

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 520: I-405 Jct (Bellevue) to SR 202 Jct (Redmond Way)*

This six-mile east-west corridor is located in King County between Lake Sammamish and Lake Washington. The corridor travels between the Interstate 405 junction in Bellevue and State Route 202 junction in Redmond. Between the two cities, the corridor passes through the neighborhood of Overlake which is home to the Microsoft Campus. At the northern end of the corridor is Marymoor Park. The character of this corridor is a mix of urban and suburban with heavy commercial land uses, especially within the downtown areas of Bellevue and Redmond. Residential land uses are located along the north and central portion of the corridor while commercial box stores and light industrial land uses are located along the southern portion. Vegetation includes narrow strips of conifer and deciduous trees.



**Current Function**

SR 520 connects Seattle and the communities on the east side of Lake Washington. The corridor provides connections to many retailers, restaurants, and schools. Microsoft Corporate Headquarters and Nintendo of America are major employment centers and major traffic generators along the corridor. The corridor is a regionally significant commuter freight route moving goods between the light industrial areas, two cities, and beyond. To a lesser extent, the corridor functions as a recreational corridor bringing people to the nearby lakes, parks, and providing a link to the Cascades. Bicyclists are not permitted along the corridor from I-405 to 148th Avenue. There is a dedicated trail running parallel to the corridor is available. Sound Transit provides service on the corridor and a park and ride facility is located along this route.

**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 section of SR 520 is primarily a five-lane, divided, unsignalized highway with three westbound lanes. The corridor sometimes narrows to four lanes and often includes acceleration and deceleration lanes. There is a High Occupancy Vehicle lane on the corridor's eastbound side, and from the NE 40th Street to the 124th Avenue NE interchanges on the westbound side. The annual average daily traffic on this corridor is highest at the I-405 junction in Bellevue and lowest at the SR 202 junction in Redmond.

### What's working well?

- Over 99% of surveyed pavements on the corridor are in fair or better condition.
- There are several opportunities for passenger and commuter traffic on the corridor.
- Noise walls have been installed and are operational along portions of the corridor.
- The corridor has a low climate change vulnerability rating.

### What needs to change?

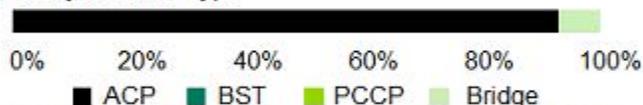
- Approximately 92% of the corridor experiences congestion on a regular basis.
- Three bridges on the corridor require seismic retrofits.
- There are multiple fish passage barriers on the corridor.

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

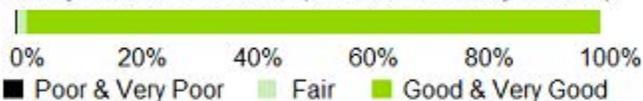
High	Low	
108,530	37,249	Annual Average Daily Traffic (AADT)
4.1%	4.1%	Bus/Truck Percent
35.2		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$704,942,000		Corridor Investments (2005-2016)

### Preservation

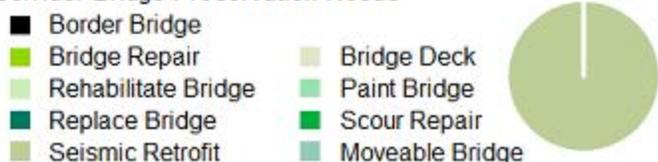
#### Roadway Surface Type



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

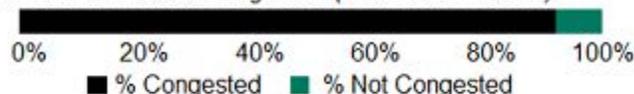


#### Corridor Bridge Preservation Needs



### Mobility

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



### Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	50% Passable	50% to Do
Noise Walls	100% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	20 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
4	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:

- A desire to undertake an in-depth study of the SR 520/SR 202 interchange in order to find ways to manage the corridor's congestion issues.
- Emphasis on the importance of supporting a current project for the installation of light rail on the corridor as a means of increasing passenger/commuter opportunities.
- Interest expressed for Intelligent Transportation Systems between I-405 and SR 202.

