

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 528: I-5 Jct to SR 9 Jct

This four-mile east-west corridor runs along the entire length of State Route 528 and is located between Interstate 5 and SR 9. It is known as 4th St in the downtown core and 64th St NE from downtown to SR 9. This corridor is located within the city of Marysville with primarily single-family residential, bookended by commercial developments near I-5, including Marysville Town Center, and SR 9. The character of the corridor is densely suburban with residential developments, parks, and government facilities. Lake Cassidy and Martha Lake are located at the eastern terminus and the Tulalip Reservation is at the western terminus. Near the interchange with I-5, the route crosses an at grade rail line and several tributaries of the Snohomish River. Vegetation along the route is primarily comprised of street trees, lawns, and landscaping. The corridor's terrain is rolling, with the exception of the area between the I-5 junction and the intersection with Columbia Avenue where it is level.



### Current Function

SR 528 is located entirely in the city of Marysville and serves as a connector to downtown. This route intersects with SR 529 providing connections to Lake Stevens and Everett. Commuters utilize this route to access employment destinations within Marysville and nearby cities. Other trip attractors located on the route include local schools, shopping centers, and recreational facilities, such as Ebey Waterfront Park, the Quil Ceda Creek Casino, and two local golf courses. Community Transit provides service throughout the route. There are three park and rides are easily accessible off the corridor, two of which are near I-5 while the third is located near mid-corridor. Sidewalks are intermittent along portions of the corridor. There are no designated bicycle lanes on the corridor, although shoulder use is permitted in the absence of 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 528 is a four-lane, undivided, signalized highway that occasionally includes a center or extended right turn lanes. The annual average daily traffic on this corridor is highest at the SR 529 junction and lowest at the SR 9 junction.

### What's working well?

- Fixed-route transit is available.
- There are sidewalks on the south side of the corridor for the majority of its length.
- There are various public transportation opportunities on the corridor which are working well.

### What needs to change?

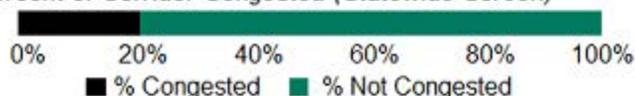
- Roughly 21% of the corridor experiences congestion on a regular basis.
- Approximately 23% of surveyed pavements on the corridor are in poor to very poor condition.
- There are no bicyclist or shared-use facilities on the corridor.
- There are missing links in the sidewalk system, particularly at the corridor's east end.

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

High	Low	
30,815	14,907	Annual Average Daily Traffic (AADT)
5.2%	4.2%	Bus/Truck Percent
12.88		Number of Lane Miles
8		# of Signalized/Stop Controlled Intersections
\$2,944,000		Corridor Investments (2005-2016)

### Mobility

Percent of Corridor Congested (Statewide Screen)

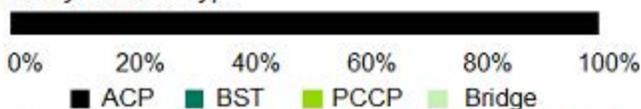


### Environment

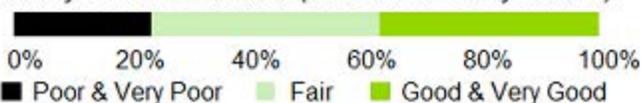
	Protect	Restore/ Enhance/ Assess
Fish Barriers	50% Passable	50% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	1 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
1	Wetland Mitigation Locations	
None	Historical Bridges	

### Preservation

#### Roadway Surface Type



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



#### Corridor Bridge Preservation Needs



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 at east end of corridor (between 83rd Ave NE and 87th Ave NE).
- A desire to study options under I-5 at the interchange to reduce congestion.
- A desire for alternatives at various locations 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 one Pavement action in the next six years encompassing 51% of the corridor.</i>

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#### Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 51% 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 528 is primarily an east-west minor arterial providing connections to Everett and Marysville with additional connections to I-5, SR 9, and SR 529. 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 is traffic signal congestion on the corridor due to high traffic volumes.

### Corridor Segment Characteristics

- The corridor is a designated freight corridor, providing east-west connections between I-5 and SR 9.
- The corridor is served by local transit routes provided by Community Transit.
- Sidewalks are present throughout the corridor, but bicycle facilities are absent.
- There has been significant population and employment growth in this part of the region, however, this growth has not resulted in significant traffic congestion on the corridor.

### Contributing Factors

- Lack of local road networks forces additional trips onto the corridor.
- Growth is expected to continue into the future and may contribute to additional traffic congestion. Traffic congestion should be monitored in the future to assess performance gaps on a continuous basis.

### Mobility Strategies:

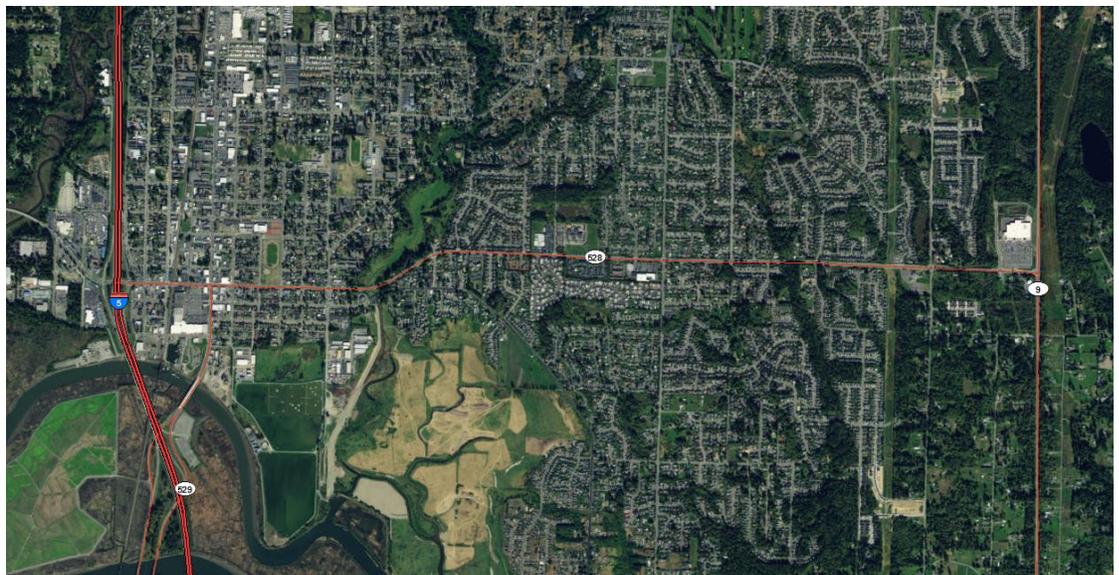
WSDOT compiled these strategies based on available information and existing plans. The agency will conduct engagement with its M3 teams to further develop strategies for the corridor.

#### Demand Management

- Encourage employers, like Boeing, and residents to utilize Commute Trip Reduction programs to reduce single occupancy vehicle trips.
- Provide additional bicycle infrastructure to enhance the multimodal transportation options near the commercial developments near I-5 and SR 9.

#### Further Study

- Participate in Puget Sound Regional Council's planning processes to determine potential strategies to improve corridor performance.
- Explore working with local jurisdictions to improve local road network to provide adequate alternative routes.
- Study intersection control at specific locations in order to improve efficiency.



## 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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