

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 522: I-5 Jct (Seattle) to I-405 Jct (Bothell)

This 10-mile long northeast-southwest corridor runs between the Interstate 5 junction in Seattle near Green Lake and the I-405 junction in Bothell. The corridor passes through the cities of Seattle, Lake Forest Park, Kenmore, and Bothell. The corridor is urban in character and land uses include residential housing, commercial businesses, and a small amount of industrial businesses within Kenmore. Housing varies greatly along the corridor, ranging from single family homes on large lots to multifamily residential units. Green Lake and the University of Washington – Seattle campus are located near the western terminus, and the city of Woodinville and the University of Washington – Bothell campus are located at the eastern terminus. The corridor follows the curve of Lake Washington from Kenmore. The entire route parallels the BNSF Railway and the eastern section of the corridor follows the Sammamish River. The Kenmore Air Harbor, a privately owned airport, is located within the city of Kenmore. Terrain along the corridor is rolling and vegetation consists of street trees.



### Current Function

State Route 522 serves the metropolitan area of Seattle, connecting Seattle to the northeastern suburbs of Kenmore, Bothell, Woodinville, and Monroe. The section of SR 522 that the corridor runs on primarily functions as a commuter corridor providing service to the surrounding residential and commercial areas. The corridor intersects with I-5, SR 523, SR 104, and I-405, enabling commuters to link to other destinations. The corridor provides freight connections to warehouses within the incorporated cities. The corridor also allows recreational users access to outdoor amenities such as the Burke-Gilman Trail and Sammamish River Trail, both of which are shared use facilities. King County Metro and Sound Transit Express bus routes and Dial-a-Ride provide service for the corridor. There are seven park and rides, which are easily accessible along the route. There are sidewalks present in Seattle, Lake Forest Park, Kenmore, and Bothell for pedestrian use.

### Future Function

Based on the projected population, land use, and economic trends, demand is expected to increase. Sound Transit is planning to add bus rapid transit as part of Sound Transit 3, approved by voters on November 8, 2016.

## Highlights and Performance

This portion of SR 522 is a four-lane, divided, signalized highway which usually includes a center turn lane. The corridor also has bus lanes on both sides through Seattle, Lake Forest Park, and Kenmore. The annual average daily traffic on this corridor is highest near the SR 104 junction in Lake Forest Park and lowest at the I-5 junction in Seattle.

### What's working well?

- Approximately 91% of surveyed pavements on the corridor are in fair or better condition.
- There are three fixed-route transit services available for passenger and commuter use on the corridor.
- There are five well-used park and ride lots on the corridor.
- There are no chronic environmental deficiency or habitat connectivity sites on the corridor.

### What needs to change?

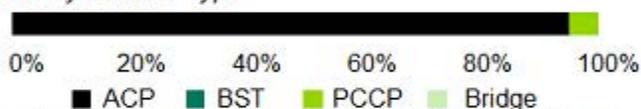
- Roughly 95% of the corridor experiences congestion on a regular basis.
- There are several missing links in the corridor's existing sidewalk system and shared-use trails.
- The corridor has a medium to high climate change vulnerability rating due to flooding and landslides.
- There are fish passage barriers present on the corridor.

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

High	Low	
48,495	17,759	Annual Average Daily Traffic (AADT)
5.7%	3.5%	Bus/Truck Percent
41.27		Number of Lane Miles
32		# of Signalized/Stop Controlled Intersections
\$79,132,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



