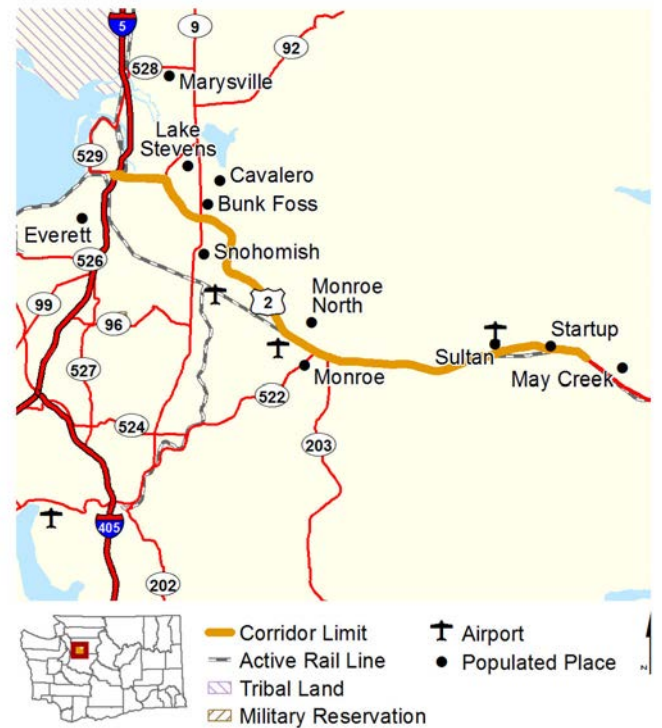


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

US 2: I-5 Jct (Everett) to Gold Bar

This 28-mile long east-west corridor is located in King and Snohomish counties between US Route 2/Interstate 5 junction and the city of Gold Bar. The corridor passes through the incorporated cities of Everett, Sultan, Monroe, Snohomish, and Gold Bar, as well as the unincorporated community of Startup. The corridor runs parallel with a BNSF railroad and the Snohomish, Skykomish, and Wallace rivers. The corridor is predominantly rural with land uses mainly comprised of agriculture in river valleys along most of its southern edge. Within the cities, the character of the corridor is urban or suburban. Land use in these communities is primarily residential and commercial. Major industrial areas are also near the corridor, these include Boeing's Paine Field site, a major employment center just southwest of Everett, and the XFINITY Arena, which hosts a variety of events throughout the year. The city of Monroe includes attractions such as the Evergreen State Fairgrounds and Evergreen Speedway. The segment of the corridor from Monroe to Gold Bar is less developed and runs adjacent to the Skykomish River and its tributaries.



Current Function

US 2 is an east-west highway running across the northern continental United States from Washington to Maine with year-round access across the Cascade Mountains in Washington. This corridor has many functions, but primarily functions as a freight route and a National Scenic Byway (Stevens Pass Greenway). The corridor is used as a "main street" by commuters to reach employment centers, recreationalists to reach public lands, and travelers needing an alternate route when I-90 is closed due to incidents such as avalanche control or crashes. The corridor attracts tourism traffic heading to Stevens Pass Greenway. This corridor intersects with I-5, State Route 204, SR 9, SR 522, and SR 203. Pedestrian and bicycle traffic is presently intermittent, particularly in cities where there are sidewalks. Three park and ride facilities are located along this corridor and Community Transit provides bus service along the entire corridor length.

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 section of US 2 is mainly a two-lane undivided highway. Two sections, near Everett and Monroe, expand to a four-lane facility. The highway includes a hard shoulder for peak traffic between SR 204 and Everett and turn lanes at major at-grade intersections. The route is largely unsignalized, except for in urban areas. The annual average daily traffic on this corridor is highest just east of the I-5 interchange and lowest just to the west of I-5 where US 2 merges onto local streets in Everett.

What's working well?

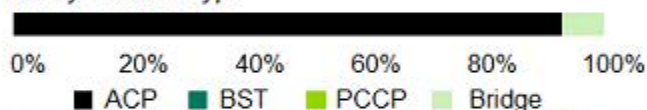
- Roughly 88% of surveyed pavement on the corridor is in fair or better condition.
- Fixed route transit services are available throughout the corridor.
- Several multimodal opportunities for passenger traffic are available on the corridor.

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

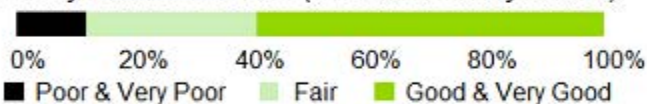
High	Low	
78,176	6,633	Annual Average Daily Traffic (AADT)
7.3%	2.8%	Bus/Truck Percent
72.65		Number of Lane Miles
11		# of Signalized/Stop Controlled Intersections
\$124,685,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs

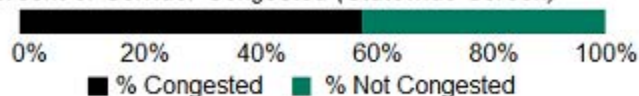


What needs to change?

