

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 of the corridors and presents the current results of the process, including feedback from partners for the following corridor:

SR 523: SR 99 Jct to SR 522 Jct (Lake City Way)

This two-mile long east-west corridor runs along State Route 523 (NE 145th Street) between SR 99 and SR 522, located in King County. The corridor runs through the neighborhoods of Foy, Evergreen, Kenwood, and Briercrest. To the north of the corridor is the city of Shoreline, to the east is Lake Washington, to the south is the city of Seattle, and to the west is Puget Sound. Lakeside School, Jackson Park Golf Course, and Paramount Park are located on the eastern portion of the corridor. The character of the corridor is urban, and the land use is primarily residential with the area surrounding the corridor laid out in a uniform grid pattern of houses. At both end points, paralleling the corridor on the intersecting state routes, are commercial retailers and restaurants. On the eastern side of the corridor, a small commercial center is present between Interstate 5 and SR 522. The topography of the corridor is primarily flat with manicured landscaping.



Current Function

SR 523 is a short state highway located within the city limits of Seattle and Shoreline in King County. SR 523 is an urban commuter route for the residential neighborhoods in Shoreline and Seattle as well as a freight route. It is a Highway of Regional Significance and is part of the National Highway System. This corridor connects SR 522 and SR 99 to I-5, providing access from residences to employment centers, schools, and recreational areas as well as to other destinations beyond the three highways. King County Metro provides service on the corridor and there are three park and rides lots located off the route. Sidewalks are available along both sides of the corridor for pedestrian use; bicyclists are also permitted to use sidewalks due to the corridor's narrow shoulders.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to change. Bus rapid transit (BRT) is proposed along this corridor as part of Sound Transit (ST3). There is also a Connecting Washington project to improve pedestrian and bicycle mobility.

Highlights and Performance

SR 523 is a four-lane, undivided, signalized highway that expands to include a center turn lane several times in the corridor's western half. The annual average daily traffic on this corridor is highest at the SR 99 junction in Seattle and lowest at the SR 522 junction in Seattle.

What's working well?

- There are several fixed-transit services providing passenger mobility on the corridor.
- There are sidewalks available throughout the corridor for pedestrian and bicyclist traffic.
- The three park and ride lots on the corridor are extremely well-utilized.
- The corridor has no sites which currently require noise walls.

What needs to change?

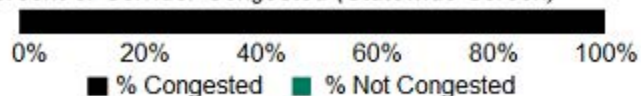
- The corridor experiences congestion on a regular basis.
- Roughly 11% of surveyed pavements in the corridor are in poor to very poor condition.
- The utility poles in the sidewalks on the westbound side of the corridor impede pedestrian mobility.
- There is a fish passage barrier present on the corridor at the Little Creek crossing.

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

High	Low	
28,392	24,084	Annual Average Daily Traffic (AADT)
3.6%	3.6%	Bus/Truck Percent
9.75		Number of Lane Miles
10		# of Signalized/Stop Controlled Intersections
\$0		Corridor Investments (2005-2016)

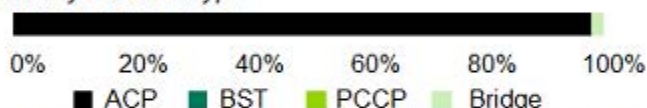
Mobility

Percent of Corridor Congested (Statewide Screen)

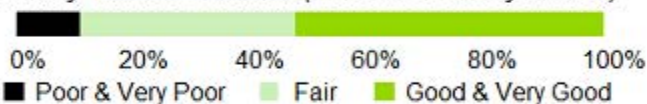


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	None	100% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	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:

- Interest in diverting more traffic to I-5 in order to reduce cut-through traffic on north-south city streets.
- A strong desire to improve pedestrian and bicyclist mobility within the corridor.
- Interest in increasing the usage and frequency of current fixed-route transit in order to decrease congestion.
- Concerns about maintaining and improving the mobility of freight in the corridor.

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>
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Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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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>
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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>
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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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SR 523 is a principle arterial traveling east-west through the city of Seattle to the south and the city of Shoreline to the north. The corridor terminates at the intersection with SR 522 in the city of Lake Forest Park. 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.

The segment experiences peak period congestion and bottlenecks occur at the I-5 interchange and the intersections with SR 99 and SR 522.

Corridor Segment Characteristics

- The Average Daily Traffic on this segment ranged from 24,000 and 32,000 in 2015.
- The segment was classified as a T-2 freight route in 2015 with annual tonnage over 2,630,000.
- The corridor currently features all day, high frequency local transit, as well as less frequent commuter routes connecting to downtown Seattle.
- The City of Shoreline and WSDOT conducted a multimodal corridor improvements study in preparation for the ST3 light rail station adjacent to the corridor near I-5.

Contributing Factors

- Insufficient width of sidewalks and lack of bicycle infrastructures deters non-motorized transportation modes and multimodal connectivity.
- Bottleneck at I-5 interchange creates delays and congestion on the corridor, primarily during peak periods.
- Congestion is expected to worsen as population and employment continue to increase.

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 intersections to increase 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 and improve traffic flow.

Further Study

- Explore adding transit and HOV priority improvements to reduce single occupant vehicle use to encourage mode shift.
- Participate in Puget Sound Regional Council's regional planning processes to determine potential strategies to improve corridor performance.
- Work with local jurisdictions to improve the local road network to provide adequate alternative routes, particularly in the northern portion of the corridor to manage congestion.



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.

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