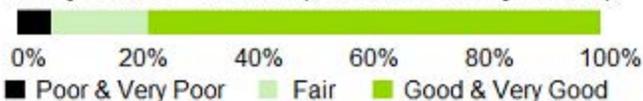
High	Low	
77,736	8,022	Annual Average Daily Traffic (AADT)
5.0%	4.2%	Bus/Truck Percent
23.22		Number of Lane Miles
8		# of Signalized/Stop Controlled Intersections
\$12,561,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

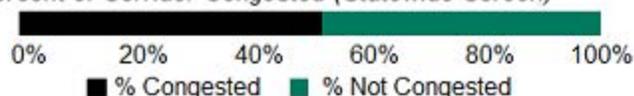


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	50% Passable	50% to Do
Noise Walls	66.7% Built	33.3% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	14 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
1	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 review the intersections at SR 526/Hardeson Rd interchange, SR 526/Evergreen Way interchange, and SR 526/40th Ave West for regional and local strategies.
- A desire to increase passenger and commuter railroad access in order to decrease congestion on the corridor.
- Interest for full arterial intelligent transportation systems (ITS) in both directions.
- A desire for SR 526 in Mukilteo to be a pedestrian and bicycle route.

Strategies

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

Policy Goals / Strategies Description and Near-Term Actions

Economic Vitality

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

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

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

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, clean stormwater, and pavement repair.</i>
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Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 58% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 15% 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 the corridor runs between the I-5 interchange and Evergreen Way. The area around the segment is primarily suburban residential and commercial but also features a large high school campus. Boeing's Paine Field facility is just to the west. This route is largely used by commuters travelling to and from the Boeing Facility in the morning and evening.

The segment experiences traffic congestion during the peak period.

Corridor Segment Characteristics

- This segment of SR 526 is a designated Seismic Lifeline Route.
- The Average Daily Traffic on this segment of SR 526 ranged from a low of 23,000 vehicles just east of the I-5 interchange to a high of 78,000 vehicles near the Evergreen Way Interchange in 2015.

Contributing Factors

- Employees commuting to the nearby Boeing facility contribute to peak period traffic congestion.
- Lack of local road networks force additional traffic onto the corridor.
- Bottlenecking occurs at the SR 526/I-5 Interchange resulting in backups.

Mobility Strategies:

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

Operational Improvements

- Improve interchanges and ramp metering at Hardeson Road, Evergreen Way, and 40th Avenue West to improve 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, like Boeing, and residents to utilize Commute Trip Reduction programs to incentivize more HOV and vanpool use in order to reduce single occupancy vehicle trips.

Further Study

- Additional strategies may be determined to improve mobility through the Puget Sound Regional Council's planning processes.
- Work with local jurisdictions to improve local road network to provide adequate alternative routes.



Congested segments shown in red

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.

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