

# Route Development Plan SR 532: I-5 to Terry's Corner M.P. 0.00 to 10.09

Prepared for:



**Washington State  
Department of Transportation**



December 2001

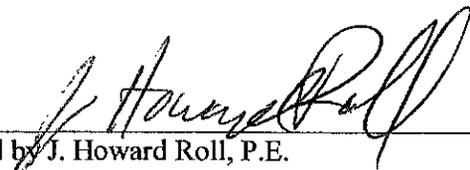
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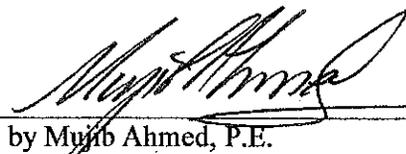
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Accident Statistics

## ACRONYMS

AADT	Average Annual Daily Traffic
ACR	Annual Average Daily Traffic to Peak Hour Capacity Ratio
ADT	Average Daily Traffic
BNSF	Burlington Northern Santa Fe
CRAB	County Road Administration Board
ESA	Endangered Species Act
FGTS	Freight and Goods Transportation System
GMA	Growth Management Act
HAC	High Accident Corridor
HAL	Hazardous Accident Location
HCM	<i>Highway Capacity Manual</i>
HOV	High-occupancy vehicle
HSP	Highway System Plan
LOS	Level of Service
MP	Milepost
MVET	Motor Vehicle Excise Tax
non-HSS	Non-highway of Statewide Significance
RCW	Revised Code of Washington
RDP	Route Development Plan
ROW	Right-of-way
SC & DI	Surveillance Control and Driver Information Systems
SEPA	State Environmental Policy Act
SPL	Signal Priority List
SR 532	State Route 532

## ACRONYMS (Continued)

TDM	Travel Demand Management
TEA-21	Transportation Equity Act for the 21st Century
TIB	Transportation Improvement Board
TIF	Traffic Impact Fees
TSM	Transportation Systems Management
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WTP	Washington Transportation Plan

# 1. INTRODUCTION AND EXECUTIVE SUMMARY

## 1.1 INTRODUCTION

Washington State Department of Transportation (WSDOT), as a part of ongoing planning for state highways, establishes and periodically updates Route Development Plans (RDPs) for all state routes. The RDP for State Route 532 (SR 532) was initiated in the mid-1990s, and the October 1995 draft report was finalized but not adopted.

This RDP covers the entire length of SR 532 from milepost (MP) 0.00 on Camano Island in Island County to MP 10.09 at the interchange with Interstate 5 (I-5) in Snohomish County. About one-third of the route exists in Island County, with the remaining two-thirds in Snohomish County. Relevant background information from the October 1995 draft report has been incorporated and supplemented with updated traffic data. In addition, the report organization has been revised to follow WSDOT's RDP outline.

RDPs are intended to identify deficiencies and potential solutions that take into account existing and projected traffic operations, safety and capacity issues, environmental issues, projected land use, future right-of-way (ROW) needs and constraints, and other planning issues relevant for the state highways. The SR 532 RDP is based on analysis of future travel demand projections for the corridor that were in turn based on traffic growth factors developed by WSDOT. Potential improvements and improvement strategies were developed, evaluated, and refined by a Steering Committee, resulting in the preferred alternative documented in this plan. A list of the Steering Committee members and meeting minutes are included in Appendix A.

When approved, this RDP will provide:

- Guidance for regional and local decision-makers regarding future projects on and along SR 532.
- Direction for determining measures to mitigate the impacts of future development along the highway.
- Recommendations for transportation capacity and safety improvements and strategies, and a basis for including them in the State Highway System Plan.
- An opportunity for stakeholders to provide input into the future development of the corridor, and a reflection of stakeholder input collected.
- Access management recommendations for the corridor.
- Identification of existing and future right-of-way needs for the preferred alternative to support corridor preservation.

The SR 532 RDP is intended to support local work conducted to meet the requirements of the Growth Management Act (GMA). WSDOT will work with local agencies to coordinate transportation improvements and land development as the local agencies develop and update their capital facilities planning. Recommended improvements are organized into interim and long-term improvements. In this RDP, long-term improvements refer to the ultimate cross-section and supporting policy changes. Interim

improvements include an array of multi-modal route improvements, addressing both existing needs and needs expected to occur before the 2022 horizon year. Interim improvements were developed to be consistent with the ultimate cross-section. No schedule has been developed for either interim or ultimate improvements, as funding is uncertain. Moreover, as a highway of regional significance rather than a highway of statewide significance, SR 532 improvements will rely on a variety of sources for funding. Recommended improvements and implementation timing documented in this RDP will depend upon local planning and land-use decisions, as well as changes to statewide and/or regional transportation funding.

## 1.2 SUMMARY

SR 532 is a two-lane state route extending about 10 miles in an east-west alignment, from the rural community of Terry's Corner on Camano Island to an interchange with I-5 about 20 miles north of Everett. SR 532 is classified as a rural collector highway over its entire length. SR 532 is also designated as a highway of regional significance, or a non-highway of statewide significance (non-HSS) route. Regional and statewide significance designations are important factors in decisions about funding highway improvements, as discussed in the funding section of this RDP.



SR 532 in Snohomish County

SR 532 provides the only connecting route to the mainland for Camano Island, as well as the primary connection to and from I-5 for the city of Stanwood and surrounding rural northwest Snohomish County. Primary land uses in the corridor are agricultural, low-density residential, and natural resource extraction. Commercial and employment uses are concentrated in the city of Stanwood, located midway between the highway endpoints.

Seasonal peak traffic occurs during summer months, as Camano Island is a popular recreational destination. However, this RDP focuses on average annual traffic conditions typically experienced during mid-spring and mid-fall, which represents the overall operations of the corridor.

### 1.2.1 Existing Traffic Operations

Existing AM and PM peak-hour traffic conditions were analyzed at 20 intersections, including the only three signalized intersections on the route, which are all in Stanwood. Analysis of future traffic conditions focuses on the evening peak hour, since traffic volumes during the PM peak hour are noticeably higher than during the AM peak hour.

Although none of the signalized intersections operate today at Level of Service F (LOS F), two operate at LOS E during the PM peak hour, and nine of the unsignalized intersections analyzed operate at LOS F with existing PM peak-hour traffic. Conditions are better during the morning peak hour, with one signalized intersection operating at LOS E and three unsignalized intersections operating at LOS F. (LOS F at the unsignalized two-way stop controlled intersections affects only side street traffic, as through traffic on SR 532 does not stop.) Intersection levels of service below LOS D are considered to be

below acceptable performance thresholds in many jurisdictions, including Island County (for intersections of county roads with state highways).

WSDOT, with the 2003–2022 *Washington Transportation Plan (WTP)*, replaced levels of service to determine thresholds of performance with a new travel-delay methodology. The new methodology was developed because traditional analysis methodologies focus on peak hour traffic conditions, and thus do not acknowledge congestion and delay occurring outside the peak period. A ratio of average annual daily traffic (AADT) to theoretical peak hour capacity, or ACR, is used to measure performance under the new methodology. The WSDOT performance standard for SR 532 is an ACR of 6.0 or better for Snohomish County and the city of Stanwood, and an ACR of 10.0 or better for Island County. The highway does not meet WSDOT's ACR standards with existing traffic, although the Island County segment is near the standard. Local jurisdictions may use different performance standards for streets and intersections within their boundaries, including intersections with state highways or other WSDOT facilities.

### **1.2.2 Future (2022) Traffic Operations**

Increased traffic is expected throughout the SR 532 corridor, with PM peak-hour volumes projected by WSDOT to increase by some 60 percent between now and 2022 in the corridor as a whole, which corresponds to about 2.25 percent annual growth rate. Future traffic projections are based on historical traffic growth, land use development trends, and 2022 forecasts from Snohomish County and WSDOT Mt. Baker Area Island County travel demand forecasting models.

The 60 percent growth factor may be a conservatively high estimate for some side streets where turning movements are not likely to increase as much due to a lower expected level of development. However, existing volumes on these side streets are generally low. Adjusting the growth factor separately for side streets would be unlikely to affect future traffic conditions as measured by intersection LOS or corridor ACR.

Assuming no improvements in the corridor, all three signalized intersections and all but one of the unsignalized intersections are projected to operate at LOS F by 2022. All traffic at signalized intersections, and side street traffic at unsignalized intersections, will face long delays, typically greater than 80 seconds during the peak hour.

### **1.2.3 SR 532 Improvement Recommendations**

With future development in the city of Stanwood and on Camano Island, SR 532 will require a range of improvements to safely and effectively accommodate the future transportation needs of both vehicular and non-motorized travel modes. This RDP makes recommendations for both physical improvements and regulatory changes that address projected LOS deficiencies, ACR deficiencies, safety, operational issues, and policy concerns. Recommendations are summarized below for interim and long-term improvements. Interim recommendations address needs that exist today or are expected to exist within 5 to 15 years, while long-term recommendations are for additional measures to accommodate projected 2022 travel demand.

### **1.2.3.1 Interim Recommendations**

Recommendations in this section address conditions that exist today or are expected to exist within the near future.

- Implement traffic operations improvements, including adding turn lanes at selected intersections and eliminating left turns at certain other intersections.
- Restrict side street access to right-in/right-out only at selected intersections.
- Eliminate access at selected low-volume side streets where feasible alternative access routes exist or can be feasibly implemented.
- Add or lengthen turn lanes as needed to accommodate turning traffic.
- Install new traffic signals at selected intersections once traffic signal warrants are satisfied. Implement coordinated signal-timing plans from 102nd Avenue to 72nd Avenue.
- In coordination with local jurisdictions, improve the local street system to reduce reliance on SR 532 for local circulation.
- Widen shoulders to full design standards in conjunction with pavement overlay projects to accommodate and promote bicycle and pedestrian traffic. Such shoulder improvements should initially focus on the corridor segment west of 72nd Avenue within the city of Stanwood.
- Form an ongoing interagency coordinating committee (including staff from WSDOT, Island County, Snohomish County, City of Stanwood, Community Transit, and Island Transit) to review and prioritize corridor transportation improvement needs, develop implementation strategies, seek funding resources, and assist with other responsibilities as needed.
- Consider modifying access control standards for SR 532 within the city of Stanwood.

The benefit of these recommendations will be to provide a safer, more efficient corridor.

### **1.2.3.2 Long-Term Recommendations**

Widen the highway to an ultimate cross-section with two lanes with wide shoulders in each direction throughout the corridor, including warranted turn lanes at intersections. Stage widening starting with selective climbing lane locations.

### **1.2.4 SR 532 RDP Organization**

General topics addressed in the RDP chapters that follow are shown below.

- Route location, function, and classification.
- Description of the existing physical features of the highway.
- Existing 2001 and projected 2022 traffic operating conditions.

- Recommended route improvements and strategies, including ROW needs to guide corridor preservation.
- A brief review of environmental issues and roadside preservation as they relate to potential SR 532 improvements.
- A summary of public involvement and consistency with other plans.
- A summary of transportation financing tools.

## **2. ROUTE LOCATION, CLASSIFICATION, AND FUNCTION**

### **2.1 SR 532 LOCATION, SETTING, AND FUNCTION**

The SR 532 corridor starts on northern Camano Island in Island County and extends across the northwest corner of Snohomish County. This RDP covers the entire length of SR 532 from MP 0.00 at East Camano Drive to MP 10.09 at the interchange with I-5, located about 20 miles north of Everett. Figures 2-1 and 2-2 show the general project vicinity and a site map of the SR 532 corridor.

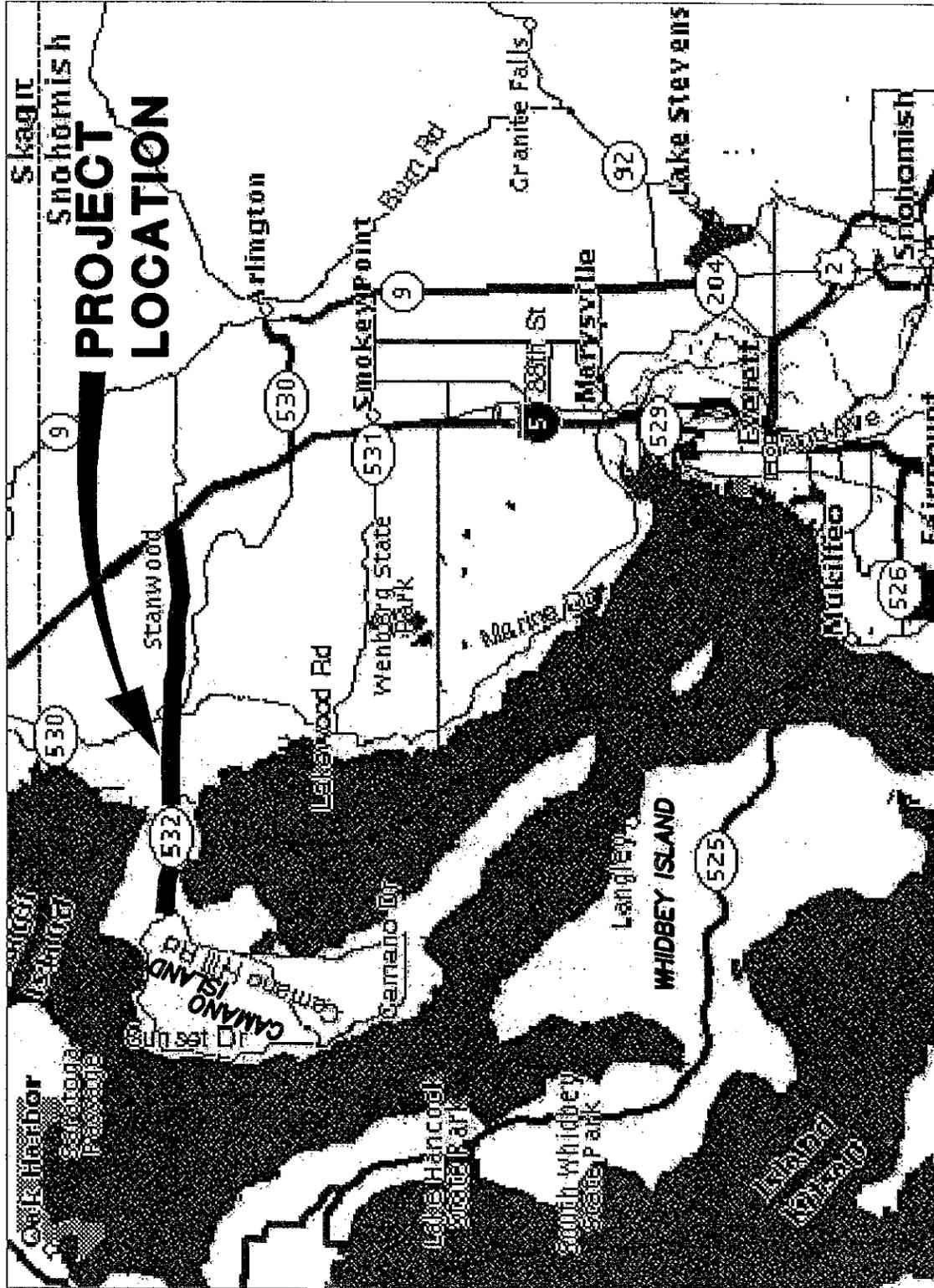
At the west end of the route, SR 532 passes through the community of Camano Island, a rural residential area experiencing rapid growth in recent years. SR 532 next passes through the city of Stanwood midway through the corridor. Stanwood, a rapidly growing municipality of about 3,925 people, serves both as a commercial center for the surrounding rural community and as a satellite suburb of Everett and the larger Puget Sound area. Strip commercial development is found along SR 532 in the northeast section of Camano Island (MP 0.00–3.80), the city of Stanwood (MP 3.80–4.25), and rural northwest Snohomish County (MP 4.25–10.09). From Stanwood to I-5, SR 532 passes through lands that are mainly rural, with land uses composed of farming, rural residential, and forested areas. SR 532 lies directly north of and roughly parallel to the Stillaguamish River Valley a few miles away. It comes into the proximity of the river only near its mouth where the river turns north to enter Port Susan and Skagit Bay.

