

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 9: SR 522 Jct (Woodinville) to SR 530 Jct (Arlington)

This 30-mile long north-south corridor is located in Snohomish County between State Route 522 near Woodinville and SR 530 near Arlington. The corridor travels through the cities of Snohomish, Lake Stevens, and Arlington, and runs adjacent to the city limits of Woodinville and Marysville. The corridor is primarily suburban and rural in character with many single-family homes, agricultural areas, and some commercial land uses located along its length. Density along the corridor increases as it passes through the cities and the character is urban. There are industrial land uses present along the corridor including the Bightwater Treatment Plant at the southern end. General aviation airports on the corridor include the Arlington Municipal Airport, located within Arlington and Harvey Field, located south of Snohomish. Adjacent vegetation includes agricultural fields, brush, mixed conifer/hardwoods, and landscaping. The corridor also crosses over or travels near major bodies of water including Lake Stevens and the Snohomish and Stillaguamish rivers.



Current Function

SR 9 is a rural connector route in Snohomish, Skagit, and Whatcom counties, and functions as a north-south commuter route for the local communities in Snohomish and King counties. This corridor is also known as the Eastside Rail Corridor and primarily serves local commuter, regional recreational, and freight-related traffic. The corridor connects with SR 524, SR 92, SR 530, and US Route 2. Major traffic generators for the corridor include employment and commercial centers in central Puget Sound. This corridor roughly parallels Interstate 5 and functions as an alternative route. Community Transit provides bus service on specific sections of the corridor. Lake Stevens Transit Center and Smokey Point Transit Center are located on the corridor. The corridor is adjacent to the Snohomish County Centennial Trail and crosses this trail with a grade separated crossing near Getchell and Arlington. The Port of Seattle owns the railroad located east of the corridor between Woodinville and Snohomish.

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

Within the Woodinville and Lake Stevens city limits, this segment of SR 9 is a four-lane, divided, signalized highway, sometimes including a center turn lane. The rest of the corridor is an undivided two- or three-lane highway. The annual average daily traffic on this corridor is highest near the Lundeen Parkway intersection in Lake Stevens and lowest near the 204th Street NE intersection in Arlington.

What's working well?

- Approximately 99% of surveyed pavements on the corridor are in fair or better condition.
- Community Transit operates fixed-route transit service on the corridor and connects to Sound Transit fixed route service at Woodinville.
- There are two major intermodal passenger facilities available on the corridor.

What needs to change?

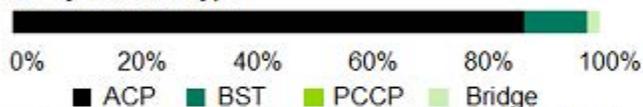
- Roughly 92% of the corridor experiences congestion on a regular basis.
- The corridor has a medium climate change vulnerability rating.
- There are six bridge preservation needs on the corridor, including four seismic retrofits.
- There are multiple fish passage barriers on the corridor.

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

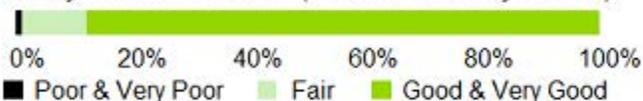
High	Low	
34,676	10,968	Annual Average Daily Traffic (AADT)
9.5%	5.3%	Bus/Truck Percent
75.36		Number of Lane Miles
26		# of Signalized/Stop Controlled Intersections
\$239,160,000		Corridor Investments (2005-2016)

Preservation

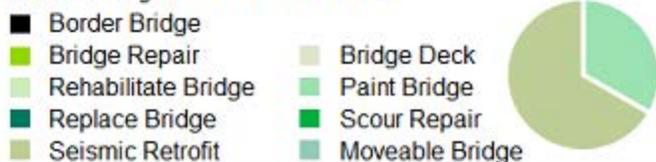
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

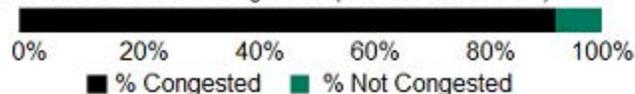


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	40% Passable	60% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	2 High Priority Miles
Stormwater Treatment	60 BMPs	Retrofit Prioritization in progress
18.8	% of Corridor with high potential for increased Climate Impacts	
10	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. Key themes included:

