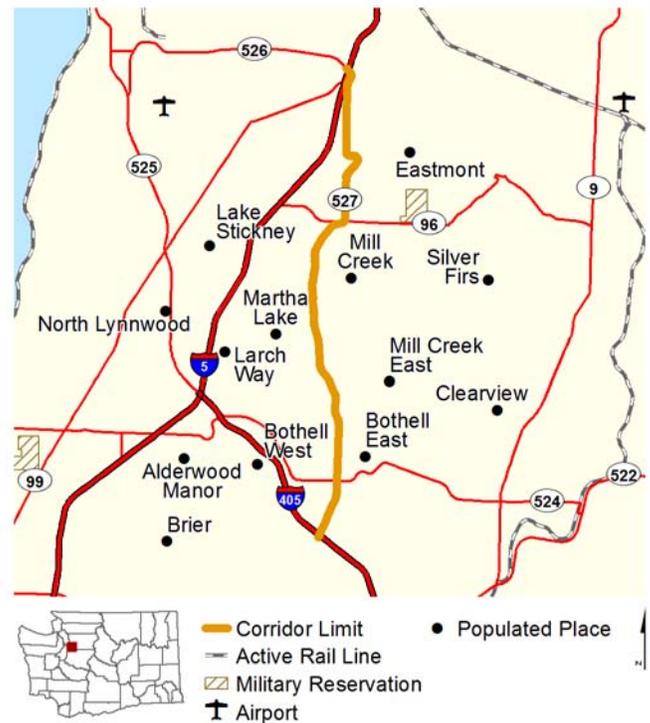


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 527: I-405 Jct to I-5 Jct

This nine-mile, north-south corridor is located within Snohomish County and is known as the Bothell Everett Highway as it runs between the Interstate 405 interchange in Bothell and I-5 in Everett. The corridor runs the entire length of State Route 527 and passes through Mill Creek and unincorporated Snohomish County. The corridor is suburban in character with moderately dense development throughout. The primary land use on the corridor consists of residential developments, varying between single- and multi- family homes. There are commercial and some light industrial areas clustered throughout the corridor including box stores, manufacturing businesses, and government offices. Several schools are also located near the corridor. The corridor parallels North Creek, I-5, SR 525, SR 99, and SR 9, and passes along Silver Lake. The route passes through rolling terrain and vegetation such as a mix of conifer and deciduous trees on both sides of the roadway and in the medians. Within residential areas, vegetation is primarily landscaping.



Current Function

SR 527 functions as a connector route between the cities of Bothell, Everett, and Mill Creek and unincorporated Snohomish County. This corridor runs parallel to, intersects with, and acts as an alternate route for I-5. It also intersects with state highways I-405, SR 524, SR 96, and becomes SR 526 at the intersection of I-5. The corridor helps connects I-5 to Boeing, Paine Field, and the Mukilteo Ferry. The corridor accesses a number of residential developments, as well as commercial and light industrial areas including the Bothell Canyon Park Regional Growth Center. Community Transit provides service along the entire corridor and five park and rides are easily accessible. Sidewalks and bicycle lanes are present, except on the north end of the corridor.

Future Function

Future Sound Transit plans include a new Bus Rapid Transit with additional stations and parking along this corridor.

Highlights and Performance

This segment of SR 527 is a four-lane, signalized highway that includes a center turn lane for most of the corridor. The highway expands to six lanes near the I-405 junction. The corridor occasionally includes left and right turn pockets as well as bike lanes. The annual average daily traffic on this corridor is highest at the I-405 junction and lowest at the junction of SR 96.

What's working well?

- Approximately 96% of surveyed pavements on the corridor are in fair or better condition.
- Fixed-route transit is available along the entire corridor.
- There are no habitat connectivity or chronic environmental deficiency sites on the corridor.

What needs to change?

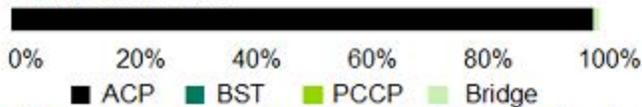
- Roughly 97% of the corridor experiences congestion on a regular basis.
- There are fish passage barriers present on the corridor.
- There are no bicyclist facilities on the northern half of the corridor.
- The corridor has a medium climate change vulnerability rating.