SR 532 provides a vital “economic link” between the Camano Island/Stanwood area and the Interstate 5 corridor. This link transports goods, services, and workers between urban centers such as Seattle and Everett and the Camano Island/Stanwood area. In all, SR 532 is the primary transportation corridor for an estimated population of 3,925 people in the city of Stanwood and surrounding northwest Snohomish County area.

SR 532 also provides a corridor for recreational and residential traffic to and from Camano Island. Camano Island State Park is one of the major generators of recreational traffic to the Island. The Island is noteworthy for both its recreational areas and its attractiveness as a bedroom community. It is attempting to retain its rural character and open space by emphasizing cluster development in the face of increased development pressures. SR 532 is the only connecting route to the mainland for the Island, which has a population of about 13,300 residents based on current census information.

### **2.2 SR 532 ROUTE CLASSIFICATION CATEGORIES**

This section reviews the access control, roadside, and design classifications that apply to SR 532. WSDOT and the Washington State Transportation Commission designate state highways as either highways of statewide significance, or regionally significant highways. The level of significance affects funding eligibility and the methodology required for analysis of highway operating conditions, as discussed later in this RDP.

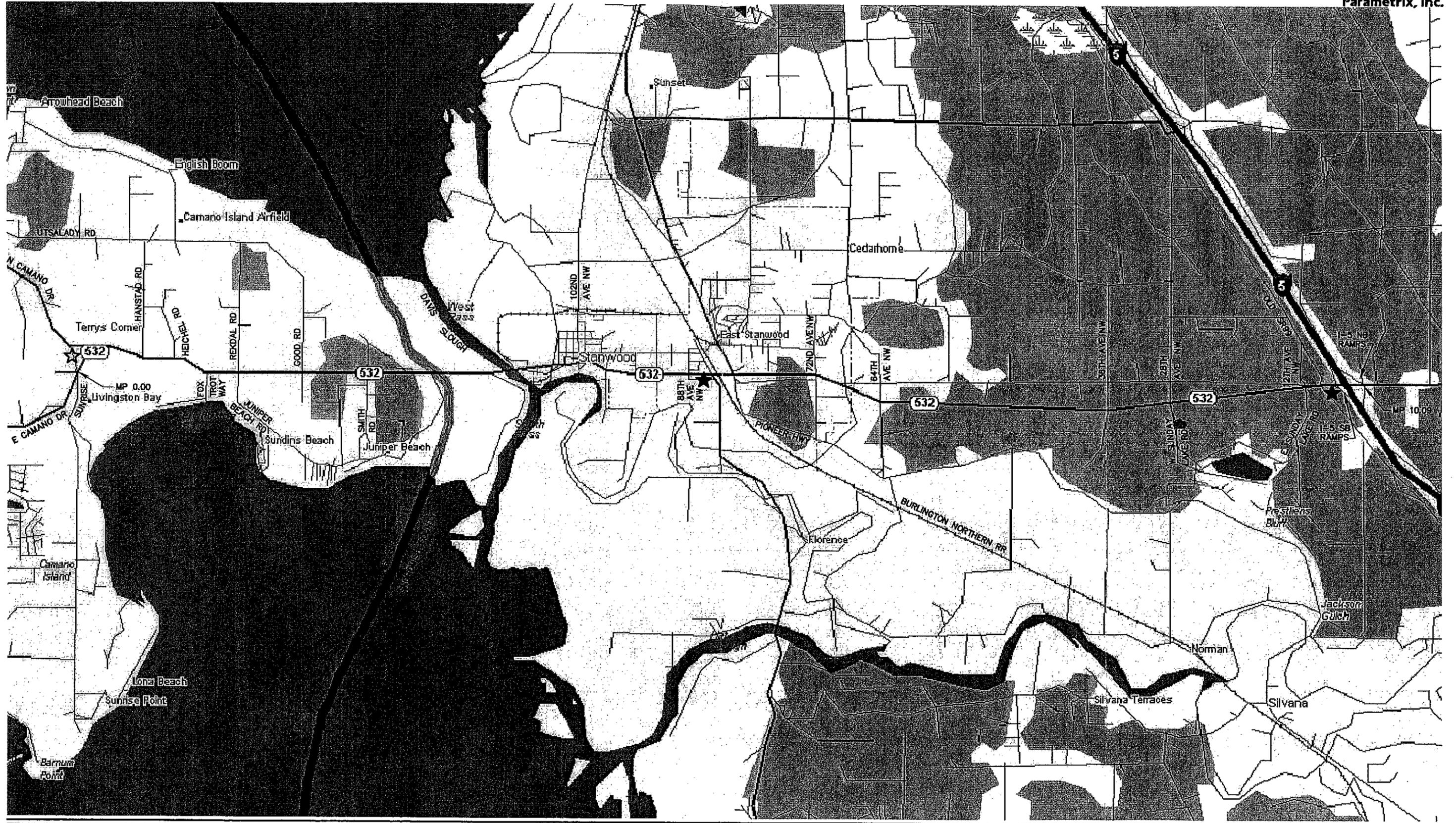


**Figure 2-1**  
**Vicinity Map**  
**SR 532 Route**  
**Development Plan**

FILE: 163128F01  
DATE: 11/02/01



NO SCALE



FILE: 163128F02  
DATE: 10/31/01

**LEGEND:**



- ★ EXISTING PARK AND RIDE
- ☆ FUTURE PARK AND RIDE

**Figure 2-2  
Site Map  
SR 532 Route Development Plan**

## 2.2.1 Access Control Classification

The intent of access management/access control is to maintain acceptable traffic flow in terms of safety, capacity, and travel speed while still providing an appropriate level of access. Studies have shown that the uncontrolled proliferation of driveways and intersections along a given section of roadway reduces the average travel speed, increases the number and severity of accidents, and inhibits bicycle and pedestrian usage. In addition, it has been shown that poorly designed entrances and exits cause congestion and create a negative image for the commercial district, which can affect property values and resultant tax revenues.

An objective of access management is to establish guidelines for the location and design of driveways providing access from public streets and highways to development on abutting property. The greatest level of access control is applied to roadways intended to serve the most through traffic (i.e., freeways, highways, and major arterials) while little or no access control is applied to local streets.

In addition to the "limited" (i.e., full) access control found on freeways and expressways, five additional access management classification levels have been established for WSDOT facilities, numbered from 1 to 5, with Class 1 the most restrictive and Class 5 the least restrictive. Class 1 facilities emphasize safe and efficient high-speed travel with a high degree of access control, while Class 5 facilities emphasize access over mobility, with posted speeds of 25 to 35 miles per hour. In the case of Classes 1 and 2, if alternative access to properties via non-state highways is available, then no access is provided directly to the state highways. Classes 3, 4, and 5 progressively balance land use with the through-function of state highways and allow more access points to the state highways. Classes 4 and 5 allow the most closely spaced access and generally apply to lower-speed highways in urbanized areas, or areas which have been developed to a relatively built-out condition. All new signalized connections require an engineering analysis to be submitted and approved, regardless of the spacing and whether the access is for a public street or private development.

Based on Washington Administrative Codes (WAC) 468-51 and 468-52, which implement the Revised Code of Washington (RCW), SR 532 has been assigned the classes listed in Table 2-1 for access management, as of 1996.

**Table 2-1. Access Management Classes on SR 532**

MP Limits	Section	Class	Public Intersection Access Spacing	Minimum Access Spacing
0.00-3.80	East Camano Drive to Stanwood City Limits	2	0.5 mi	660 ft
3.80-4.25	City of Stanwood	4	0.5 mi	330 ft
4.25-10.09	Eastern Stanwood City Limits to I-5	Limited	see note	see note

Note: For state highways that are planned for the establishment of limited access control in accordance with the Master Plan for Limited Access Highways, an access control classification will be assigned to each highway segment to remain in effect until such time that the facility is established as a limited access facility. For SR 532, Class 2 Standards are in place for the "limited" classification section.

Source: WAC 468-52-040 - Access Control Classification System and Standards.

According to WAC 468-54, limited access classifications include “fully controlled limited access highway,” “partially controlled limited access highway,” and “modified controlled limited access highway.” Fully controlled limited access allows no at-grade crossings or private driveway connections. Partially controlled limited access allows connections with selected public roads and may allow some private driveways and public street connections to be at-grade; commercial approaches must be via frontage road or to public road intersections. Modified access control allows most existing access points to remain, provided they were in place and in use at the time the limited access designation was established. For SR 532, the limited access restriction corresponds to Class 2, with minimum access spacing of 660 feet. The same 660-foot access spacing standard is assigned to the western section of the corridor from MP 0.00 to 3.80.

## **2.2.2 Freight and Goods Transportation System**

The Freight and Goods Transportation System (FGTS) is an inventory of the tonnages of freight moving along the highways, streets, and roads of Washington for facilities carrying more than 4 million tons of freight annually. FGTS classifications are based on the annual tonnage of freight carried on the facility. T-1 facilities carry more than 10 million tons annually, T-2 facilities carry 4 to 10 million tons annually, and T-3 facilities carry 300,000 tons to 4 million tons annually. Changes in the economy, international trade, and the transportation industry, such as changes in truck travel patterns, cargoes, and tonnages, affect the system. SR 532 falls into the T-3 category, meaning that freight movement is not a primary role for the corridor compared to other state highways.

## **2.2.3 Design Level Standards**

Projected design year traffic volumes on SR 532 fall within the range for C-1 Rural Collector full design standards<sup>1</sup> as shown in the WSDOT *Design Manual*. C-1 Standards call for four 12-foot travel lanes with an 8-foot right shoulder, a minimum median width of 4 feet, no parking, and a 150-foot ROW.

## **2.3 ZONING, LAND USE, AND ENVIRONMENTAL ELEMENTS**

The following sections address the existing zoning, land use, and environmental elements of the land in the vicinity of SR 532.

### **2.3.1 Zoning**

According to the Island County Planning Department, zoning designations around the western portion of SR 532 in Island County include rural, rural agriculture, rural village, commercial, agricultural, and rural service. Most of the land within the city of Stanwood is zoned commercial, industrial, or residential, based on the City of Stanwood Comprehensive Plan. From Stanwood to I-5 in Snohomish County, zoning shown in the county’s Comprehensive Plan is largely residential with a 5-acre minimum lot size. Stanwood city limits are consistent with the city’s urban growth boundary along the corridor, while the majority of the city’s potential future expansion lies to the north.

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<sup>1</sup> Washington State Department of Transportation, *Design Manual*, May 2001.

### **2.3.2 Land Use**

Existing land use along the western portion of SR 532 (Camano Island) consists of small commercial uses, farming, and low-density residential development. Land use in Stanwood is mainly business, commercial, and residential in nature, while from Stanwood to I-5, land use consists of residential, agricultural, and small commercial development.

Camano Island contains 52 miles of saltwater shoreline. Shoreline that is visible from the highway and adjacent arterials may be considered to be scenic views that should be preserved. Vegetative cover on the Island consists largely of new growth forests, second only to agricultural areas in size. Coastal development includes both permanent and seasonal homes. No point on Camano Island is more than 2.5 miles from the Puget Sound shoreline. The scenic quality of Camano Island's rural landscape and shoreline are among its most valued assets. Rural areas surround downtown Stanwood, providing an abundance of trees, wildlife, and agricultural areas. Several old buildings in Stanwood have some level of historical significance, most notably those along 271st Street Northwest. The Pearson House in Stanwood is listed in both the Washington Heritage Register and the National Register of historic places.

### **2.3.3 Environmental Elements**

On the East Hill of Stanwood, drainage problems exist due in part to the presence of rock and hardpan clay, which tends to allow stormwater to run off too quickly to be absorbed. The Stillaguamish River Valley covering much of northwest Snohomish County contains a flood plain, which extends over portions of SR 532 west of Stanwood, most of which are on bridges. Wetlands exist south of Stanwood at the northwest end of the Port Susan coast, and in smaller pockets in areas near SR 532. Any development, including new or improved roadways, impacting existing wetlands or species listed under the Endangered Species Act is subject to federal environmental regulations and permitting requirements. The area also contains sensitive areas such as stream corridors, ponds, and other water-related features.

### 3. DESCRIPTION OF THE EXISTING FACILITY

#### 3.1 HISTORY

SR 532 formerly was a Snohomish County major collector arterial originally constructed with a dirt and oil mat surface in 1935. The original roadway surface was laid from Stanwood to Utsalady. In 1948, Washington State acquired ROW from Smith Road (MP 2.38) on Camano Island to just west of Stanwood (MP 3.80). Bridges were built to connect Camano Island to the mainland the same year. SR 532 officially became a state highway in 1970.

Table 3-1 summarizes some of the more important events, improvements, and maintenance projects that took place during the history of SR 532.

**Table 3-1. History of Major Projects on SR 532**

Year	Location	Project Description
1948	Stillaguamish River and Davis Slough	Built bridges
1959	Camano to Stanwood	Paving with asphalt
1962	Stanwood to Lindstrom Road	Paving with asphalt
1970	Lindstrom Road to I-5	Paving and drainage, etc.
1977	Hanstad to Sunrise	Terry's Corner alignment
1978	East Camano Drive to Davis Slough	Widen road to 11-foot lanes and 4-foot shoulders
1992	Smith Road to BNSF	Paving and drainage, etc.
1993	64th Avenue to SR 5	Paving with ACP
1994	East Camano Drive to Smith Road	Widening and repair
1999	88th Avenue Northwest	Westbound right-turn lane channelization
2000	SR 532/SR 530 (Pioneer Highway) Intersection	Side slope and other drainage improvements

#### 3.2 HIGHWAY GEOMETRICS

This section addresses physical and functional characteristics of SR 532, such as lane geometry, horizontal and vertical alignment, intersection configuration and traffic control, structural and roadside features, and interchange locations. Transportation demand management, right-of-way widths, and utility locations are also addressed.

##### 3.2.1 Lane and Shoulder Widths

Except for the three bridges and the section of highway in western Stanwood (MP 3.80 to 4.25), SR 532 generally has two 11- to 12-foot lanes with 4- to 10-foot shoulders. The three bridges are 26 feet wide from curb to curb, including two 11-foot lanes and two 2-foot shoulders (see Table 3-2). Between the west city limits of Stanwood at MP 3.80 and Camano Street at MP 4.13, SR 532 has a two-way left turn lane and wide outside shoulders providing on-street parking. Widening to accommodate turning lanes exists at intersections throughout the corridor, as shown in Table 3-3.

**Table 3-2. Bridge Data**

MP	Number	Location	Length (Feet)	Program Year	Curb-to-Curb Width (Feet)
2.90	532/1 <sup>a</sup>	Davis Slough	120	2024	26.0
3.39	532/2 <sup>a, b</sup>	Stillaguamish River	487	2024	26.0
4.98	532/6 <sup>a, b</sup>	Burlington Northern Santa Fe Railroad	699	2035	26.0
10.07	005/673W <sup>c</sup>	I-5 Southbound Lanes	135	2046	52.0
10.09	005/673E	I-5 Northbound Lanes	135	2046	52.0

<sup>a</sup> Functionally obsolete due to substandard roadway/shoulder widths.

<sup>b</sup> Structurally deficient due to high chloride content in the bridge decks.

<sup>c</sup> Functionally obsolete due to substandard clearance to crossroad.

Note: See Appendix C that more fully describes these terms.