- Approximately 59% of the corridor experiences congestion on a regular basis.
- Mobility is very limited for pedestrians and bicyclists; the only shared-use facilities are in Snohomish.
- The route has a medium climate change vulnerability rating due to intermittent flooding/scouring issues.

Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	46.2% Passable	53.8% to Do
Noise Walls	100% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	6 High Priority Miles
Stormwater Treatment	41 BMPs	Retrofit Prioritization in progress
	63.3 % of Corridor with high potential for increased Climate Impacts	
	6 Wetland Mitigation Locations	
	2 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 strong interest in adding a lane to the section through Monroe and Sultan and improving intersections as identified communities' comprehensive plans.
- An emphasis on the importance of transit near Everett and a desire to expand the corridor's trip reduction options in the part of the corridor east of Monroe.
- Partners would like to implement more active traffic management strategies on the portion of the corridor between the I-5 junction and Lake Stevens.
- A desire for improvements made to the mobility of tourist traffic attending events at the Evergreen State Fairgrounds.
- Partners would like to make improvements to the existing pedestrian/biking facilities on the corridor.
- A desire for Intelligent Transportation Systems between I-5 and SR 204, SR 204 and SR 9, and Monroe and Sultan.
- A desire for a new park and ride east of Monroe.

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 snow and ice control, clean stormwater, and pavement repair.</i>
Pavement	<i>WSDOT has identified seven Pavement actions in the next six years encompassing 76% of the corridor.</i>
Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years at a single location on this corridor.</i>

Safety

Investment	<i>WSDOT has identified four Safety Investment actions in the next six years encompassing 100% 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 US 2 serves as a major thoroughfare that runs along a trestle structure and connects the city of Everett with the suburban communities of unincorporated Snohomish County to the east. It serves both local and regional through traffic.

The corridor experiences heavy traffic backups near the interchange with I-5. This congestion is expected to worsen as the population of Snohomish County grows and traffic volume on I-5 increases.

Corridor Segment Characteristics

- The average daily traffic on this corridor varies from a low of 24,000 vehicles near SR 9 to a high of 80,000+ vehicles near I-5 in 2016.
- This segment is classified as a T-2 and T-3 freight route with the average daily truck traffic ranging from 840 to 2,200 trucks in 2016.
- The speed limit on this segment ranges from 55-60 mph.
- Everett Station Transit Center is located southwest of the I-5 interchange and Community Transit provides several bus routes along this segment.

Contributing Factors

- Rapid population and employment growth in the local area has caused an influx of traffic on US 2.
- Lack of parallel routes and local network connections results in additional traffic on US 2.
- The Snohomish River, Ebey Slough, other tributary crossings, and nearby wetlands complicate transportation system improvements.
- Bicycle use of shoulders along US 2 is restricted near I-5 reducing active transportation options.



The US 2/I-5 Interchange experiences recurring 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

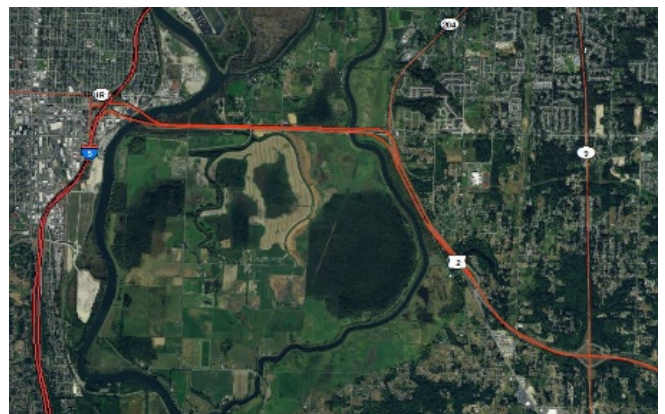
- Expand the use of Intelligent Transportation System improvements and Incident Response Teams to reduce delays.

Demand Management

- Increase support for existing Commute Trip Reduction programs at employer sites in Everett in order to reduce single occupant vehicle trips.

Further Study

- Research ways to increase ridership and provide travel time savings for transit and encourage mode shift.
- Work with local partners to develop alternatives to address issues with the US 2 trestle.
- Evaluate options for improving weaving and traffic flow at interchanges.
- Evaluate traffic flow throughout the corridor and identify potential issues to be addressed.
- Develop options for encouraging high occupancy vehicle trips on the corridor and consider ways to create a more interconnected HOV system with I-5 to improve mobility.
- Participate in Puget Sound Regional Council's regional planning processes to determine potential strategies to improve mobility.



This segment of the corridor spans between I-5 and SR 9 in Snohomish County

For more information

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

Nazmul Alam

WSDOT Management of Mobility Division

Corridor Planning Manager

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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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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