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

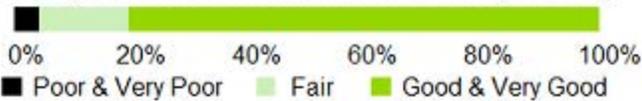
| | | |
|--------------|--------|---|
| High | Low | |
| 53,839 | 21,803 | Annual Average Daily Traffic (AADT) |
| 3.6% | 2.6% | Bus/Truck Percent |
| 38.31 | | Number of Lane Miles |
| 24 | | # of Signalized/Stop Controlled Intersections |
| \$51,146,000 | | Corridor Investments (2005-2016) |

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

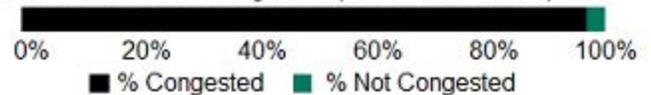


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

| | Protect | Restore/ Enhance/ Assess |
|------------------------------------|--|-------------------------------------|
| Fish Barriers | 80% Passable | 20% 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 | 36 BMPs | Retrofit Prioritization in progress |
| | 99.2 % of Corridor with high potential for increased Climate Impacts | |
| | 8 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. Themes included:

- A desire for a North Creek Trail connection to the Interurban Trail for pedestrians and bicyclists.
- A desire to upgrade interchange at I-405/SR 527 to reduce queuing.
- Interest expressed in adding a third northbound lane between 214th Street SE through SR 524 and third lane southbound between SR 524 (Filbert Road) to 220th Street SE.
- A desire for intersection control improvements at SR 524, 220th Street SE, and 228th Street SE in the city of Bothell to reduce congestion.
- A desire for intersection control improvements in the city of Mill Creek at Sr 527/164th Street (eastbound double left), SR 527/SR 96 (eastbound/westbound through lane), and SR 527/(Old) Seattle Hill Road 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> |
|-------------------|---|

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> |
|------------|---|

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> |
|-------------|---|

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 527 is primarily a north-south principle arterial providing connections to Bothell, Lynnwood, Mill Creek, and Everett, with additional connections to I-405 and I-5. The surrounding land uses are mostly suburban residential and commercial. This route is primarily utilized by commuter and freight traffic bypassing I-5 and I-405 in the morning and evening peak periods.

There is congestion during peak periods, particularly in the area between SR 524 and SR 96.

Corridor Segment Characteristics

- The segment is categorized as a T-1 freight route and carried a tonnage of 4,070,000 in 2015.
- The portion of the segment north of SR 96 is designated as a first mile-last mile connector route.
- The corridor is served by local and commuter transit routes.
- The corridor is used to bypass existing congestion on I-5 and I-405.

Contributing Factors

- Lack of local road networks forces additional trips onto the corridor.
- Population and employment have been increasing on the segment, adding to demand.



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

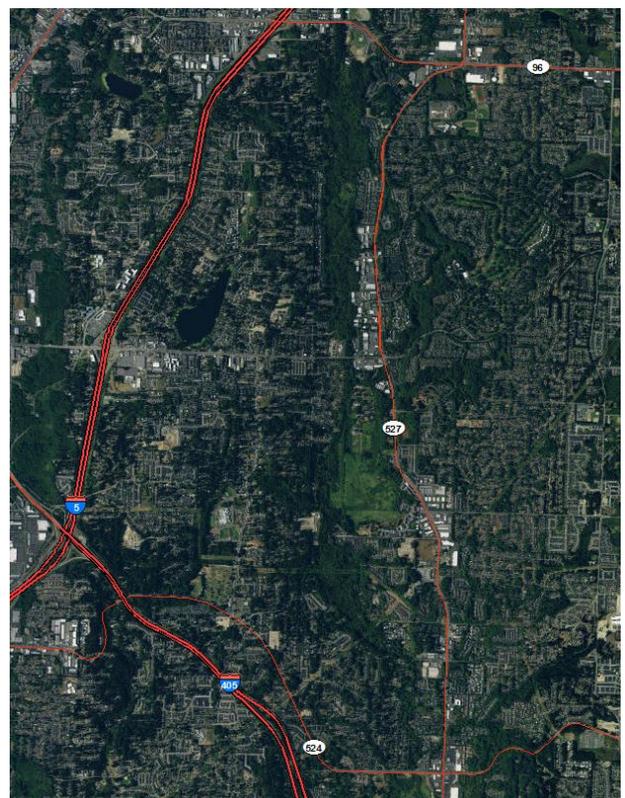
- Improve intersections to increase efficiency.
- Utilize Information Transportation Systems strategies to provide traveler information on roadway conditions to reduce delay.

Demand Management

- Encourage employers and residents to utilize Commute Trip Reduction programs to reduce single occupancy vehicle trips.

Further Study

- Participate in Puget Sound Regional Council's regional planning processes to determine potential strategies to manage congestion.
- Explore the possibility of working with local jurisdictions to improve local road network to provide adequate alternative routes.
- Study options to reduce congestion in Bothell between SR 522 and SR 524.



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.

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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 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.

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