The existing geometrics for SR 532 are generally adequate except for specific locations noted in the following sections where facilities are less than adequate in terms of curb, gutter, sidewalk, horizontal and vertical curvature, or sight distance.

**Table 3-3. Channelized Intersections**

MP	Location	Type of Channelization
0.00	Sunrise Boulevard	Left-turn Lanes
0.84	Heichel Road	Eastbound Left-turn Lane
1.10	Fox Trot Way	Left-turn Lanes
1.85	Good Road	Eastbound Left-turn Lanes/Westbound Right-turn Lane
2.38	Smith Road	Left-turn Lanes
3.8–4.1	City of Stanwood	2-Way, Left-Turn Lane
4.11	Camano Street	Eastbound Left-turn Lane
4.90	88th Avenue Northwest	Left-turn Lanes/Signal/Westbound Right-turn Lane
5.23	Pioneer Highway	Left-turn Lanes/Signal
5.90	72nd Avenue Northwest	Left-turn Lanes/Signal
6.45	64th Avenue Northwest	Westbound Right-turn Taper
7.19	52nd Avenue Northwest	Left/Right-turn Lanes
8.22	36th Avenue Northwest	Right-turn Lanes
8.73	28th Avenue	Right-turn Lanes
9.79	12th Avenue Northwest	Right-turn Lanes
10.02	I-5 Southbound off-ramp	Eastbound Right-turn lane
10.09	I-5 Northbound off-ramp	Northbound Right-turn lane

### 3.2.2 Horizontal and Vertical Alignment

SR 532 follows a generally straight alignment with the exception of a few gentle curves on Camano Island. Terrain is generally flat to rolling, with the western section mostly in rolling terrain and the central part of Stanwood mostly in flat terrain. Vertical grades up to 8 percent are present on the western portion of the highway on Camano Island. On the eastern portion of SR 532 from Lindstrom Road to I-5, vertical grades are as high as 5 percent.



SR 532 on Camano Island

### 3.2.3 Bridges and Structures

There are five bridges on SR 532 between MP 0.00 and MP 10.09, including two in the SR 532/I-5 interchange. Table 3-2 provides critical data about the bridges, including bridge dimensions and target replacement year, also called program year based on a 75-year replacement cycle.

### 3.2.4 Traffic Signals

There are three existing traffic signals on SR 532, two signals programmed for installation, and five intersections on the WSDOT Northwest Region's (NW Region) current signal priority list (SPL). Programmed signals are discussed later in the report, in Section 5.2.1. Intersections currently signalized and those on the current NW Region SPL are discussed below.



SR 532 at Pioneer Highway

Existing traffic signals control the intersections of SR 532 with 88th Avenue Northwest (MP 4.90), Pioneer Highway (MP 5.23), and 72nd Avenue Northwest (MP 5.90). All three signals provide protected left-turn phasing for SR 532, and the 72nd Avenue signal provides protected left turns for side street traffic. Stop signs currently control cross street traffic at other intersections along SR 532.

The SPL is a continuously updated list of candidate locations for signalization. As of July 16, 2001, the NW Region's SPL includes five intersections in the SR 532 corridor out of 285 intersections region wide. None of these intersections are programmed for signalization

at this time. Requests for signalization prompt additions to the SPL, after which WSDOT staff collect accident and volume data for the additions to determine their priority. Lower values correspond to a higher priority. The five intersections in the July 2001 SPL include:

- SR 532/Sunrise Boulevard (256 out of 285).
- SR 532/ North Camano Drive (89 out of 285).
- SR 532/Fox Trot Way (279 out of 285).
- SR 532/Good Road (219 out of 285).
- SR 532/I-5 Southbound Ramps (166 out of 285).

### 3.2.5 Shoulder Treatment and Drainage Facilities

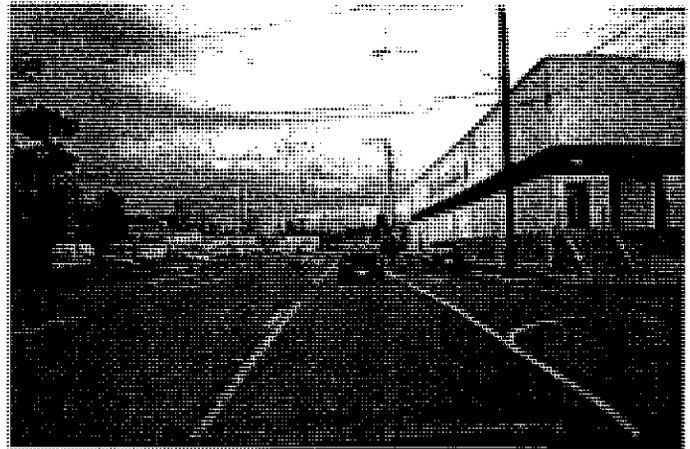
Within the city of Stanwood, there are curbs, gutters, and sidewalks along SR 532 and along many of the city's streets connecting to SR 532. Some of these facilities are in poor condition. Paved shoulders are generally used in the areas outside of the city of Stanwood, corresponding to the rural character of the majority of the corridor. Drainage structures along SR 532 include culverts, ditches, and stormwater detention. No retaining walls exist along SR 532.

### 3.2.6 Design Speeds and Sight Distances

Design speeds for the facility vary from 45 to 80 miles per hour, while posted speeds range from 35 to 55 miles per hour. Two vertical curves on Camano Island have limited sight distances and design speeds of 45 miles per hour. Horizontal curves have vegetation-obstructed sight distances on Camano Island, particularly at the Hanstad Road intersection. The highest design speeds occur on the eastern portion of the facility between Stanwood and I-5, where the design speeds range from 55 to 80 miles per hour. No-passing zones limit nearly half of SR 532.

### 3.2.7 Existing Channelization

Table 3-3 lists the intersections currently channelized with turn lanes or tapers on SR 532. The remaining intersections are not provided with turn lanes or tapers.



SR 532 in the City of Stanwood

### 3.2.8 Urban Section

Each state highway has a roadside character designation, which is used to coordinate and guide planning, design, construction, and maintenance activities affecting the highway roadside. Highway character designations are listed in the *State Roadside Classification Plan*.<sup>2</sup> Except for 1.5 miles through Stanwood from MP 3.80 to MP 5.30 classified as semiurban, SR 532 is classified as rural.

The city of Stanwood contains a resident population of about 3,925 according to the state census data dated April 1, 2000, an increase of nearly 90 percent compared to the 1990 population of 2,065. By the year 2022, the city of Stanwood projects its population to increase by another 80 percent to about 7,000 under a medium growth scenario due to internal growth in migration and annexation.

<sup>2</sup> Washington State Department of Transportation, *Roadside Classification Plan*, 1996: Roadside Classification Log.

### **3.2.9 Transportation Systems Management/Travel Demand Management**

Transportation Systems Management (TSM) refers to techniques used to improve the operating efficiency of the existing transportation system and thus enhance existing capacity without constructing additional through lanes. TSM is used more frequently in urban areas and includes measures such as demand responsive traffic signal coordination, bus-actuated queue bypass lanes, high-occupancy vehicle (HOV) lanes and Surveillance Control and Driver Information Systems (SC & DI).

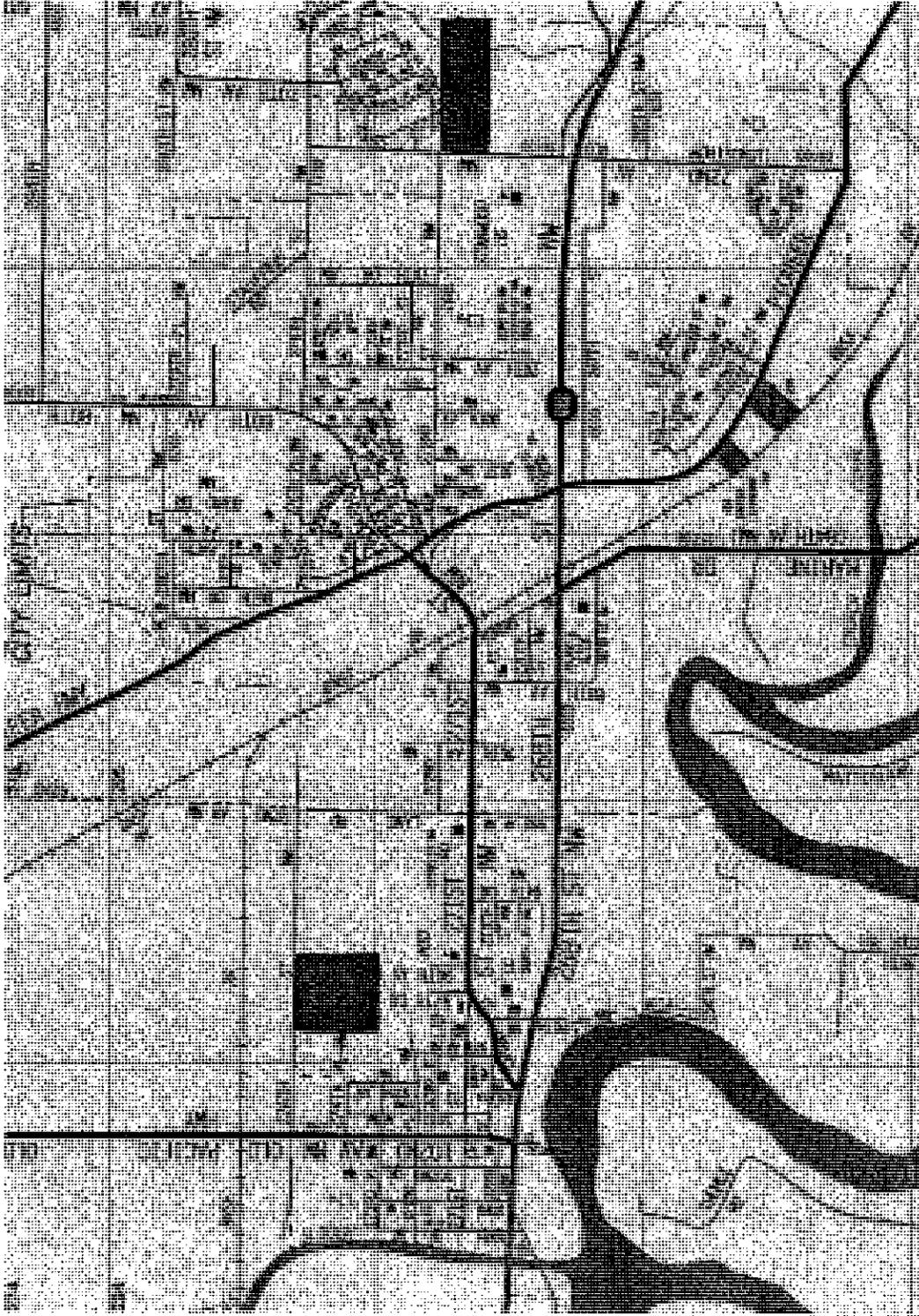
Travel Demand Management (TDM) describes measures used to reduce travel demand during periods of peak demand or on a daily or annual basis. TDM includes measures such as ridesharing programs; transit service; flexible work schedules; and on-site facilities such as childcare, cafeterias, and dry cleaning.

While there are no TSM improvements on SR 532 today, there are several TDM measures in the corridor, including three park-and-ride lots, two Community Transit routes, and one Island Transit route.

### **3.2.10 Interchanges and Intersections**

The sole interchange on the route is a full diamond configuration located at the intersection of I-5 and SR 532. On- and off-ramps are single-lane, with stop signs controlling off-ramp traffic for the southbound ramp intersection and an all-way stop control at the northbound ramp intersection.

Figure 3-1, a map of the section of SR 532 through the City of Stanwood, shows most of the major intersections along SR 532, including 102nd Avenue Northwest, Broadway, 98th Drive Northwest, Old SR 530, 72nd Avenue Northwest, and 64th Avenue Northwest. Table 3-4 lists the type of configuration and traffic control at all the major intersections in the corridor, including those outside Stanwood.



**Figure 3-1**  
**Map of City of Stanwood**  
**SR 532 Route**  
**Development Plan**

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NO SCALE

**Table 3-4. Major Intersections and Interchange**

<b>MP</b>	<b>Intersection/Interchange Location</b>	<b>Intersection/Interchange Type/Traffic Control</b>
0.00	SR 532/Sunset Boulevard	4-Leg Intersection/minor leg stop-controlled <sup>a</sup>
1.85	SR 532/Good Road	4-Leg Intersection/2-way stop-controlled
2.38	SR 532/Smith Road	4-Leg Intersection/2-way stop-controlled
3.97	SR 532/102nd Avenue Northwest	"T" Intersection/minor leg stop-controlled <sup>a</sup>
4.11	SR 532/Camano Street	Wye Connection/minor leg stop-controlled
4.25	SR 532/98th Drive Northwest	4-Leg Intersection/2-way stop-controlled
4.90	SR 532/88th Avenue Northwest	4-Leg Intersection/Signalized
5.23	SR 532/Pioneer Highway	4-Leg Intersection/Signalized
5.90	SR 532/72nd Avenue Northwest	4-Leg Intersection/Signalized
6.45	SR 532/64th Avenue Northwest	4-Leg Intersection/2-way stop-controlled
8.22	SR 532/36th Avenue Northwest	4-Leg Intersection/2-way stop-controlled
8.74	SR 532/28th Avenue Northwest	4-Leg Intersection/2-way stop-controlled
9.94	Old SR 99/SR 532	4-Leg Intersection/2-way stop-controlled
10.02	SR 532/I-5 Interchange	Diamond Interchange/combination 2-way and all-way stop-controlled

<sup>a</sup> A traffic signal is planned as an interim improvement.

### **3.2.11 Right-of-Way Widths**

As a collector facility, SR 532 has a 150-foot right-of-way (ROW) design standard for rural areas. In urban areas, less than 150-foot ROW is acceptable. Table 3-5 lists existing ROW through the corridor. The table shows minimum and maximum ROW on each side of the centerline for each segment, as shown in WSDOT as-built drawings. ROW is less than the standard from MP 0.00 to 2.38, ranging from 90 to 125 feet. From MP 2.39 to the end of the corridor, ROW meets or exceeds design standards except on the Mark Clark Bridge over the Stillaguamish River and in east Stanwood from 72nd Avenue Northwest to 64th Avenue Northwest. Dimensions shown in Table 3-5 would need to be verified through surveys prior to final design or construction activities.

**Table 3-5. Summary of Existing Right-of-Way Widths**

Milepost		Location	Right of Way Range (feet)		
From	To		Left	Right	Total
0.00	0.42	Sunrise to North Camano	40-40	70-70	110-110
0.43	0.57	North Camano to Hanstad	40-40	80-80	120-120
0.58	0.82	Hanstad to Heichel	30-40	80-80	110-120
0.83	1.10	Heichel to Fox Trot	30-50	70-75	100-125
1.11	1.34	Fox Trot to Rekdal (Juniper Beach)	43-43	77-77	120-120
1.35	1.84	Rekdal (Juniper Beach) to Good	30-40	70-80	100-120
1.85	2.38	Good to Smith	45-40	45-80	90-120
2.39	2.90	Smith to County Line	75-80	75-75	150-155
2.91	3.48	County Line to Mark Clark Bridge	75-125	75-125	150-250
3.49	4.03	Mark Clark Bridge to 102nd Avenue	40-40	40-40	80-80
4.04	4.75	102nd Avenue to 92nd	75-75	75-100	150-175
4.76	4.90	92nd to 88th	75-105	75-85	150-190
4.91	5.25	88th to Pioneer	75-105	110-110	185-215
5.26	5.90	Pioneer to 72nd	75-130	75-130	150-260
5.91	6.45	72nd to 64th	30-110	75-175	105-285
6.46	7.21	64th to 52nd	75-140	75-200	150-340
7.22	8.22	52nd to 36th	75-100	75-100	150-200
8.23	8.74	36th to 28th	75-75	75-75	150-150
8.75	10.02	28th to I-5	75-100	75-180	150-280

Table 3-6 shows how much additional ROW is needed on each side of the highway to meet the 150-foot standard, for those segments in Table 3-5 that do not meet the standard.

