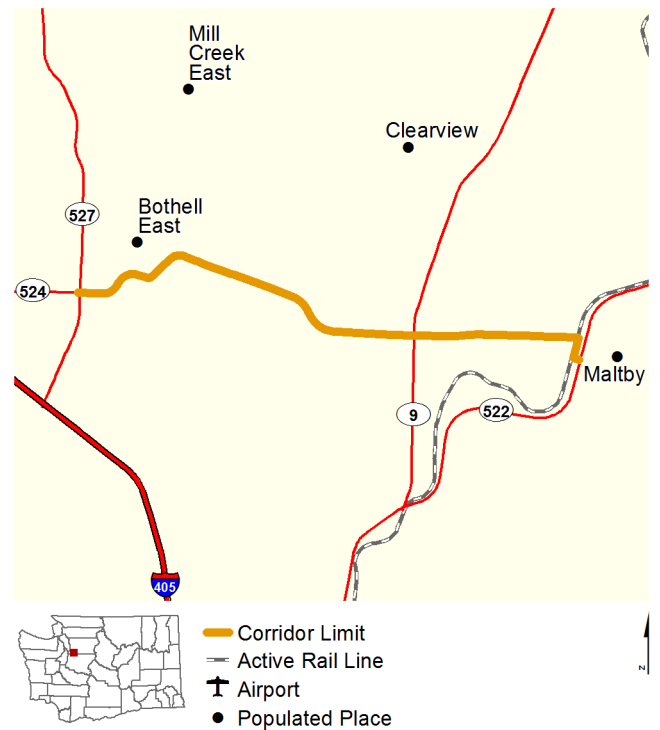


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

*SR 524: SR 527 Jct to SR 522 Jct (Paradise Lake Rd)*

This five-mile long east-west section of State Route 524 is located northeast of Lake Washington in Snohomish County. The corridor runs between the SR 527 junction at Thrashers Corner in Bothell and the SR 522 junction in Maltby. South of the corridor is the city center of Bothell; to the north are parts of unincorporated Snohomish County; and to the west is Alderwood Mall. Northeast of the corridor is the Snohomish River and Monroe, and southeast of the corridor is the Paradise Valley Conservation Area. The west half of the corridor is suburban in character, while the eastern half is rural with pockets of development. Land use on the corridor consists of clusters of residential housing. Turner Corner near the middle of the corridor also has a pocket of commercial development. At the east end of the corridor there are industrial uses near Maltby. Terrain is rolling. Vegetation along the corridor is comprised of conifer trees, patches of deciduous trees, and manicured grasses.



**Current Function**

SR 524 is an east-west state highway located entirely within Snohomish County serving the cities of Edmonds, Lynnwood, Bothell, and Maltby. The segment of SR 524 that the corridor runs along provides direct connections to north-south state routes including SR 527, SR 9, and SR 522. Commuters primarily use the corridor. This corridor is within a 30-minute drive of several Sounder and Amtrak stations. In Maltby, freight traffic at the SR 524 and SR 522 junction utilize the corridor to access the surrounding industrial area. Dial-A-Ride Transit (DART) provides service along the corridor. Corridor shoulders are not adequate for pedestrian and bicyclist use.

**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

This section of SR 524 is a signalized, undivided highway that varies between two and four lanes. The corridor occasionally expands to include a center and right turn lane, particularly at signalized intersections. The annual average daily traffic on this corridor is highest at the SR 527 junction and lowest near the SR 9 junction.

### What's working well?

- Roughly 6% of the corridor experiences congestion on a regular basis.
- The corridor has no chronic environmental deficiency sites.
- There are no habitat connectivity sites on the corridor.

### What needs to change?

- Approximately 15% of surveyed pavements on the corridor are in poor to very poor condition.
- There are no regular fixed-route transit services or bicycle facilities on the corridor.
- There are multiple fish passage barriers present on the corridor.
- The climate change vulnerability rating is medium.
- There are unstable soils and wetlands between SR 527 and 39th Ave SE per the Bothell comprehensive plan.

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

High	Low	
17,947	7,570	Annual Average Daily Traffic (AADT)
6.5%	2.6%	Bus/Truck Percent
14.1		Number of Lane Miles
7		# of Signalized/Stop Controlled Intersections
\$2,609,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



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

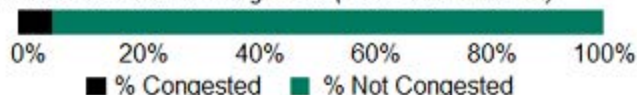


#### Corridor Bridge Preservation Needs



### Mobility

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



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	42.9% Passable	57.1% 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	3 BMPs	Retrofit Prioritization in progress
98.8	% of Corridor with high potential for increased Climate Impacts	
6	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:

- Concerns about the mobility of northbound traffic at the SR 527 intersection.
- A desire to explore improvements that will increase pedestrian and bicyclist mobility on the corridor.
- One partner expressed a desire to see the Thrasher's Corner intersection (SR 524/SR 527) transformed into a "gateway" corridor.
- There is a desire to widen SR 524 to five lanes by adding two general purpose lanes, a two-way left turn lane, and pedestrian and bicycle improvements in two stages using a practical solutions approach (SR 527 to 39th Ave SE and 39th Ave SE to SR 522).

## 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 one Pavement action in the next six years encompassing 97% of the corridor.</i>

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#### **Safety**

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 39% 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 Bothell, Maltby, and several prominent north-south arterials. The surrounding land uses are primarily suburban residential with commercial developments near the intersections with SR 527 and SR 522. This route is primarily utilized by commuter traffic in the morning and evening, as well as commercial users.

There are minor congestion and delays during the peak period.

### Corridor Segment Characteristics

- The Average Daily Traffic on the segment ranged between 7,600 vehicles to 18,000 in 2015.
- Congestion is expected to worsen as population and employment continue to increase in the area around the segment.

### Contributing Factors

- There are currently no transit services offered on the segment resulting in a lack of multimodal options.
- The corridor is currently a two lane road with no sidewalks present, limiting the available capacity for vehicles and the appeal for multimodal alternatives.
- Lack of local road networks forces additional trips onto the corridor.

### 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

- Implement improvements to intersections to improve 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

- Encourage employers and residents to utilize Commute Trip Reduction programs to incentivize more HOV and vanpool use and eliminate single occupancy vehicle trips.

### Further Study

- Additional strategies to improve mobility may be identified through the Puget Sound Regional Council's regional planning processes.
- Work with local jurisdictions to improve local road network to provide adequate alternative routes.
- Collaborate with Community Transit to study the potential of providing transit services on the corridor, paired with targeted improvements to enhance reliability and increase ridership.



## For more information

To find out more information about this corridor or how to get involved, please contact:

### **Nazmul Alam**

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WSDOT Management of Mobility Division  
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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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### **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.

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