

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 513: SR 520 Jct (Montlake Blvd)

This three-mile long north-south corridor is located entirely in the city of Seattle. The corridor travels between the State Route 520 junction and the Warren G. Magnuson Park entrance at the NE 65th Street/Sand Point Way NE intersection. The corridor passes through the Seattle neighborhoods of Montlake, University District, Laurelhurst, Bryant, Hawthorne Hills, Windermere, and Sand Point. The route crosses over Lake Union on the Montlake Bridge, which is a drawbridge with limited openings for marine traffic. The corridor travels through the University of Washington - Seattle campus, University Village Shopping Center, University of Washington Medical Center, and Seattle Children's Hospital. The majority of the corridor's character is dense urban with single- and multi- family housing. At the southern end of the corridor, the character is urban and the land uses consist of residential and commercial, including a college campus. The corridor is surrounded by several bodies of water including Union Bay, Wolf Bay, and Pontiac Bay. Near the northern terminus is Magnuson Park and athletic fields, trails, a boat launch, and a dog park.



Current Function

SR 513 is a state highway located entirely in Seattle, traveling between Montlake Boulevard and the Magnuson Park entrance in the Sand Point neighborhood. The corridor is composed entirely of SR 513 and is a primary commuter and student link to the UW-Seattle campus and University Village Shopping Center. The corridor connects SR 520 to multiple communities along the corridor. The corridor provides recreational access to Husky Stadium, Alaska Airlines Arena, tennis courts, and UW-Seattle events. King County Metro also provides service along the corridor, as does Metro's ADA paratransit. King County Metro provides late-night bus service between 12 a.m. and 5 a.m. Central Link Light Rail is available at the UW-Seattle Station. Bicycle lanes are not available on the corridor but sidewalks are present and there are multiple pedestrian and bicyclist trails available on the corridor, including the Burke-Gilman Trail.

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

This corridor transitions between four to six lanes with left turn only lanes as it cuts through the UW-Seattle campus and residential area neighborhoods. The annual average daily traffic on this corridor is highest near the SR 520 junction and lowest near Magnuson Park.

What's working well?

- Night bus service which allows riders to stop at any point along the corridor works well for corridor users.
- The entire corridor is rated low for climate vulnerability impacts.
- Multiple multimodal opportunities are present on the corridor.

What needs to change?

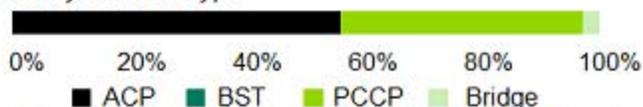
- Roughly 54% of the corridor experiences congestion on a regular basis.
- Approximately 48% of surveyed pavements are in poor to very poor condition.
- There are drainage issues on the corridor.
- Three bridges have preservation needs, one of which includes a bridge repair on the corridor.

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

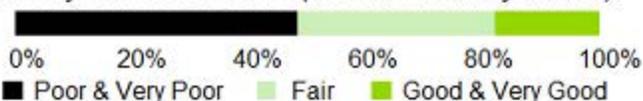
High	Low	
59,336	15,353	Annual Average Daily Traffic (AADT)
3.6%	3.1%	Bus/Truck Percent
13.82		Number of Lane Miles
15		# of Signalized/Stop Controlled Intersections
\$1,131,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

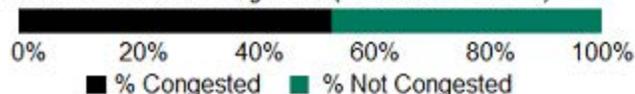


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	None	0% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	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:

- Growth in Seattle will be managed following an urban village strategy concentrating most of the expected future growth in urban centers and urban villages.
- A new bicycle network is recommended on the corridor per the Seattle Comprehensive Plan.
- A desire to change at-grade parking lots into parking garages.
- SR 513 is a planned frequent transit service network.
- A desire to study High Occupancy Vehicle lane on 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>
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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 http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>

Mobility

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

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on sweeping and cleaning, catch basins, and snow and ice control.</i>
Structures	<i>WSDOT has identified one Structures action in the next six years encompassing 2% 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>
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This segment of SR 513 is an urban principal arterial within the city of Seattle. It is a primary commuter and student link to the University of Washington campus and University Village Shopping Center.

There is recurring peak period congestion and Husky Stadium event congestion.

Corridor Segment Characteristics

- This segment is a four-lane facility (both divided and undivided) with posted speeds of 30 mph and 35 mph in rolling terrain.
- SR 513 is designated a T-2 freight route between SR 520 and NE Pacific Street with 4,280,000 in annual tonnage and 2,000 daily trucks (3.5%) in 2017. Between NE Pacific Street and W.G. Magnuson Park this segment is designated T-3 with 2,030,000 in annual tonnage with 930 daily trucks (3.3%).
- Annual Average Daily Traffic (AADT) ranged from a low of 21,000 near 40th Ave NE to a high of 72,000 over the Montlake Bridge -Lake Washington Canal Bridge in 2017.
- SR 513 is a Planned Frequent Transit Service Network.

Contributing Factors

- High traffic volumes and signals reduce mainline capacity.

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.

Demand Management

- Evaluate converting at-grade parking lots into parking garages.
- Implement a new bicycle trail on the corridor to encourage mode shift.
- Increase frequency of transit to reduce single occupancy vehicle trips.

Further Study

- Study High Occupancy Vehicle lanes in order to reduce single occupancy vehicle trips.
- Participate in Puget Sound Regional Council's regional planning processes to determine potential strategies to improve efficiency on the corridor.

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.

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