**Table 3-6. Additional Right-of-Way Required to Meet 150-Foot Standard**

Milepost			Additional Right-of-Way (feet)		
From	To	Location	Left	Right	Total
0.00	0.42	Sunrise to North Camano	35-35	5-5	40-40
0.43	0.57	North Camano to Hanstad	35-35	0-0	35-35
0.58	0.82	Hanstad to Heichel	35-45	0-0	35-45
0.83	1.10	Heichel to Fox Trot	25-45	0-5	25-50
1.11	1.34	Fox Trot to Rekdal (Juniper Beach)	32-32	0-0	32-32
1.35	1.84	Rekdal (Juniper Beach) to Good	35-45	0-5	35-50
1.85	2.38	Good to Smith	35-40	0-30	35-70
3.49	4.03	Mark Clark Bridge to 102nd Avenue	35-35	35-35	70-70
5.91	6.45	72nd to 64th	0-45	0-0	0-45

Note: Range of right-of-way width for segment indicated, as illustrated in WSDOT as-built drawings for SR 532.

### 3.3 MISCELLANEOUS FACILITIES

This section addresses existing pedestrian and bicycle facilities, transit operations, park-and-ride lots, railroad lines, and truck-climbing lanes. Safety rest areas and airports are also described, although no rest areas or airports exist in the general vicinity of SR 532.

#### 3.3.1 Pedestrian and Bicycle Facilities

There are no pedestrian facilities along SR 532, such as pedestrian bridges or sidewalks, except for sidewalks within the Stanwood city limits and along the sides of the three existing bridges. Most sidewalks in Stanwood occur along 271st Street Northwest, and are maintained by the City.

No designated bicycle facilities exist along SR 532. Bicycle tours often use SR 532 through Stanwood as part of their route. State standards require at least a 4-foot shoulder along a highway to qualify for a Class IV Bikeway. The existing shoulders range from 4 to 10 feet in width, which meet the Class IV standard and are generally satisfactory for bicycle travel. In 1994, the "East Camano Drive to Smith Road" widening and realignment project constructed 6-foot shoulders from MP 0.00 to approximately MP 2.38.

#### 3.3.2 Transit Service – Bus Routes

Two Community Transit routes, Nos. 422 and 247, currently serve the Stanwood area. Route 422 travels on SR 532 and I-5 and connects Stanwood to Marysville and Seattle. It is mainly used as a commuter route during the weekdays, with three runs in the morning and three runs in the evening. Route 247

makes a loop through north Stanwood and connects Stanwood to Marysville and Everett. During the weekdays, it has four runs in the morning and four runs in the evening. Route 247 serves not only rural Snohomish County but provides the only connection to a rapidly growing Camano Island. Several school buses also run the length of SR 532 to serve the Stanwood School District and have many stops along the way.

Island Transit provides local transit service for Island County. Island Transit Route No. 3 connects Camano Island and Stanwood. It loops through Stanwood as it travels to and from the Island, with ten weekday runs throughout the day. Island Transit is a fare-free service, with operating expenses covered through a local sales tax of  $\frac{6}{10}$  of 1 percent on every taxable dollar spent in Island County.

There are no existing bus pullouts along SR 532 that are paved or marked for bus use. School bus stop locations are fluid, responding to development patterns and demographics. As a result, the School District does not develop fixed bus stops along SR 532.

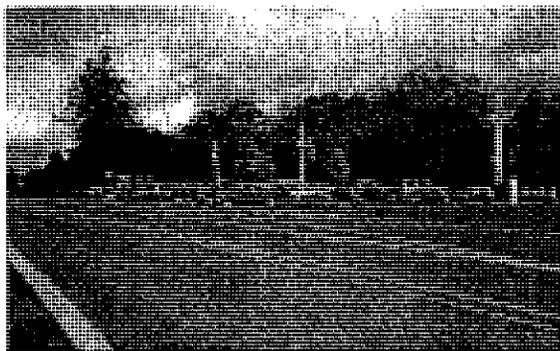
### 3.3.3 Park-and-Ride Lots

Two existing park-and-ride lots serve the SR 532 corridor, both operated by Community Transit of Snohomish County and served by Community Transit Routes No. 422 Express and No. 247. One lot is located in the southwest quadrant of the I-5/SR 532 interchange. Demand at this 102-space lot exceeds capacity, even after 55 stalls were added to the original 47 stalls. The second park-and-ride lot is located in Stanwood near 267th Place Northwest and 88th Avenue Northwest on the south side of SR 532. Another area in Stanwood used for park-and-ride commuters is located at Viking Village at 88th Avenue Northwest, north of SR 532. This area



I-5/SR 532 Park-and-Ride

is leased by Community Transit, with capacity for approximately 30 vehicles, and is also served by Community Transit Routes No. 422 express and No. 247. The two lots on either side of 88th Avenue Northwest, with a total of 74 spaces, are not directly accessible from the highway and have a history of flooding and vandalism. As a result, many commuters drive out to the lot at the I-5 interchange. The most recent Community Transit occupancy survey revealed 26 percent utilization of the Stanwood park-and-ride lots.



267th Place Northwest/88th Avenue  
Park-and-Ride

### 3.3.4 Rail Facilities

SR 532 passes over Burlington Northern Santa Fe Railway (BNSF) tracks at Bridge 532/6 at MP 4.99. Two food processing plants in the Stanwood area have railroad spur connections to this BNSF mainline, which they utilize for transportation of produce. A railroad spur terminating west of Stanwood crosses

270th Street Northwest and intersects Saratoga Street at the West Pass Stillaguamish River.

### **3.3.5 Truck Climbing Lanes**

A wide shoulder designated for slow-moving vehicles serves trucks returning to Camano Island from the sand-and-gravel quarry located approximately 1,100 feet east of the Snohomish County/Island County boundary (MP 2.38 to MP 2.63). The shoulder becomes a shared through-right turn lane approaching the intersection of Smith Road, merging back into the westbound lane at MP 2.30 just west of Smith Road.

### **3.3.6 Safety Rest Areas**

SR 532 has no safety rest areas today. Safety rest areas on non-interstate highways are located primarily in response to motorist needs. There is, however, a public information display with travel-related information located at Terry's Corner. This facility, unlike a rest area, does not contain permanent public rest rooms, although until recently the Camano Island Chamber of Commerce maintained a portable toilet (outhouse) at this location.

### **3.3.7 Airports**

No airports exist directly along SR 532, although the Arlington Airport lies some 10 miles southeast of the I-5/SR 532 Interchange, and a small airport for very light planes is located off Utsalady Road approximately 1.1 miles northwest of the SR 532/Good Road Intersection on Camano Island.

## 4. PRESENT AND PROJECTED OPERATING CONDITIONS

### 4.1 EXISTING TRAFFIC PATTERNS AND LEVELS OF SERVICE

City and county roads and private driveways intersecting with SR 532 result in considerable local traffic accessing or crossing the state highway. Over half of some 24 local street intersections along SR 532 are "T" intersections. As a result, SR 532 serves as a connector for local traffic to continue north or south on adjacent roadways as well as providing an important east-west conduit for local traffic. The highway serves as the sole land-based transportation connection from Camano Island to mainland Snohomish County.

Table 4-1 shows existing AADT, PM peak-hour traffic, and truck percentages (where available), based on traffic data collected and seasonally adjusted by WSDOT. Traffic data was generally collected during off-peak winter months and adjusted for seasonal variations to represent average annual traffic conditions. Average annual traffic on SR 532 is about 15 percent lower than typical peak summer conditions, when Camano Island parks and beaches attract much more activity. The AADT accounts for seasonal variations and gives representative yearly averages for daily traffic volumes in both directions on SR 532. Throughout the day and especially during peak hours, traffic volumes remain high on both the mainline facility and on the major intersecting streets even during non-summer months.

**Table 4-1. 2001 Traffic Volumes for SR 532**

MP	Location	Truck Percentage (Single/Double)	2001 AADT	2001 Peak Hour Traffic Volume
0.02	East Camano Drive		13,000	1,700
2.38	Smith Road		17,000	2,200
2.91	Davis Slough		17,000	1,900
4.90	Before Junction of 88th Avenue Northwest/268th Northwest	6%/1%	16,500	1,600
5.25	Old SR 530		16,000	1,900
5.90	72nd Avenue Northwest		11,000	1,700
8.74	28th Avenue Northwest	7%/1%	13,000	1,700
10.02	I-5 Southbound Ramp West Leg		13,000	1,700
10.14	I-5 Northbound Ramp West Leg		8,000	1,200

Source: WSDOT Northwest Region and WSDOT TRIPS System Annual Traffic Report

In consultation with project stakeholders, WSDOT Northwest Region selected 20 intersections for detailed analysis of traffic operations. Traffic operating conditions were analyzed and reported based on 2000 *Highway Capacity Manual* (HCM) methodologies for two-way and all-way stop-controlled intersections, as well as signalized intersections. The HCM methodology produces a *level of service* (LOS), which is used to compare operating conditions. Levels of service are qualitative descriptions of traffic operations based on calculated levels of vehicle delay. Similar to report cards, they range from LOS A to LOS F, with each letter corresponding to a range of calculated delay. LOS A indicates free-flowing conditions with minimal delay and LOS F indicates long delays, while LOS B through LOS E indicate increasing levels of vehicle delay and congestion.

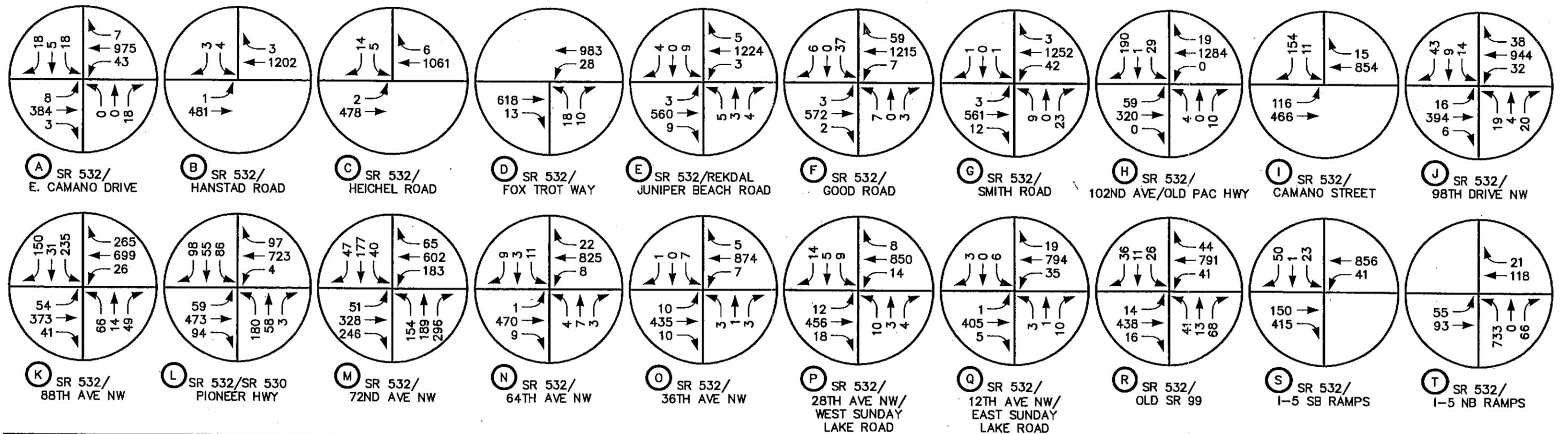
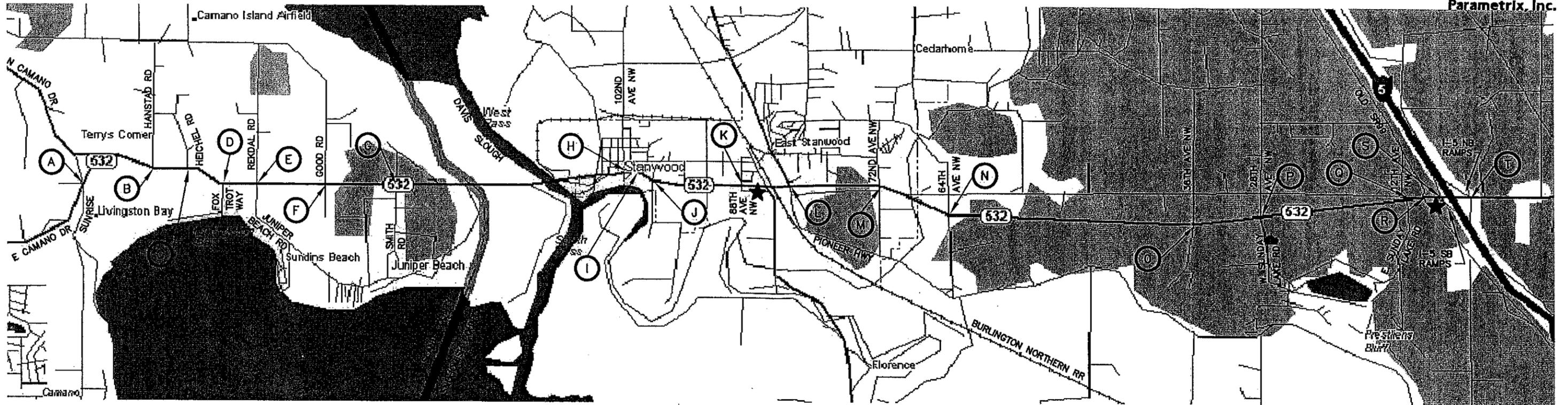
The three signalized intersections in the SR 532 corridor generally operate better in the morning peak hour, when one intersection functions at LOS D or worse, compared to the evening peak hour when all three signals operate at or below LOS D. Table 4-2 shows current intersection LOS for existing AM and PM peak-hour conditions, and Figure 4-1 illustrates existing intersection turning movements for the worst-case PM peak hour.

**Table 4-2. 2001 Existing Level-of-Service Summary**

Intersection Information					AM Peak Hour		PM Peak Hour	
Map ID	MP	North-South Street	East-West Street	Type of Control	LOS	Delay (sec/vehicle)	LOS	Delay (sec/vehicle)
a	0.00	Sunrise Boulevard	East Camano Drive	NB-SB Stop	B	11.6	F	55.8
b	0.57	Hanstad Road	SR 532	SB Stop	A	8.6	C	16.7
c	0.82	Heichel Road	SR 532	SB Stop	D	27.8	D	28.5
d	1.10	Fox Trot Way	SR 532	NB Stop	C	24.3	F	76.0
e	1.34	Juniper Beach Road	SR 532	NB-SB Stop	E	43.3	F	95.7
f	1.85	Good Road	SR 532	NB-SB Stop	F	271.9	F	267.3
g	2.38	Smith Road	SR 532	NB-SB Stop	F	85.6	F	84.7
h	4.03	102nd Avenue NW	SR 532	NB-SB Stop	D	32.4	F	197.1
i	4.11	Camano Street	SR 532	SB Stop	C	18.2	E	45.0
j	4.25	98th Drive NW	SR 532	NB-SB Stop	D	30.5	F	67.4
k	4.90	88th Avenue NW	SR 532	Signalized	C	24.5	D	41.8
l	5.25	Pioneer Highway	SR 532	Signalized	C	25.8	E	66.0
m	5.90	72nd Avenue NW	SR 532	Signalized	E	66.3	E	70.2
n	6.45	64th Avenue NW <sup>a</sup>	SR 532	NB-SB Stop	F	54.6	D	34.5
o	8.22	36th Avenue NW <sup>a</sup>	SR 532	NB-SB Stop	B	14.5	B	12.0
p	8.74	28th Avenue NW	SR 532	NB-SB Stop	D	30.8	E	44.0
q	9.79	12th Avenue NW	SR 532	SB Stop	D	30.2	D	33.1
r	9.94	Old SR 99	SR 532	NB-SB Stop	C	21.1	F	115.8
s	10.02	I-5 SB Ramps	SR 532	SB Stop	B	12.6	C	23.9
t	10.04	I-5 NB Ramps	SR 532	All-Way Stop	B	10.1	F	76.5

<sup>a</sup> AM turning movements estimated as reverse of PM turning movements.