- Desire to maintain or increase the “forested character” of the corridor in several partner cities.
- Partners would like to keep a limited number of access points on the corridor, and are focused on finding ways to encourage local traffic to remain on local streets.
- A desire to see mobility improvements made to multiple intersections including Bunk Foss, 24th St SE, 30th St, Market Place, and Sunnyside School Rd.
- Concerns about congestion on the corridor in Arlington, Lake Stevens, Marysville, and Snohomish.
- One partner would like to see increased pedestrian and bicyclist mobility on the corridor, including improved mobility for traffic crossing the corridor.
- A desire for full arterial Intelligent Transportation Systems between SR 522 and SR 528.
- Interest in widening between SR 522 and SR 92.

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 two Pavement actions in the next six years encompassing 17% of the corridor.</i>
Structures	<i>WSDOT has identified two Structures actions in the next six years at specific locations within this corridor.</i>

Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years at a single location on this 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 9 runs through the cities of Snohomish and Lake Stevens and various unincorporated areas. It was once a rural roadway for local traffic but now serves as an important transportation corridor for commuters and commercial vehicles.

Congestion occurs on this predominantly two-lane highway segment during peak commute times. Traffic volumes are expected to increase due to future population and employment growth in Snohomish County.

Corridor Segment Characteristics

- Serves as an alternate north-south route to I-5.
- Four state routes (US 2, SR 92, SR 96, and SR 204) feed traffic into this segment.
- The average daily traffic on this segment ranged from 19,000 vehicles to 34,000 vehicles near SR 204 in 2016. Trucks accounted for 1,700 of the vehicles on the segment.
- The segment is classified as a T-2 freight route.
- Speed limit on this segment is 40 to 55 mph.
- Community Transit has identified SR 9 as a future Transit Emphasis Corridor.
- Adequate paved shoulders are available for pedestrian and bicyclist use except at certain bridge crossings.

Contributing Factors

- There are high levels of truck traffic during peak periods, contributing to congestion.
- Development in Snohomish County results in high traffic volumes on the corridor and congestion.
- Lack of continuous alternate local routes due to geographical constraints.

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

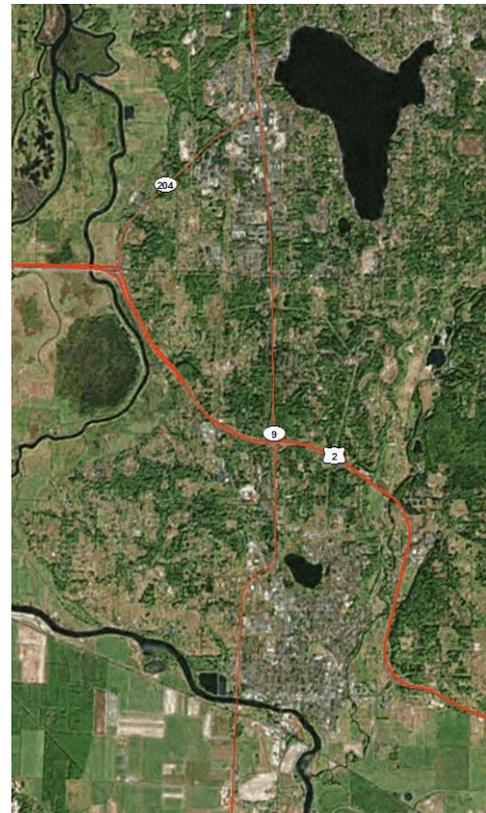
- Interconnect traffic signals and install traffic cameras to manage the flow of traffic.

Demand Management

- Increase express and local feeder bus service to encourage transit use and reduce single occupancy vehicle trips.
- Expand park and ride locations in the cities of Snohomish and Lake Stevens to encourage public transportation use.
- Include pedestrian and bicycle facilities in future roadway intersection projects to increase active transportation use.

Further Study

- Develop options for improving traffic flow and non-motorized mobility at bridge crossings.
- Create alternatives for reducing queuing and improving traffic flow at major intersections.
- Additional strategies may be identified in the Puget Sound Regional Council Transportation 2040 update process.



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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