## 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

#### 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>

---

#### Mobility

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</i>
------------	---

---

#### 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>
Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years at a single location on this corridor.</i>

---

#### 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>
----------	---

---

This segment of SR 520 between I-405 and SR 202 is a major commuting corridor and provides access to the community of Overlake, the Overlake Fashion Plaza shopping mall, the Overlake Transit Center, and the Microsoft Corporate Headquarters and Visitor Center.

This segment of the corridor experiences up to 14 hours of congestion per day on weekdays and up to seven hours of congestion per day on weekends.

### Corridor Segment Characteristics

- SR 520 is typically an urban six-lane freeway with outside HOV lanes.
- The annual average daily traffic on this segment ranges from a low of 40,000 vehicles near SR 202 to a high of 105,000 vehicles near I-405 in 2017.
- This segment is designated as a freight route with 10,370,000 in annual tonnage and 3,200 daily trucks in 2017.
- The posted speed is 60 mph in level and rolling terrain.

### Contributing Factors

- Traffic demand exceeds capacity during heavy commuter and freight use particularly near interchanges, resulting in delay.

### 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

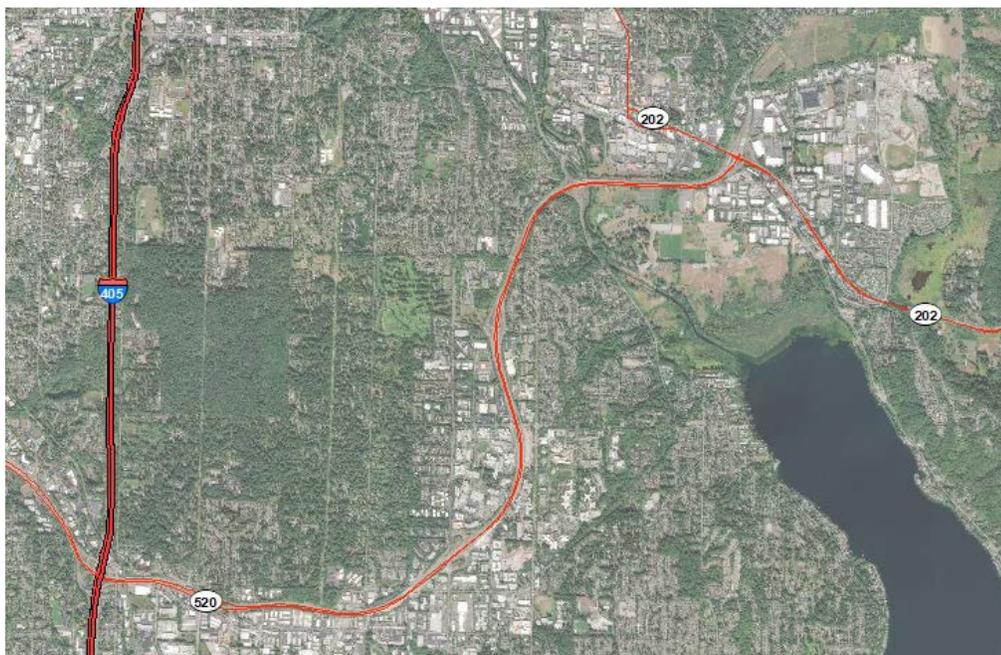
- Ramp metering and freight-friendly right turns to improve operational capability of intersections.
- Intersection improvements to manage congestion during periods of high use.
- Provide traveler information on roadway conditions to reduce delay.

### Demand Management

- Increase transit service paired with highway improvements to provide travel time savings and reliability, and increase ridership.
- Improve modal access, options, and connectivity to reduce single occupant vehicle trips.

### Further Study

- Consider additional transit options to provide alternatives for commuters and encourage mode shifts along the corridor.
- Additional strategies to manage congestion may be determined through the Puget Sound Regional Council's regional planning processes.



## 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.

#### **Americans with Disabilities Act (ADA) Information**

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.

#### **Title VI Statement to Public**

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

#### **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](mailto: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.

#### **Notificación de Título VI al Público**

Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Titulo VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Titulo VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con le Coordinador de Titulo VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.