Note: MP = Milepost, NB = northbound, SB = Southbound, NW = Northwest



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**LEGEND:**



NO SCALE

★ EXISTING PARK AND RIDE

**Figure 4-1**  
**Existing 2001 PM Peak Hour Turning Movements**  
**(Provided By WSDOT)**  
**SR 532 Route Development Plan**

Four unsignalized intersections along SR 532 operate at LOS E or LOS F during the AM peak hour, while 11 operate at LOS E or LOS F in the evening peak hour. However, except for the all-way stop at the I-5 northbound ramp, delays listed in Table 4-2 for unsignalized intersections only apply to traffic turning onto SR 532 from side streets. In most cases, side-street volumes represent a small percent of the total intersection volume; through traffic on SR 532 does not stop and faces little or no delay due to intersection operations. Left turns off of SR 532 at unsignalized intersections generally operate at LOS A or LOS B with little delay. The intersections of SR 532 with Good Road and Old SR 99 have the highest side street turning movements and thus the greatest cumulative intersection delay. At the SR 532/I-5 northbound ramp terminal, traffic for all approaches is stop-controlled and operates at LOS F during the PM peak hour.

Corridor traffic volumes also were analyzed using the new travel delay methodology used by WSDOT in the 2003–2022 *Washington Transportation Plan (2003–2022 WTP)*. The travel delay methodology evaluates travel conditions on a 24-hour basis, to better reflect the extent of congestion and delay not captured in analysis limited to peak-hour conditions. Performance is reported as the ratio between daily traffic volumes and peak-hour capacity (annual average daily traffic to hourly capacity ratio, or ACR). WSDOT uses ACR thresholds for state highways to measure performance, identify the need for improvements, and evaluate the relative effectiveness of alternative improvement measures. For planning purposes, WSDOT applies ACR deficiency thresholds of 10.0 for urban areas and 6.0 for rural areas. ACR values greater than these thresholds indicate deficient segments or corridors.

Existing 2001 traffic volumes were analyzed using the travel delay methodology and compared to the ACR standards in the 2003–2022 WTP. ACR calculations were aggregated separately for Island County, the city of Stanwood, and Snohomish County, with the following results:

- ACR = 10.86 in Island County versus ACR standard of 10.0.
- ACR ranges from 7.37 to 11.93 within the Stanwood city limits versus ACR standard of 6.0.
- ACR = 8.23 in Snohomish County versus ACR standard of 6.0.

SR 532 operates worse than ACR standards today throughout the corridor. As reported in the December 2000 *Island County Comprehensive Plan Transportation Element*, the ACR standard of 10.0 for Island County is the outcome of coordination between WSDOT, elected officials and staff from Island County, and the Skagit/Island Regional Transportation Planning Organization Policy Board. The ACR results are presented here for consistency, both with current WSDOT methodology and the Island County and Snohomish County Comprehensive Plans.

Due to existing delay and traffic congestion, especially the long peak-hour queues generated at the SR 532/I-5 northbound off-ramp, many commuter trips divert to adjacent interchanges along I-5. These diversions result in increased and undesirable traffic volumes on other rural roadways in the area, such as Pioneer Highway and 300th Street Northwest.

## 4.2 ACCIDENT HISTORY

Accident history data included in this RDP covers the years 1999 and 2000. Accident data prior to that period is incomplete and therefore was not used. The summary of accidents along SR 532 is shown in Table 4-3.

**Table 4-3. 1999–2000 Accident History on SR 532 (MP 0.00–10.09)**

Year	Total Accidents	Property Damage Only	Injury Accidents	Fatal Accidents
1999	96	55	41	0
2000	107	70	36	1
<b>Total</b>	<b>203</b>	<b>125</b>	<b>77</b>	<b>1</b>

The one fatal accident that occurred was located at MP 0.30, which is near Terry’s Corner. This was a head-on collision resulting in one fatality. It should be noted that in 1998, three fatal accidents occurred resulting in five fatalities. One of these accidents occurred at Fox Trot Way (MP 1.10), and the other two occurred between 64th Avenue Northwest and 36th Avenue Northwest (MP 7.41 and 8.03). No data is available to determine the cause or type of the 1998 fatal accidents.

Accident history by location and type are summarized in Table 4-4. No accidents were recorded on the segments that do not appear in the table.

**Table 4-4. 1999–2000 Accident History by Location and Type**

MP	Location	Number of Accidents	Accident Type (Number of Accidents)
0.00	Sunrise Boulevard	2	Fixed Object (2)
0.01–0.56	Between Sunrise Boulevard and Hanstad Road	5	Fixed Object (2), Head-On (1), Rear-End (1), Other (1)
0.57	Hanstad Road	5	Rear-End (4), Sideswipe (1)
0.83–1.09	Between Heichel Road and Fox Trot Way	2	Fixed Object (2)
1.34	Juniper Beach Road	5	Rear-End (2), Enter at Angle (2), Other (1)
1.35–1.84	Between Juniper Beach Road and Good Road	4	Rear-End (3), Sideswipe (1)
1.85	Good Road	2	Enter at Angle (1), Fixed Object (1)
1.86–2.37	Between Good Road and Smith Road	3	Driveway Entering (1), Other (2)
2.38	Smith Road	1	Enter at Angle (1)
2.39–4.02	Between Smith Road and 102nd Avenue Northwest	24	Rear-End (8), Driveway Entering (7), Fixed Object (1), Sideswipe (1), Other (7)
4.03	102nd Avenue Northwest	6	Hit Parked Car (2), Enter at Angle (2), Sideswipe (1), Rear-End (1)
4.04–4.10	Between 102nd Avenue Northwest and Camano Street	3	Hit Parked Car (1), Rear-End (1), Other (1)

**Table 4-4. 1999–2000 Accident History by Location and Type (Continued)**

MP	Location	Number of Accidents	Accident Type (Number of Accidents)
4.11	Camano Street	3	Enter at Angle (2), Rear-End (1)
4.12–4.24	Between Camano Street and 98th Drive Northwest	5	Rear-End (2), Driveway Entering (1), Other (2)
4.25	98th Drive Northwest	10	Rear-End (7), Enter at Angle (1), Other (2)
4.26–4.89	Between 98th Drive Northwest and 88th Avenue Northwest	3	Rear-End (3)
4.90	88th Avenue Northwest	15	Rear-End (13), Other (2)
4.91–5.24	Between 88th Avenue Northwest and Pioneer Highway	11	Rear-End (9), Other (2)
5.25	Pioneer Highway	22	Rear-End (19), Enter at Angle (1), Other (2)
5.26–5.89	Between Pioneer Highway and 72nd Avenue Northwest	10	Rear-End (9), Fixed Object (1)
5.90	72nd Avenue Northwest	24	Enter at Angle (9), Rear-End (8), Sideswipe (1), Wildlife (1), Other (5)
5.91–6.44	Between 72nd Avenue Northwest and 64th Avenue Northwest	1	Other (1)
6.45	64th Avenue Northwest	2	Enter at Angle (1), Wildlife (1)
6.46–8.21	Between 64th Avenue Northwest and 36th Avenue Northwest	7	Wildlife (2), Fixed Object (1), Overtum (1), Other (3)
8.22	36th Avenue Northwest	2	Rear-End (2)
8.23–8.73	Between 36th Avenue Northwest and 28th Avenue Northwest	2	Wildlife (1), Other (1)
8.74	28th Avenue Northwest	2	Rear-End (2)
8.75–9.78	Between 28th Avenue Northwest and 12th Avenue Northwest	10	Fixed Object (7), Rear-End (1), Wildlife (1), Other (1)
9.79	12th Avenue Northwest	3	Rear-End (3)
9.94	Old SR 99	6	Enter at Angle (4), Rear-End (1), Fixed Object (2)
9.95–10.01	Between Old SR 99 and I-5 Southbound Ramps	1	Other (1)

As shown in the above table, the majority of the accidents occurred at the signalized intersections of 88th Avenue Northwest, Pioneer Highway, and 72nd Avenue Northwest. Most of the accidents were rear-end types. This is common for signalized intersections, especially when the rest of the corridor is unsignalized. A driver can become accustomed to driving without stopping along an unsignalized portion of the corridor. When the driver then approaches a traffic signal with vehicles fully stopped ahead, the driver may not be alerted to this condition. This can result in a large number of rear-end accidents. Accident statistics can be found in Appendix D.

The Washington State Department of Transportation uses two major programs to identify and correct potentially unsafe locations. These are the Hazardous Accident Location (HAL) and the High Accident Corridor (HAC) programs. The HAL and HAC programs used by the six WSDOT Regions are one of the major components used in developing their construction programs.

**Hazardous Accident Locations** are segments less than one-tenth of a mile long which have experienced a higher than average rate of severe accidents during the previous two years. In order to give added weight to fatal and serious injury collisions, each accident is assigned points based on its severity. Locations are evaluated for HAL status by WSDOT based on the number and severity of accidents, traffic volumes, and roadway characteristics, such as number of lanes and type of access control. Potential safety improvements are evaluated based on cost-benefit analysis using WSDOT cost factors for various types of accidents. For example, current cost factors for a property damage accident is \$6,000, compared to \$1,000,000 for a fatal or disabling injury accident. The aggregate societal cost of accidents at each HAL site is then used in the cost benefit analysis after identifying the potential benefit of the improvement and the estimated construction cost, both amortized over the lifetime of the improvement. An improvement's potential benefit is based on the type of accident that research has shown it will reduce. For example, protected left-turn pockets can reduce angle accidents, while right-turn pockets can reduce rear-end collisions.

**High Accident Corridors** are sections of state highway, one or more miles long, which have a higher than average number of severe accidents over a continuous period of time. For the analysis of HACs, accident records are analyzed in 1-mile segments by 0.5-mile increments. For each segment, accident data is compared to statewide averages for accident severity per mile, number of accidents per mile, and severity per accident per mile. If any given mile section is above all three of these averages during any one 3-year group, then it is considered part of an HAC. The same severity rating and societal cost amounts used for HALs are also used for HACs. Further study, including cost-benefit analysis of potential improvements, is conducted for HACs with societal costs per mile above the average for the specific WSDOT Region.

WSDOT analyzed current accident records for SR 532, including 1999 and 2000 accident data for HALs, and 1996 through 2000 accident data for HACs (i.e., the 2002 HALs and HACs). No HALs or HACs presently exist on SR 532.

As noted earlier in Table 3-1, a westbound right-turn lane was constructed at the intersection of SR 532/88th Avenue Northwest in 1999 in response to a 1998 HAL designation for MP 4.82 to MP 5.05.

### 4.3 EXISTING DEFICIENCIES (SAFETY, ALIGNMENT, CAPACITY)

Existing corridor deficiencies include safety, operational, and capacity deficiencies. Planned improvements and additional potential improvements and strategies are presented in the following chapter, including widening SR 532, adding traffic signals and/or turn lanes at selected intersections, restricting turn movements at other locations, and promoting measures to reduce local trips on SR 532.

**Safety Deficiencies** include Hazardous Accident Locations (HALs) and High Accident Corridors (HACs). As discussed in the previous section, no HALs or HACs exist on SR 532.

**Physical and Operational Deficiencies** identified include substandard shoulder width; inadequate vertical clearance at the I-5 southbound overcrossing; structural deficiencies due to high chloride content on the corridor's bridges; deteriorating sidewalks in the city of Stanwood; lack of curb, gutter, and sidewalk throughout the urban portion of the corridor; and obstructed or limited sight distance in sections on Camano Island. These deficiencies represent potential safety concerns only, as there are no current HAC or HAL locations in the SR 532 corridor.

**Capacity Deficiencies** exist throughout the corridor. Using the new WSDOT travel delay methodology, existing ACR values exceed thresholds in Island County, Snohomish County, and the city of Stanwood. Local jurisdictions along the route also use intersection level of service standards to evaluate traffic operational deficiencies. Analysis of existing PM peak-hour intersection turning movements revealed 13 intersections operating at LOS E or LOS F, including two signalized intersections and 11 unsignalized intersections. LOS E and LOS F are considered by local jurisdictions to represent deficient operations. Measures addressing both ACR and LOS deficiencies are addressed in the following chapter.

### 4.4 PROJECTED FUTURE TRAFFIC CONDITIONS

Future traffic growth factors were developed by WSDOT based on historical traffic growth, land-use development trends, and 2022 forecasts from the Snohomish County and WSDOT Mt. Baker Area Island County travel-demand forecasting models. A 2022 horizon year was selected for consistency with these existing regional models.

Projected 2022 traffic in the SR 532 corridor was estimated to be about 60 percent higher than existing traffic, a 2.25 percent annual growth rate over the 21-year period from 2001 to 2022. Existing PM peak-hour turning movements were increased by 60 percent to develop the 2022 baseline PM peak-hour volumes shown in Figure 4-2. The 60 percent growth factor may be conservative for some side streets where turning movements are not likely to increase as much due to a lower expected level of development. However, existing volumes on these side streets are generally low. Adjusting the growth factor for the side streets would be unlikely to affect future traffic conditions as measured by intersection LOS or corridor ACR.

