

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 524: SR 104 Jct (Edmonds) to SR 99 Jct*

This four-mile east-west corridor travels between the State Route 104 junction in Edmonds and the SR 99 junction in Lynnwood. Additionally, the corridor has a three-quarter mile spur in Edmonds, running between SR 524 and SR 104 at Pine Street. This corridor passes through downtown Edmonds, a commercial center in Lynnwood, and the neighborhoods of both cities. The area around the corridor ranges from densely urban to suburban in character. The primary land use along the corridor is residential. Additionally, there are large areas of concentrated commercial uses as well as multiple parks, schools, and churches. The corridor is relatively flat while traveling through Edmonds, and has a short climb near Maplewood Park. A small portion of this corridor is known as Main Street in Edmonds. Most of the corridor is perpendicular to Puget Sound, a BNSF Railway, and Interstate 5. Edmonds Community College, the Edmonds-Kingston Ferry Terminal, Port of Edmonds, and multiple urban recreation areas are located near the corridor. Vegetation along the corridor ranges from maintained urban landscaping including a mixture of trees and manicured lawns to forested park areas.



**Current Function**

SR 524 is located entirely within Snohomish County and serves as an arterial road for the cities of Edmonds, Lynnwood, Bothell, and Maltby. This corridor provides access to the Kitsap Peninsula via the Edmonds-Kingston Ferry and the Edmonds Rail Station. The corridor provides direct connections to SR 104 in Edmonds and SR 99 in Lynnwood, as well as I-5 and a commercial development. Commuters use the corridor to reach local employment centers or to access larger highway facilities en route to regional job centers. Freight traffic is present on the eastern end of the corridor however; the City of Edmonds prohibits truck traffic. Community Transit provides bus service to the corridor and to two park and ride lots, which are easily accessible along the route. Sidewalks are located on both sides of the corridor facilitating pedestrian use. There are no bike facilities, but bicycling is allowed.

**Future Function**

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to change.

## Highlights and Performance

For the western section of this corridor, within Edmonds, SR 524 is largely a two-lane, undivided, unsignalized highway (with the exception of the Main Street intersection) expanding to include a center turn lane at some locations. The corridor also includes a spur at its western end. East of the 76th Avenue W intersection in Lynnwood, the highway expands to four lanes and includes multiple signalized intersections. The annual average daily traffic on this corridor is highest at the SR 99 junction and lowest on the SR 524 spur.

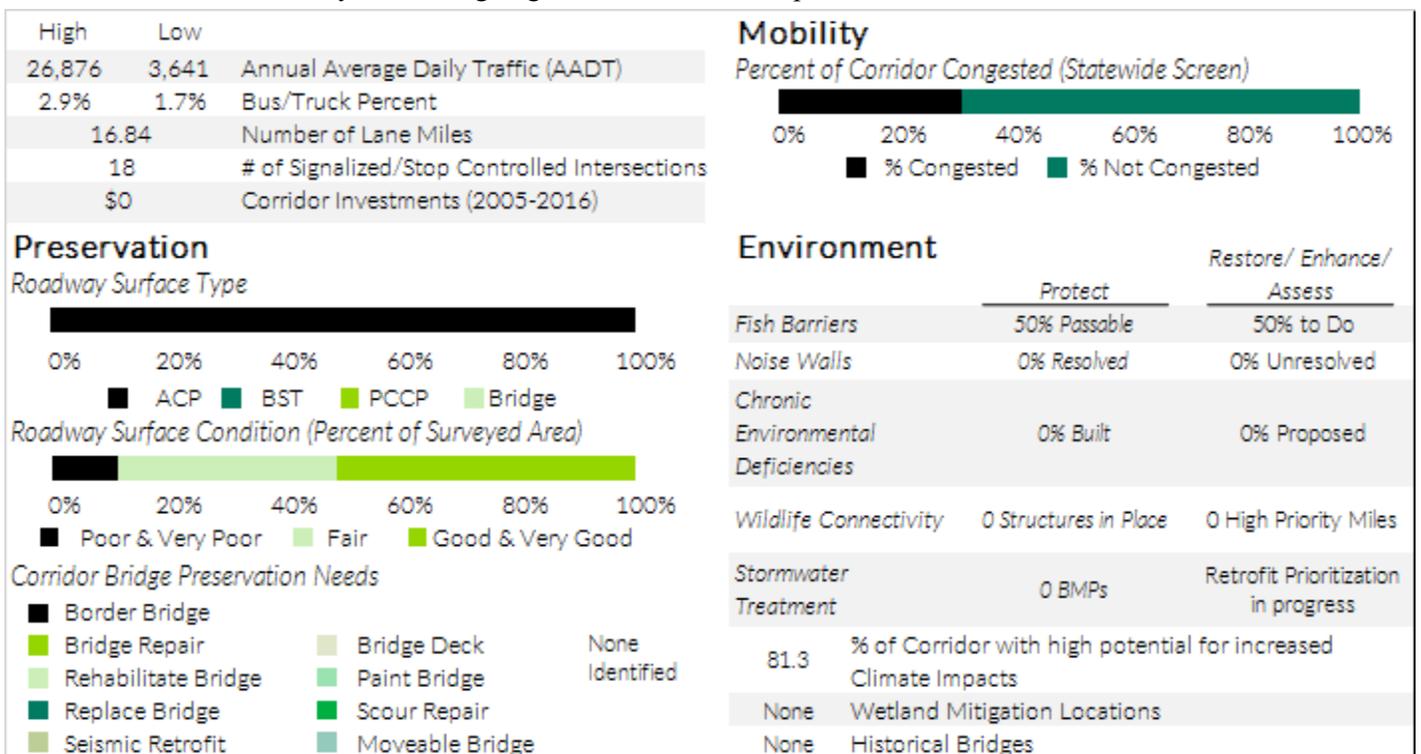
### What's working well?