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

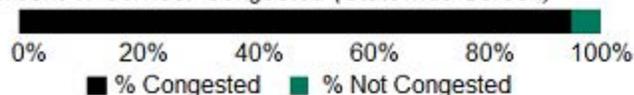


#### Corridor Bridge Preservation Needs



### Mobility

#### Percent of Corridor Congested (Statewide Screen)



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	50% Passable	50% to Do
Noise Walls	0% Built	100% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	2 BMPs	Retrofit Prioritization in progress
100.0	% of Corridor with high potential for increased Climate Impacts	
1	Wetland Mitigation Locations	
1	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 desire for increased pedestrian accessibility to the corridor's many public parks, including Lakepointe and Kenmore Park in Kenmore, and the Bothell Landing Park in Bothell.
- Concerns about multimodal congestion at the corridor's intersections with Kenmore's local streets, including 61st Avenue NE, Juanita Drive NE/68th Avenue NE, and 80th Avenue NE.
- Partners would like to see capacity and mobility improvements made for the corridor's fixed-route transit services.
- Concern about the impact of the planned SR 520 Lake Washington Bridge tolling increase on mobility within Kenmore's local street system.

## 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 sweeping and cleaning, catch basins, and snow and ice control.</i>
Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 43% of the corridor.</i>

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#### **Safety**

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 34% 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 portion of SR 522 is a principle arterial traveling north-south through the city of Seattle before becoming an east-west route on the northern end of Lake Washington connecting Seattle with Lake Forest Park, Kenmore, and Bothell. The surrounding land uses vary between urban, suburban residential, and commercial. This route supports a large amount of commuter traffic in the morning and evening, as well as commercial users and freight traffic.

There has been an increase in congestion along the length of the corridor with a bottleneck occurring at the SR 522/I-5 interchange.

### Corridor Segment Characteristics

- The Average Daily Traffic on the segment was 52,055 vehicles near the SR 522/I-405 interchange in 2016.
- The segment is classified as a T-2 freight route with an annual tonnage over 3,820,000 in 2015.
- Corridor currently features all day, high frequency transit and has planned bus rapid transit expansion through the Sound Transit 3 funding package.
- Congestion is expected to worsen as population and employment continue to increase along the segment.

### Contributing Factors

- Lack of non-motorized facilities at interchanges make crossing the highway difficult for these users.
- Lack of local network connectivity at the northern portion of the corridor forces additional traffic onto the corridor.
- Bottleneck at the SR 522/I-5 interchange creates delays and congestion on the corridor.

### 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.

### Operational Improvements

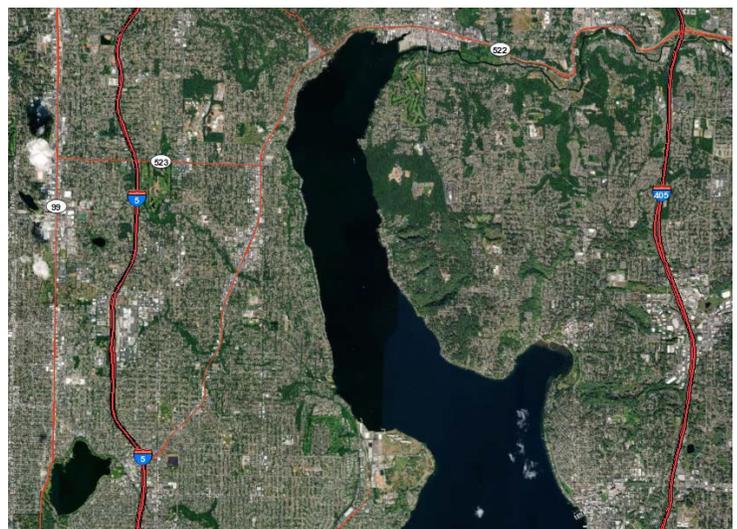
- Improve intersections to better the operational capability of intersections and manage congestion during periods of high use.
- Utilize Information Transportation Systems strategies to provide traveler information on roadway conditions to reduce delay.

### Demand Management

- Explore adding transit and HOV priority improvements, including queue jumps and HOV lanes, to reduce single occupant vehicle use.

### Further Study

- Additional strategies to improve mobility may be determined through the Puget Sound Regional Council's regional planning processes.
- Work with local jurisdictions to improve local road network to provide adequate alternative routes, particularly in the northern portion of the corridor.
- Develop options to increase throughput during periods of peak use along 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.

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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