Analysis of the corridor's projected 2022 daily volumes was performed using WSDOT's new travel delay methodology. As mentioned earlier, the ACR methodology is required for highways of statewide significance (HSS), but not for highways of regional significance (non-HSS highways) such as SR 532. However, ACR analysis was conducted to facilitate a comparison and for purposes of consistency with the *Island County Comprehensive Plan*. ACR results for 2022 No Build conditions were as follows:

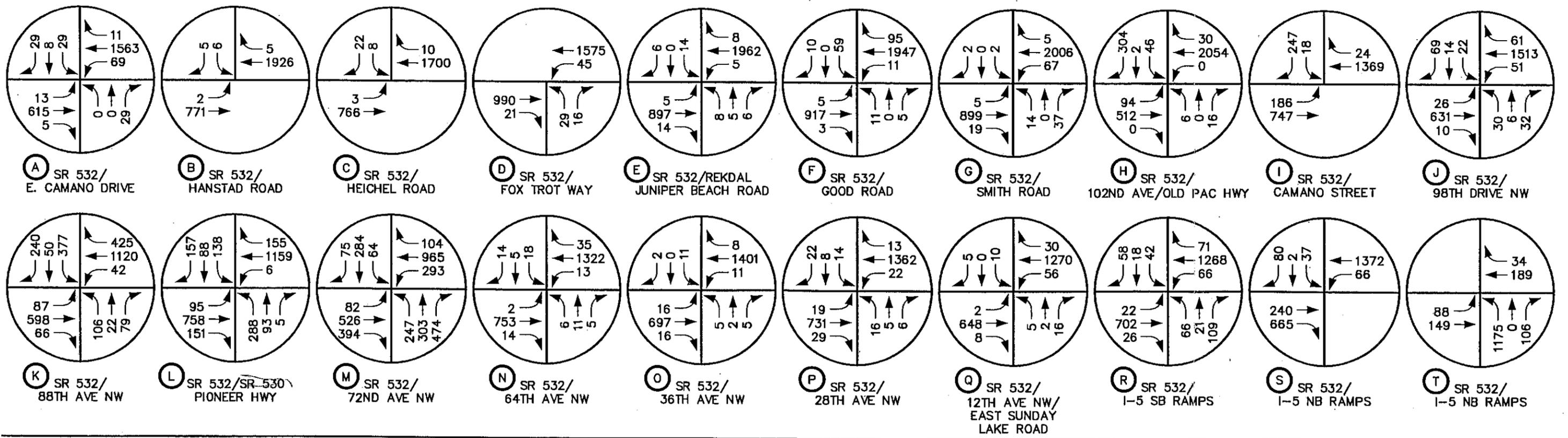
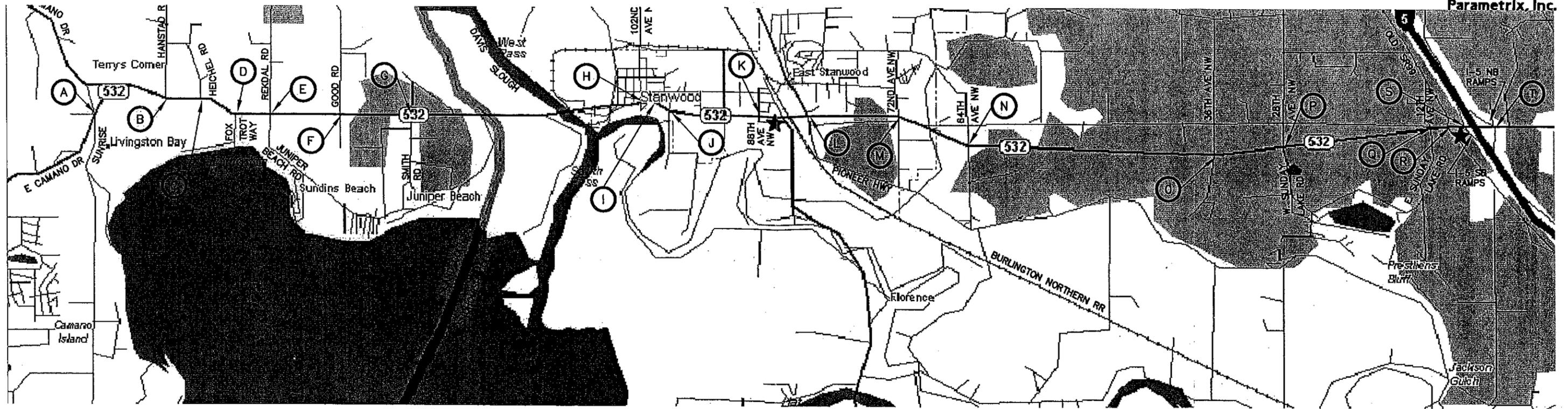
- 2022 No Build ACR = 15.22 in Island County versus ACR standard of 10.0 and existing ACR of 10.86.
- 2022 No Build ACR ranging from 14.31 to 19.09 within the Stanwood city limits versus ACR standard of 6.0 and existing ACR ranging from 7.37 to 11.93.
- 2022 No Build ACR = 13.18 in Snohomish County versus ACR standard of 6.0 and existing ACR of 8.23.

The highway fails to meet ACR standards today. Without any improvements, by 2022 it is projected to be more than twice the standard and over three times the standard within the Stanwood city limits. Potential long-term improvements to address these deficiencies, discussed in the following chapter, include widening SR 532 to two lanes in each direction (plus turn lanes at intersections). With these improvements in place, projected ACR values would be close to the standard:

- 2022 Build ACR = 7.61 in Island County (meets ACR standard of 10.0).
- 2022 Build ACR ranging from 6.08 to 7.98 within the Stanwood city limits (exceeds ACR standard of 6.0 by 1 to 33 percent).
- 2022 Build ACR = 6.59 in Snohomish County (less than 10 percent over ACR standard of 6.0).

An intersection level of service analysis also was conducted using projected 2022 No Build PM peak-hour intersection turning movements. Table 4-5 compares existing and 2022 PM peak-hour levels of service at the intersections analyzed for the RDP. All but one of the intersections is projected to operate at LOS F under 2022 No Build conditions. Extremely long delays would be expected at all three signalized intersections and most unsignalized side streets. The only intersection not projected to operate at LOS F under 2022 No Build conditions is SR 532/36th Avenue Northwest, where side street volumes account for about 1 percent of the total intersection volume. At other unsignalized intersections, side street volumes as a percentage of total intersection volume range from less than 1 percent at Hanstad Road and Heichel Road, to 13 percent at Old SR 99 North and 102nd Avenue Northwest. Levels of service for left turns from SR 532 remain at LOS D or better with projected 2022 volumes.

The following chapter outlines potential interim and long-term improvements and strategies addressing WSDOT's highway level of service standards. Potential route improvements for transit service and non-motorized travel are also discussed.



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NO SCALE

★ EXISTING PARK AND RIDE

**Figure 4-2**  
**Future 2022 PM Peak Hour Turning Movements**  
**(Provided By WSDOT)**  
**SR 532 Route Development Plan**

**Table 4-5. 2001 Existing/2022 No Build PM Peak Hour Level-of-Service Summary**

Intersection Information					2001 PM Peak Hour		2022 PM Peak Hour	
Map ID	MP	North-South Street	East-West Street	Type of Control	LOS	Delay (sec/vehicle)	LOS	Delay (sec/vehicle)
a	0.00	Sunrise Boulevard	East Camano Drive	NB-SB Stop	F	55.8	F	<sup>a</sup>
b	0.57	Hanstad Road	SR 532	SB Stop	C	16.7	F	<sup>a</sup>
c	0.82	Heichel Road	SR 532	SB Stop	D	28.5	F	161.2
d	1.10	Fox Trot Way	SR 532	NB Stop	F	76.0	F	<sup>a</sup>
e	1.34	Juniper Beach Road	SR 532	NB-SB Stop	F	95.7	F	<sup>a</sup>
f	1.85	Good Road	SR 532	NB-SB Stop	F	267.3	F	<sup>a</sup>
g	2.38	Smith Road	SR 532	NB-SB Stop	F	84.7	F	<sup>a</sup>
h	4.03	102nd Avenue NW	SR 532	NB-SB Stop	F	197.1	F	<sup>a</sup>
l	4.11	Camano Street	SR 532	SB Stop	E	45.0	F	<sup>a</sup>
j	4.25	98th Drive NW	SR 532	NB-SB Stop	F	67.4	F	<sup>a</sup>
k	4.90	88th Avenue NW	SR 532	Signalized	D	41.8	F	213.6
l	5.25	Pioneer Highway	SR 532	Signalized	E	66.0	F	390.9
m	5.90	72nd Avenue NW	SR 532	Signalized	E	70.2	F	258.8
n	6.45	64th Avenue NW	SR 532	NB-SB Stop	D	34.5	F	298.2
o	8.22	36th Avenue NW	SR 532	NB-SB Stop	B	12.0	D	26.4
p	8.74	28th Avenue NW	SR 532	NB-SB Stop	E	44.0	F	<sup>a</sup>
q	9.79	12th Avenue NW	SR 532	SB Stop	D	33.1	F	305.0
r	9.94	Old SR 99	SR 532	NB-SB Stop	F	115.8	F	<sup>a</sup>
s	10.02	I-5 SB Ramps	SR 532	SB Stop	C	23.9	F	245.1
t	10.04	I-5 NB Ramps	SR 532	All-Way Stop	F	76.5	F	348.1

<sup>a</sup> Calculated delay exceeds 999.9 seconds/vehicle

Note: MP = Milepost, NB = Northbound, SB = Southbound, NW = Northwest

## 5. ROUTE IMPROVEMENTS

### 5.1 INTRODUCTION

This section addresses currently planned improvements, including those already identified in this document for SR 532, additional interim and long-term improvements recommended as a result of this analysis, and implementation strategies.

### 5.2 SR 532 ROUTE DEVELOPMENT PLAN POTENTIAL IMPROVEMENTS

Improvements and strategies identified through the Route Development Plan process become eligible for inclusion in the Highway System Plan (HSP). The HSP is the element of Washington's Transportation Plan (WTP) that addresses the needs of the State's highway system. The HSP is a comprehensive assessment of current safety and capacity deficiencies and conceptual solutions for the State's highway system for the next 20 years.

The WTP is a statewide transportation needs assessment that will provide decision-makers with valuable information when making strategic investment decisions. The WTP includes state-owned transportation facilities as well as facilities that the State does not directly control but has an interest in due to their potential effect on the overall transportation system performance.

#### 5.2.1 SR 532 Currently Programmed (Committed) Improvements

This section describes short-term committed improvements scheduled to be implemented by WSDOT, Island County, or the City of Stanwood.

The WSDOT Northwest Region has the following programmed improvements on SR 532 scheduled for implementation. Programmed improvements are short-term improvements for which funding is already committed.

- Terry's Corner Realignment/Signalization, MP 0.00--0.30 – This project will close North Camano Drive at the intersection with SR 532 to eastbound traffic, redirecting eastbound vehicles to SR 532 via the Sunrise Boulevard/East Camano Drive intersection, which will be channelized and signalized when traffic signal warrants are met. There will be no changes to westbound traffic. The intersection is presently ranked extremely low on the NW Region's Signal Priority List (SPL), but the SPL ranking is expected to change with redirection of traffic from North Camano Drive. Construction is scheduled for 2002.
- SR 532/Stillaguamish River Bridge, MP 3.39 to 3.48. This maintenance project includes painting and resetting bridge rocker bearings and is scheduled for completion in 2001.
- SR 532/102nd Avenue Intersection, MP 4.03. Design of this channelization and signalization project was completed in 2001, and construction is scheduled for 2003.
- I-5 northbound ramps/SR 532 (SR 532 MP 10.04, I-5 MP 212.35). This project will replace the existing stop-controlled ramp terminal intersection with a roundabout. The project is scheduled to go to bid for construction in November 2002, with construction scheduled for 2003.

In conjunction with WSDOT's programmed Terry's Corner realignment improvements, Island County is designing a park-and-ride lot at the eastern end of the project in the area bounded by North Camano Drive/East Camano Drive/Sunrise. The new park-and-ride lot is intended to serve the growing Camano Island population and to address excess demand at the existing park-and-ride lot at I-5. The lot will be operated by Island Transit, with 80 parking spaces initially, and expansion to 320 spaces planned.

The City of Stanwood, in conjunction with WSDOT, developed an interim channelization improvement to provide a two-way, left-turn lane between 98th Drive Northwest and Camano Street.

### **5.2.2 Recommended Corridor Right-of-Way**

A 150-foot ROW is recommended as the standard for corridor preservation to accommodate travel lanes, turn lanes, shoulders, and clear zones in the ultimate cross-section. While the ultimate ROW is recommended to accommodate the long-term requirements for SR 532, securing ROW is an ongoing process that should be considered an interim measure. Proposed land developments or land divisions with highway frontage should be required by local jurisdictions to provide proportional ROW dedication and/or setbacks consistent with the 150-foot overall ROW standard. Within the city of Stanwood, a 100-foot ROW is acceptable.

### **5.2.3 Additional Potential Interim Improvements and Strategies**

This section lists additional potential interim improvements developed through field reconnaissance, analysis of existing and future traffic volumes and intersection operations, review of accident data, and stakeholder input. In addition to the counties, the City of Stanwood, and WSDOT, stakeholders in the SR 532 planning process include residents, business owners, agriculture, heavy industry, and recreational users. The recommendations in this report strive to accommodate all of the stakeholders by promoting a broad range of benefits and minimizing the inconvenience to any particular stakeholder or group. However, no solution is likely to be ideal for all of SR 532 stakeholders.

Interim improvements described in this section support the long-term improvements described in the following section, and represent progress toward satisfaction of applicable ACR and level of service standards. However, the improvements have not been analyzed in detail to determine whether all applicable standards would be met.

Interim recommendations are summarized below with specific potential improvements listed by corridor segment in Tables 5-1 through 5-3 (pp. 5-7 through 5-9). Figure 5-1 (p. 5-5) shows the location of interim improvements listed in the tables. While it is unlikely that all the interim recommendations could be implemented within the 5- to 15-year timeframe used to identify the need for interim improvements, they all address conditions that exist now or are projected to exist within the near future.

- Implement interim improvements to improve traffic operations, including adding or lengthening turn lanes at selected intersections, and eliminating left turns at certain other intersections.
- Install new traffic signals at selected intersections once traffic signal warrants are satisfied.
- Upon installation of the planned traffic signal at 102nd Avenue/SR 532, implement coordinated signal timing from 102nd Avenue to 72nd Avenue. Preliminary assessment of projected volumes and signal spacing indicates that coordinated signal timing would be justified in this segment. Until the ultimate section for SR 532 is provided and conduit can be laid for signal interconnect, time-based coordination should be used.

- Eliminate access at selected low-volume side streets listed in Tables 5-1 through 5-3, where feasible alternative access routes exist or can be feasibly implemented through local agency permitting in conjunction with development applications, or through other cooperative efforts between the state and local jurisdictions.
- Extend 92nd Avenue to intersect 88th Avenue in central Stanwood, as planned by the City. The extension would not meet existing access control standards for SR 532 within the city of Stanwood. To facilitate the extension, WSDOT will either need to modify access control standards within the City or permit a variation to access spacing standards. As part of the extension of 92nd Avenue, the existing traffic signal at 88th Avenue should be relocated to 92nd Avenue, and east/west local street connectivity on both sides of SR 532 between 88th Avenue and 92nd Avenue should be improved. Relocating the existing 88th Avenue traffic signal to 92nd Avenue would improve traffic signal spacing along SR 532.
- In coordination with local jurisdictions, improve the local street system to reduce reliance on SR 532 for local circulation, particularly within the Stanwood city limits.
- Construct climbing lanes in strategic locations as an initial step toward the ultimate cross-section. An initial conceptual assessment of potential climbing lane locations was conducted for this RDP. Two potential eastbound segments were identified: 1) west of Pioneer Highway from MP 5.27 to MP 5.60, and 2) MP 6.85 to 7.85. In the westbound direction, one potential location was identified, from MP 9.75 to MP 8.95. All distances are approximate and would require further engineering analysis to evaluate climbing lane warrants and identify design parameters.
- Widen shoulders to full design standards (8-foot shoulders) in conjunction with pavement overlay projects to accommodate and promote bicycle and pedestrian travel, and facilitate oversized agricultural vehicle traffic. Shoulder improvements should initially focus on the corridor segment west of 72nd Avenue in Stanwood. Within the Stanwood city limits, 4-foot bikeways with sidewalks are recommended instead of 8-foot shoulders. To accommodate school buses and Island Transit and Community Transit buses, 10-foot shoulders should be provided at bus pullout locations. Ongoing coordination between WSDOT, the school district, and transit agencies will be needed to identify bus pullout locations.
- Consider partnership efforts with the City of Stanwood to promote safe bicycle travel in the corridor both for commuters and recreational bicyclists. Support development of roadside attractions and/or kiosks with maps and other information, such as the location of commercial uses in Stanwood focused on bicyclists and/or tourism.
- Support TDM measures such as carpools and vanpools through cooperative efforts with local jurisdictions and employers. Supportive efforts could include additional signage near existing and proposed park-and-ride lots; postings on city, county, and WSDOT web pages; ads in local newspapers, etc.
- Support increased coordination of transit service along the SR 532 corridor by Island Transit and Community Transit of Snohomish County. A specific need for commuters is coordinated service to the planned Terry's Corner park-and-ride lot, including timed transfers. When the Terry's Corner park-and-ride lot opens, Community Transit should serve the new Terry's Corner park-and-ride, or Island Transit should serve both the Terry's Corner and the I-5/SR 99 park-and-rides, or the two agencies could combine park-and-ride service. Currently, there is no plan to

coordinate Community Transit commuter service with the Terry's Corner park-and-ride lot. Coordinated service will be essential to fully utilize the new park-and-ride lot.