- There are many multimodal opportunities for passenger and commuter traffic on the corridor.
- There are sidewalks available for pedestrian use throughout the whole corridor.
- There are no chronic environmental deficiency sites on the corridor.

### What needs to change?

- Roughly 32% of the corridor experiences congestion on a regular basis.
- About 11% of surveyed pavements are in poor to very poor condition.
- There are no bicyclist or shared-use facilities available on the corridor.
- There are fish passage barriers present on the corridor.
- The climate change vulnerability ranking is medium.

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



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:

- Partners would like to explore ways to shift freight traffic off the corridor onto adjacent corridors, including railroads.
- Concerns expressed over signal timing and intersection control at some locations.
- A desire to address the effects of train passage at the Main and Dayton Street railroad crossings Edmonds Ferry Terminal loading/unloading evolutions.
- Several partners would like to see improvements made to increase bicyclist mobility and accessibility of local shared-use facilities.

## 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 two Pavement actions in the next six years encompassing 84% of the corridor.</i>

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#### Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 84% 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 524 is primarily an east-west principle arterial providing connections to Edmonds and Lynnwood with additional connections to SR 99, SR 104, and the Edmonds Ferry Terminal. 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.

### Corridor Segment Characteristics

- The corridor is designated as a T-3 Freight route, however, the City of Edmonds Comprehensive Plan prohibits truck traffic from utilizing the corridor.
- This segment of the corridor is served by local transit routes provided by Community Transit.
- Sidewalks are present throughout the corridor, but bicyclist facilities are absent.
- There has been significant population and employment growth in this part of the region.

### Contributing Factors

- Lack of local road network connections forces additional trips onto the corridor.
- Conflicts between commuter traffic, ferry queue traffic, and rail contribute to 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

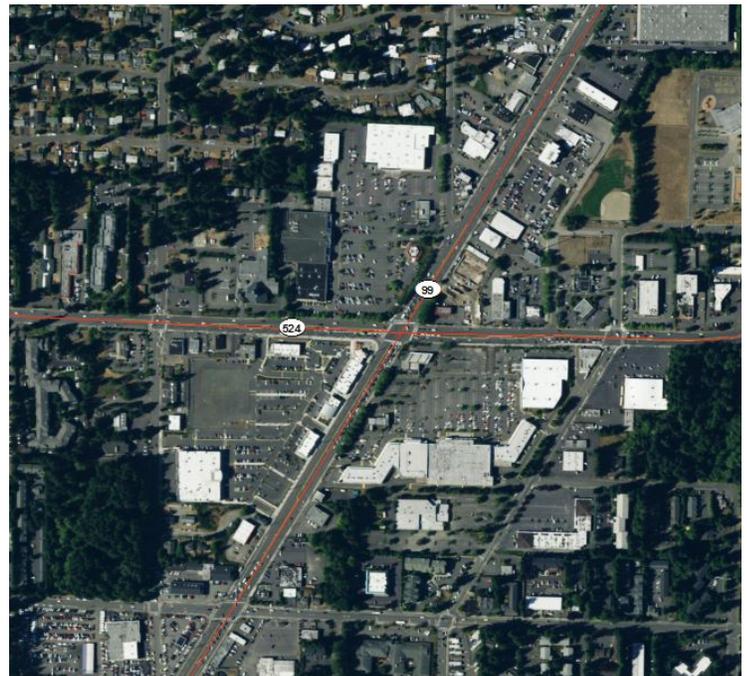
- Improve intersection operational capability of intersections and manage congestion during periods of high use near the SR 99 intersection.

### Demand Management

- Encourage employers to utilize Commute Trip Reduction programs.
- Provide additional bicyclist infrastructure to enhance the multimodal transportation options near the downtown Edmonds area.

### Further Study

- Additional strategies to improve mobility may be identified through the Puget Sound Regional Council's regional planning processes.
- Study the potential for working with local jurisdictions to improve local road network to provide adequate alternative routes.
- Coordinate with the City of Edmonds as they conduct their at-grade rail crossing alternatives analysis.



Traffic congestion is expected to worsen in the area near the SR 524/SR 99 interchange.

## 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.

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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