- Promote access management throughout the corridor. Frequent driveways and side street intersections increase the number of conflicting traffic movements, which increases accident potential and reduces roadway capacity. Access management techniques and strategies can be used to increase capacity and improve safety using low-cost improvements, at the same time avoiding or delaying costly, high-impact items like new or widened highways. Improved access management can generate secondary benefits by improving property values of highway frontage. Joint local/state efforts are needed to implement access management improvements. Potential access management measures focusing on access consolidation and driveway closure are included in Tables 5-1 through 5-3 for the area from the western Stanwood city limits to Pioneer Highway. Access management measures affecting turning movements currently allowed must be sensitive to the users and types of vehicles affected, particularly with respect to access for trucks and agricultural vehicles.

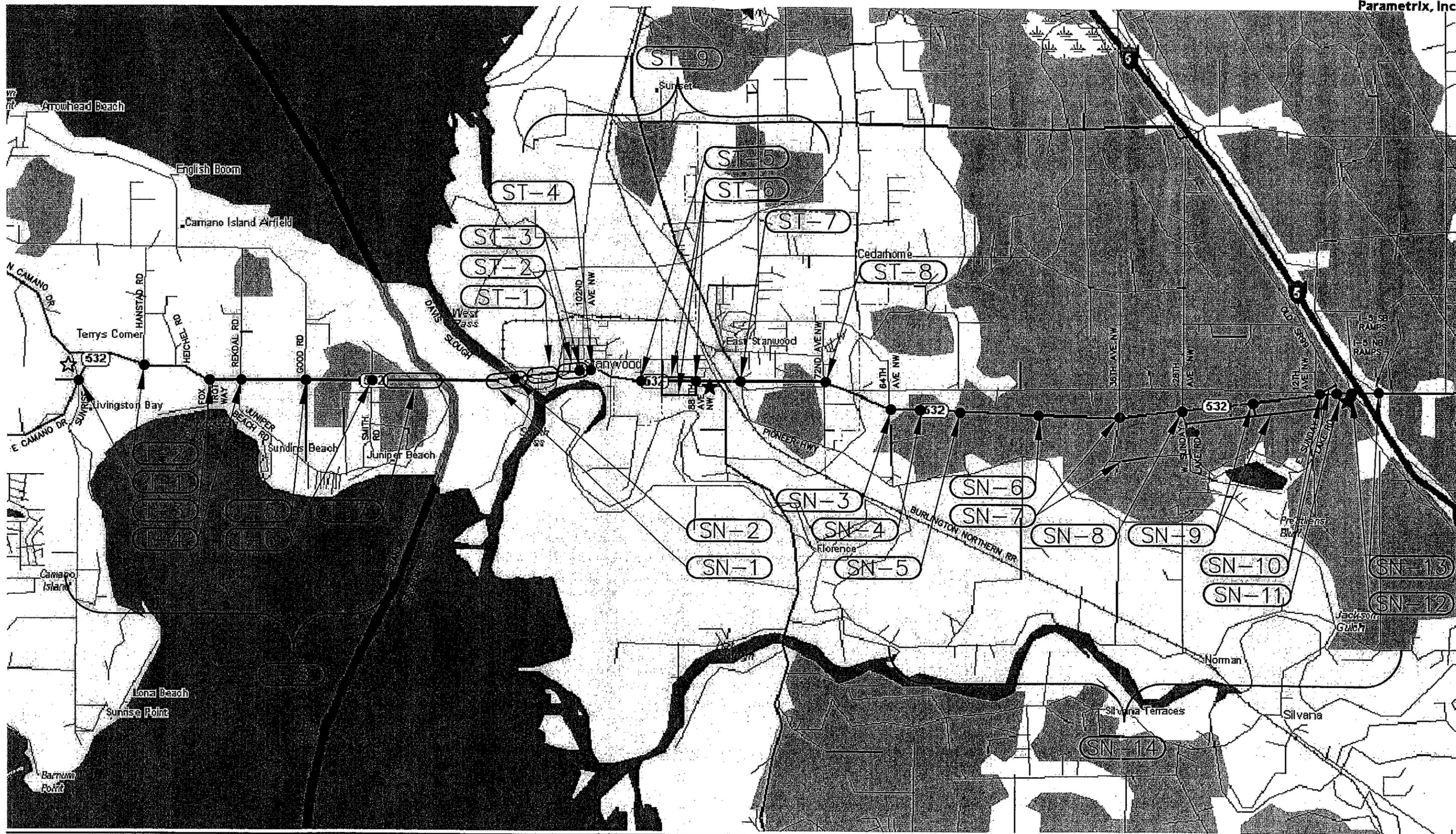
Tables 5-1 through 5-3 list potential interim improvements for Island County, the city of Stanwood, and Snohomish County. Potential improvements were identified considering field observations, intersection and corridor segment operating conditions, stakeholder input, and accident history.

Potential benefits similarly encompass a range of safety, operational, and capacity enhancements. Detailed benefit/cost analysis should be conducted as part of preliminary engineering prior to implementing specific improvements. Preliminary engineering should include further study for locations where side street turning movements are proposed to be restricted or eliminated, to ensure that the demand for the affected turning movements can be accommodated through alternate routes or by other improvements that would be implemented simultaneously.

#### **5.2.4 Recommended Long-Term Improvements and Ultimate Cross-Sections**

Figure 5-2 (p. 5-6) illustrates recommended ultimate cross-sections for the four general segments of the corridor, including the access-controlled segment in Snohomish County. The only recommended long-term physical improvement is to widen SR 532 to two lanes in each direction (plus turning lanes at selected intersections), which would be necessary to accommodate projected 2022 traffic volumes. With these long-term improvements in place, projected ACR values would be close to the standard:

- 2022 Build ACR = 7.61 in Island County (meets ACR standard of 10.0).
- 2022 Build ACR ranging from 6.08 to 7.98 within the Stanwood city limits (exceeds ACR standard of 6.0 by 1 to 33 percent).
- 2022 Build ACR = 6.59 in Snohomish County (exceeds ACR standard of 6.0 by less than 10 percent).



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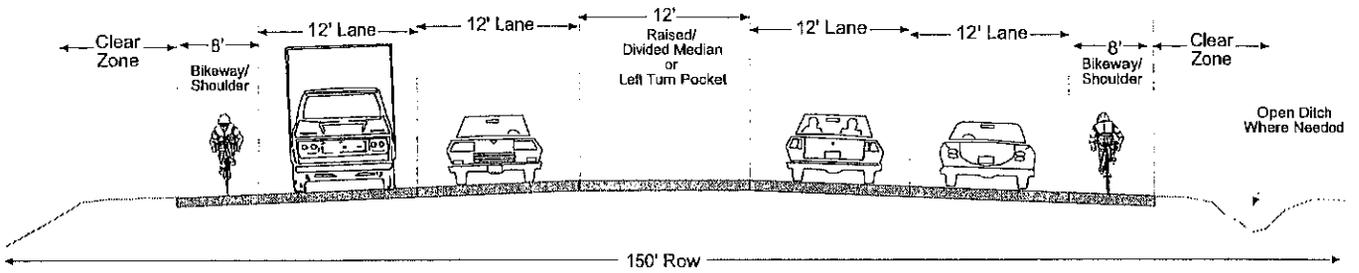
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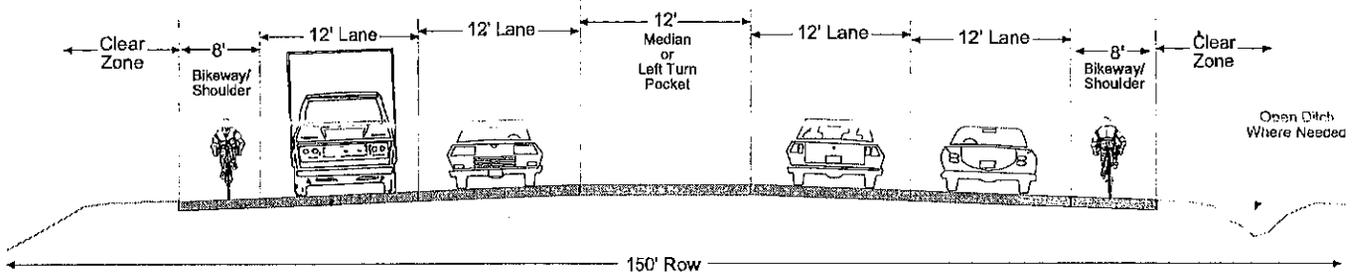
- ★ EXISTING PARK AND RIDE
- ☆ FUTURE PARK AND RIDE

**Figure 5-1**  
**Location of Interim Improvements**  
**SR 532 Route Development Plan**

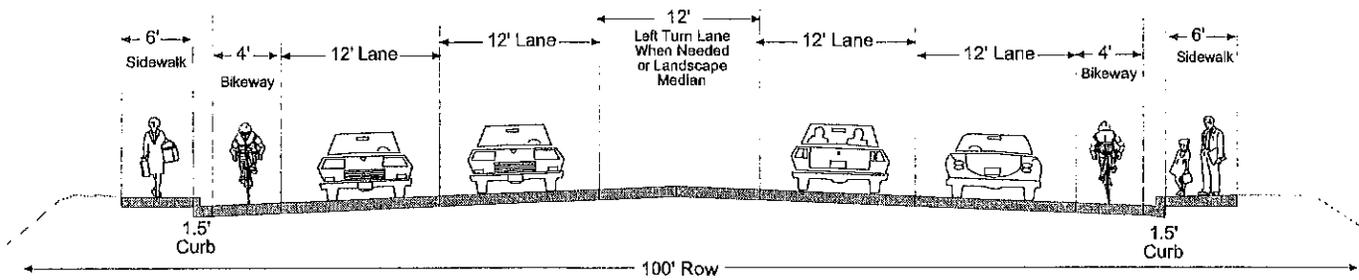
### Rural Section (Snohomish Co.)



### Rural Section (Island Co.)



### Urban Section - City of Stanwood



### Burlington Northern Railroad & Davis Slough Bridge Section

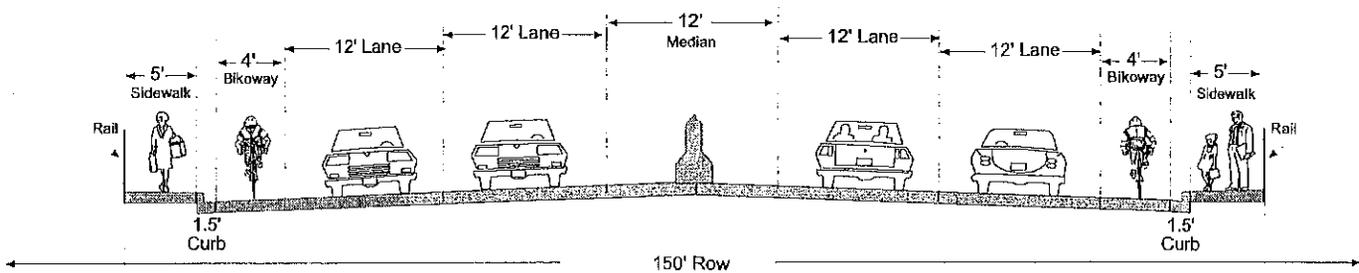


Figure 5-2  
Recommended Ultimate  
Cross Sections

**Table 5-1. Potential Interim Improvements, Island County  
(Stanwood City Limits to Terry's Corner)**

Map Number	Milepost	Location	Recommended Interim Improvement
I-1	0.00	Sunrise Boulevard	Signalize as part of programmed improvements.
I-2	0.57	Hanstad Road	Cut hillside away to improve stopping sight distance. Add eastbound left-turn lane.
I-3	1.10	Fox Trot Way	Modify Camano Marine Shop parking lot driveway to align with Fox Trot Way.
I-4	1.34	Juniper Beach Road/Rekdal Road	Install eastbound, westbound left-turn lanes.
I-5	1.85	Good Road	Improve eastbound acceleration lane. Add south leg, connect to Juniper Beach Road. Signalize (when warranted) and provide U-turn to serve driveways to east and west.
I-6	2.38	Smith Road	Spot intersection improvements.
I-7	2.38–2.90	Driveways between Davis Slough and Smith Road	Make north leg southbound right-in, right-out only during peak times.
I-8	0.00–2.90	All driveways and roads	Provide U-turns at Good Road, Sunrise Boulevard, and other locations. County to craft a policy requiring properties with SR 532 frontage to provide side street access and connect to SR 532 at focused, desirable locations.

**Table 5-2. Potential Interim Improvements, Stanwood City Limits**

Map Number	Milepost	Location	Recommended Interim Improvement
St-1	3.86–4.09	Camano Street to 104th Avenue	Consolidate access along SR 532. Install landscaped median.
St-2	3.86–3.97	102nd Avenue/103rd Avenue/ 104th Avenue and SR 532	Close 103rd Avenue or make 103rd Avenue right-out only.  Improve local circulation north of SR 532 with improvements to 271st Avenue and 268th Avenue, reducing the need for local trips to use SR 532.
St-3	4.03	102nd Avenue	Signalize intersection (currently under design).  Analyze Twin City Foods entrance; engineering study needed.
St-4	4.11	Camano Street	Restripe intersection or convert to one-way northbound traffic on Camano Street.
St-5	4.25	98th Avenue/SR 532	Make north leg right-in, right-out or close north leg.  Make south leg right-out only, add westbound left-turn pocket, or make south leg right-in, right-out, (no westbound lefts).  Add eastbound left-turn lane.
St-6	4.90	88th Avenue/SR 532	Make north/south legs right-in, right-out, eliminate signal, and add new signalized access at 92nd Avenue.  Extend 267th Avenue to 92nd Avenue and connect 92nd Avenue to SR 532.  Add frontage road from 88th Avenue and 92nd Avenue through existing parking lots, 1 block north of SR 532.
St-7	5.25	Pioneer Highway/SR 532	Spot intersection improvements.
St-8	5.90	72nd Avenue/SR 532	Realign 268th Avenue away from 72nd Avenue/SR 532 and add right-turn lanes at the intersection.
St-9	3.80–6.16 4.03–5.90	Stanwood City Limits	Improve local connectivity to redirect traffic to alternate routes for local trips.  Implement coordinated traffic signal timing (72nd Avenue to 102nd Avenue) following signalization of 102nd Avenue/SR 532 intersection.

**Table 5-3. Potential Interim Improvements, Snohomish County  
(I-5 to Stanwood City Limits)**

<b>Map Number</b>	<b>Milepost</b>	<b>Location</b>	<b>Recommended Interim Improvement</b>
Sn-1	3.29–3.63	270th Avenue/Saratoga Road/ Eide Road	Restrict westbound lefts at Eide Road. No new access (keep as existing).
Sn-2	3.39–3.48	Mark Clark Bridge	Retrofit bridge to applicable standards. Improve Camano Island-to-Stanwood Transit.
Sn-3	6.45	64th Avenue/SR532	Convert north/south approaches to right-out only.
Sn-4	6.84	Driveway between Sand-Gravel/ 64th Avenue	Convert driveway to right-in, right-out.
Sn-5	7.21	Sand-Gravel Driveway/SR532	Lengthen southbound left-turn lane to accommodate trucks. Provide westbound U-turn or jug handle for driveway to east.
Sn-6	7.66	Driveway between 35th Avenue/ Sand-Gravel	Convert driveway to right-in, right-out.
Sn-7	8.22	36th Avenue/SR532	Close north/south legs, install signal at 28th (when warranted). Connect 256th between 36th and 28th.
Sn-8	8.74	28th Avenue/Sunday Lake Road/ SR532	Add/improve turning pockets for northbound, westbound lefts. Other operational improvements by Snohomish County to north (28th Avenue) and south legs (Sunday Lake Road) of intersection. Install signal (when warranted), upon closure of 36th.
Sn-9	9.31	Driveway between 12th Avenue/28th Avenue	Add westbound left-turn pocket. Add acceleration lane for northbound lefts or make south leg right-out only. Add frontage road and access to Sunday Lake Road, eliminate driveway access to SR 532.
Sn-10	9.79	12th Avenue/SR532	Close north leg, make south leg right-out only; use Old 99 for access. Extend 268th to Old 99.
Sn-11	9.94	Old 99/SR532	Add turn pockets. Expand existing park-and-ride lot, add Transit Center. Add signal (when warranted) or roundabout (divert traffic from 12th). Add transit direct access to southbound on-ramp.
Sn-12	10.02	I-5 Southbound Ramps/SR532	Roundabout. Combine Transit Center Access, ramps, and Old SR 99 into one major intersection.
Sn-13	10.04	I-5 northbound Ramps/SR532	Roundabout.
Sn-14	6.45–10.04	Miscellaneous driveways/access rights	Purchase of access rights and properties to develop frontage road plan.

### 5.3 IMPLEMENTATION STRATEGIES

Given that SR 532 is a regionally significant highway, rather than a highway of statewide significance, ongoing interagency cooperation and strategic partnership will be essential to secure competitive funds for implementation of recommended physical improvements and policy changes. This section outlines potential strategies to promote implementation of the recommended improvements and strategies outlined earlier. These implementation recommendations are aimed at promoting interagency consensus that will greatly improve the ability to secure improvements in the SR 532 corridor.

- Continue the efforts of the joint city/county/state advisory committee that met as an advisory group during development of the SR 532 RDP. The committee should meet once or twice a year after more frequent initial meetings to establish the committee's membership, mission, procedures, and responsibilities. The committee should be action-oriented to pursue grant-funding opportunities.
- Estimate improvement costs using planning level cost factors after prioritization of improvement recommendations, or alternatively, as input into the prioritization process. Cost estimates are important ingredients for grant applications and other funding mechanisms.
- Develop criteria to prioritize potential improvements, then apply the criteria to prioritize improvements. The HSP already includes prioritization criteria; however, the SR 532 corridor may be better served by evaluation criteria developed with the specific needs of the route in mind. Potential criteria include factors such as severity of the problem, affected user group, improvement cost, benefit/cost ratio, economic benefit, multi-modal benefit, environmental cost, potential to leverage private ROW or financial participation, potential to leverage grant funding, community acceptance, and other factors.
- Monitor grant programs administered by federal and state agencies, and aggressively pursue grant-funding opportunities. Interagency cooperation typically increases prospects for being awarded grant funding, whether it is a formal or informal evaluation criterion.
- Monitor local land development applications for parcels with frontage onto SR 532 or primary access to SR 532, and coordinate findings and recommendations with local permitting agencies. Ongoing monitoring and interagency coordination are necessary to ensure that proportional mitigation of significant project impacts includes mitigation for impacts to SR 532. This step is also necessary to ensure that implementation of the corridor's recommended 150-foot ROW is established through appropriate ROW dedication and setback requirements.
- Pursue access consolidation and creation of frontage roads or other access alternatives through coordination with local development review processes.

## **6. ENVIRONMENTAL AND ROADSIDE PRESERVATION**

### **6.1 SEPA CHECKLIST/ENVIRONMENTAL CONCERNS**

A State Environmental Policy Act (SEPA) checklist is included in this document which evaluates the corridor at a programmatic level. The checklist indicates that the development of the RDP is not likely to cause significant, unmitigatable impacts to the environment. Additional environmental analysis will be required for individual project actions.

The portion of SR 532 within Snohomish County is within the Environmental Protection Agency/Department of Energy air quality non-attainment area. Air pollution and noise may be increased as a result of increased traffic on SR 532. However, air pollution emissions generally decrease as a result of increased speeds and lower levels of delay through more roadway capacity, which would result from implementation of potential improvements identified in the previous chapter, particularly the long-term widening of SR 532 to a four-lane cross-section. Future traffic volumes are not anticipated to create unacceptable noise impacts.

### **6.2 ROADSIDE PRESERVATION**

Revegetation can be used to provide permanent erosion control of new or existing side slopes affected by construction activity. Vegetation also can provide a transition from highway elements into the community and can be used to provide a visual buffer for manmade features, such as highways, walls, etc. Roadside vegetation can buffer adjacent properties from the highway, and landscaping should be an integral part of any highway construction project wherever it is physically feasible, and wherever it will provide benefit.

Drainage problems exist on the East Hill of Stanwood, partly due to the presence of rock and hardpan clay that tends to allow stormwater to run off too quickly to be absorbed. Improvement plans for SR 532 in this area would include adequate design measures for storm drainage quality and quantity, and any roadway construction would employ best management practices to address drainage issues during construction.

Creeks and wetlands occur throughout the corridor, although they are primarily located south of Stanwood at the northwest end of the Port Susan coast and in smaller pockets in areas near SR 532. Trees, shrubs, persistent emergents, and emergent mosses dominate these nontidal wetlands. The area also contains sensitive areas such as stream corridors, ponds, and other water-related features. Also, the Stillaguamish River Valley, covering much of northwest Snohomish County, contains a floodplain, which extends over portions of SR 532 west of Stanwood. SR 532 floodplain sections are generally built on bridges. Any development, including new or improved roadways, impacting existing wetlands or species listed under the Endangered Species Act (ESA) is subject to federal environmental regulations and permitting requirements.

Any construction near any of the bodies of water close to the corridor, such as the existing bridge or creek crossings, must take extra precautions to ensure that debris is not allowed to enter the waterbody. Any fish-bearing creeks must be protected from significant levels of contaminated runoff from the roadway surface as well as any construction impacts.

## **7. PUBLIC INVOLVEMENT AND CONSISTENCY WITH OTHER PLANS**

### **7.1 PUBLIC INVOLVEMENT**

A public involvement program was developed for the SR 532 RDP with the overall goal of promoting and providing a variety of meaningful opportunities for Plan stakeholders to communicate with the Plan's Steering Committee and the Project Team. Plan objectives included:

- Disseminating information about the SR 532 RDP to the general public and directly affected communities.
- Identifying stakeholder groups most affected by and interested in possible SR 532 improvements, and actively soliciting their input.
- Providing a variety of opportunities for public participation and involvement throughout the RDP planning process.
- Producing recommendations reflecting public comment that are sensitive to and adequately address issues raised by the SR 532 corridor's multiple stakeholders.

Public involvement actions undertaken for RDP development included three informational newsletters, a Website maintained by WSDOT throughout the study, and two informational open houses. The breadth of activities provided stakeholders and other interested parties with both formal and informal means of providing input. At the open houses, staff from WSDOT, the two counties, the City of Stanwood, and the two transit agencies (Island Transit and Community Transit), as well as the consultant team, presented planned improvements and answered questions from members of the public in attendance. A summary of comments from the public involvement open houses is included in Appendix B.

### **7.2 CONSISTENCY WITH OTHER PLANS**

Projected traffic volumes and improvement recommendations in the updated SR 532 Route Development Plan were compared with the current comprehensive plans for Island County, Snohomish County, and the City of Stanwood. Projected 2022 PM peak-hour volumes analyzed in the updated RDP are fairly consistent throughout the corridor, ranging from about 2,400 vehicles at either end of the corridor and through Stanwood, to about 2,150 vehicles from 64th Avenue Northwest to 28th Avenue Northwest. The updated SR 532 Route Development Plan identifies a need for four lanes on SR 532, with additional turning lanes at various intersections. The projected volumes and improvement recommendations in the updated SR 532 Route Development Plan are generally consistent with the Transportation Elements for Island County, Snohomish County, and the City of Stanwood.

Island County's *Final Transportation Plan: 2000 – 2020* (December 2000) identifies four lanes plus left-turn lanes on SR 532 as the only improvement needed on state highways in the county by 2006. A planning level cost of \$34 million to \$45 million is identified for the segment from East Camano Drive to the county line. The county Transportation Element also projects daily traffic on SR 532 at the county boundary to increase from 15,000 in 1998 to over 29,000 by 2022. Assuming peak-hour volumes to be about 10 percent of average daily traffic (ADT), the projected ADT is very close to volumes analyzed in the updated SR 532 Route Development Plan.

No improvements for SR 532 are included in the *Snohomish County GMA Comprehensive Plan Transportation Element* (December 2000). PM peak hour level of service analysis reported in the Appendix of the Snohomish County document shows LOS F projected by 2022 for the segment from the county boundary to 64th Avenue Northwest, and LOS D from there to I-5. Projected 2022 peak-hour traffic volumes developed from the county's in-house travel demand model are also reported, ranging from 2,409 to 2,662 vehicles west of 64th Avenue Northwest to the county line, and from 1,725 to 1,907 vehicles between 64th Avenue Northwest and I-5. While the projected levels of service are generally consistent with the updated SR 532 RDP, projected PM peak-hour volumes reported in the county Plan for the eastern end of the corridor are slightly less than those analyzed in the updated SR 532 RDP.

The City of Stanwood updated its Comprehensive Plan in January 2001. The Transportation Element of the updated Plan states that a four-lane cross-section would be needed to accommodate future traffic with growth assumptions for 2015. With the existing cross-section, LOS F conditions were projected from 64th Avenue Northwest to Camano Road, improving to LOS E from Camano Road to the city limits

## 8. TRANSPORTATION FINANCING

### 8.1 POTENTIAL TRANSPORTATION IMPROVEMENT FUNDING SOURCES

Legislators and policy makers draw upon a broad array of funding sources to support the transportation system. The Legislature has also given local governments the authority to raise taxes for their own transportation programs, and it has permitted transit agencies to use locally-generated tax revenues to match motor vehicle excise tax revenue.

The most widely used sources for funding transportation improvements to Washington State Highways are summarized below. Projects that may be proposed from the recommendations of this plan will have to compete against other projects for funding. Before being able to compete, each project must be identified in the financially constrained system plan.

As a result of State House Bill 1487 passed during the 1998 legislative session, and since codified into several state laws, the state highway system has been separated into highways of statewide significance (HSS routes) and regionally significant (non-HSS) routes. Highways of statewide significance generally have priority over highways of regional significance for state transportation funding, while partnerships are emphasized for funding improvements on regionally significant state highways. SR 532 has been designated a regionally significant (non-HSS) highway.

#### 8.1.1 User Fees

State-collected user fees include gas tax (or fuel tax); vehicle licenses; permits and fees, including vehicle registration fees, combined license fees (gross weight fees), plate fees, oversize and additional tonnage fees, and title fees, ferry fares; and formerly, tolls.

Traditionally, user fees have been the primary means for funding transportation needs. The first state gas tax was imposed in 1921 and vehicle registration fees were first collected in 1915.

The 18th Amendment to the State Constitution (passed in November 1944) specifies that all gas tax and vehicle licenses, permits, and fees be deposited in the Motor Vehicle Fund and be used for highway purposes. Ferries, State Patrol highway activities, Department of Licensing functions, as well as portions of other agencies' budgets (Parks, Department of Agriculture, etc.), have been defined as highway purposes.

About one-third of the 23-cent state gas tax revenue is distributed directly to cities and counties for local road projects and is not subject to appropriation by the Legislature. Local jurisdictions can also receive gas tax revenue through the competitive grant programs administered by the state's County Road Administration Board (CRAB) and Transportation Improvement Board (TIB), which are funded in the transportation budget. CRAB grants are for rural arterials and cannot be used for state routes. TIB funding is usually awarded for urban areas. Many TIB grants reward cooperative efforts among agencies.

#### 8.1.2 Motor Vehicle Excise Tax

The Motor Vehicle Excise Tax (MVET) was repealed effective January 1, 2000, with passage of Initiative 695. Prior to that, its rate was 2.2 percent of vehicle value and included nondedicated revenues appropriated by the Legislature for transportation improvements. The State Legislature has not yet addressed the issue of replacing transportation revenue sources lost with repeal of the MVET.

### **8.1.3 Federal Funding**

Federal funding comes from the Transportation Equity Act for the 21st Century (TEA-21). TEA-21 provides six years (FFY 1998–2003) of federal funding for highways, bridges, highway safety, mass transportation (including transit, rail, air, ferry systems), transportation enhancements (e.g., bicycle/pedestrian facilities), and environmental issues. TEA-21 revenues come from the federal gas tax, along with taxes on truck and tire sales and taxes on alternative fuels, and are awarded to local jurisdictions through competitive grants. Generally, projects awarded federal funding through TEA-21 grants are funded at the 80 percent level, requiring a 20 percent state match. Some TEA-21 grant programs reward interagency cooperation.

### **8.1.4 Debt Financing (Bonds)**

Unlike General Fund debt, highway debt is not subject to statutory limits since capital investments constitute a much higher percent of the transportation budget than the general state budget. Highway debt service is currently about 12 percent of state motor vehicle revenues.

### **8.1.5 Other Funding Sources**

Other funding sources with the potential to be incorporated into SR 532 improvements include private sector contributions, in the form of conditions of development levied on private development fronting the highway, and joint county/state or city/state projects.

Traffic impact fees (TIF) imposed on development activity by Snohomish County could be used to partially fund some of the recommended improvements. The county's TIF Program allows TIF revenues from county development to be paid to WSDOT for improvements on state highways. At this time, none of the potential improvements are included in the cost basis for the Snohomish County TIF, or in the interagency TIF agreement between Snohomish County and WSDOT. Adding potential improvements to the county's list of TIF-eligible improvements is a potential implementation strategy addressed under the implementation section (Section 5.3). Neither Island County nor the City of Stanwood assess traffic impact fees.

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**APPENDIX A**

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**Steering Committee Members and  
Meeting Minutes**

**ROUTE DEVELOPMENT PLAN**  
**Project Steering Committee Contact List (Voting Members)**

<b>Name</b>	<b>Affiliation</b>
Bill Beckman	City of Stanwood
Tim Brakke	Community Transit
Miguel Gavino	WSDOT – Planning and Policy Office
Rick Mitchell	WSDOT – NW Region
Tina Rogers	Snohomish County Public Works Department
Jerry Schutz	WSDOT – NW Region
Dick Snyder	Island County Public Works
Casey Stevens	Stillaguamish Tribe



**WSDOT Mt. Baker Area  
Planning Office**

# **Team Charter**

## **State Route 532 Route-Development Plan Update**

### **1. Project / Process to be Undertaken:**

The purpose of this effort is to update the 1995 Draft SR-532 Route Development Plan and to develop a feasible set of solutions. The recommendations from the adopted SR-532 RDP will be moved forward into the Washington Transportation Plan (WTP) Needs-Identification process. A consultant will be hired to complete the technical work involved in the SR-532 RDP update.

### **2. Team Purpose (WHY):**

This project steering committee is convened to bring expertise together from jurisdictions that have interest in the safe and efficient operation of the SR-532 corridor. The project Steering Committee will identify technical and policy issues to address in the SR-532 RDP update. The steering committee members will represent the interests from their individual jurisdictions but will respect the project goals and objectives.

### **3. Project / Process Vision (WHAT):**

The project steering committee will oversee the update of the SR-532 RDP and will review and recommend a set of solutions / strategies based upon technical work completed by the project consultant. This effort will include the evaluation of various strategies and/or solutions to identified safety and capacity deficiencies. There will be a strong emphasis on addressing access issues and corridor management along SR-532 as a part of the SR-532 RDP update. The timeframe for the SR-532 RDP is 20 years with the horizon year being 2022.

### **4. Project / Process Mission (HOW):**

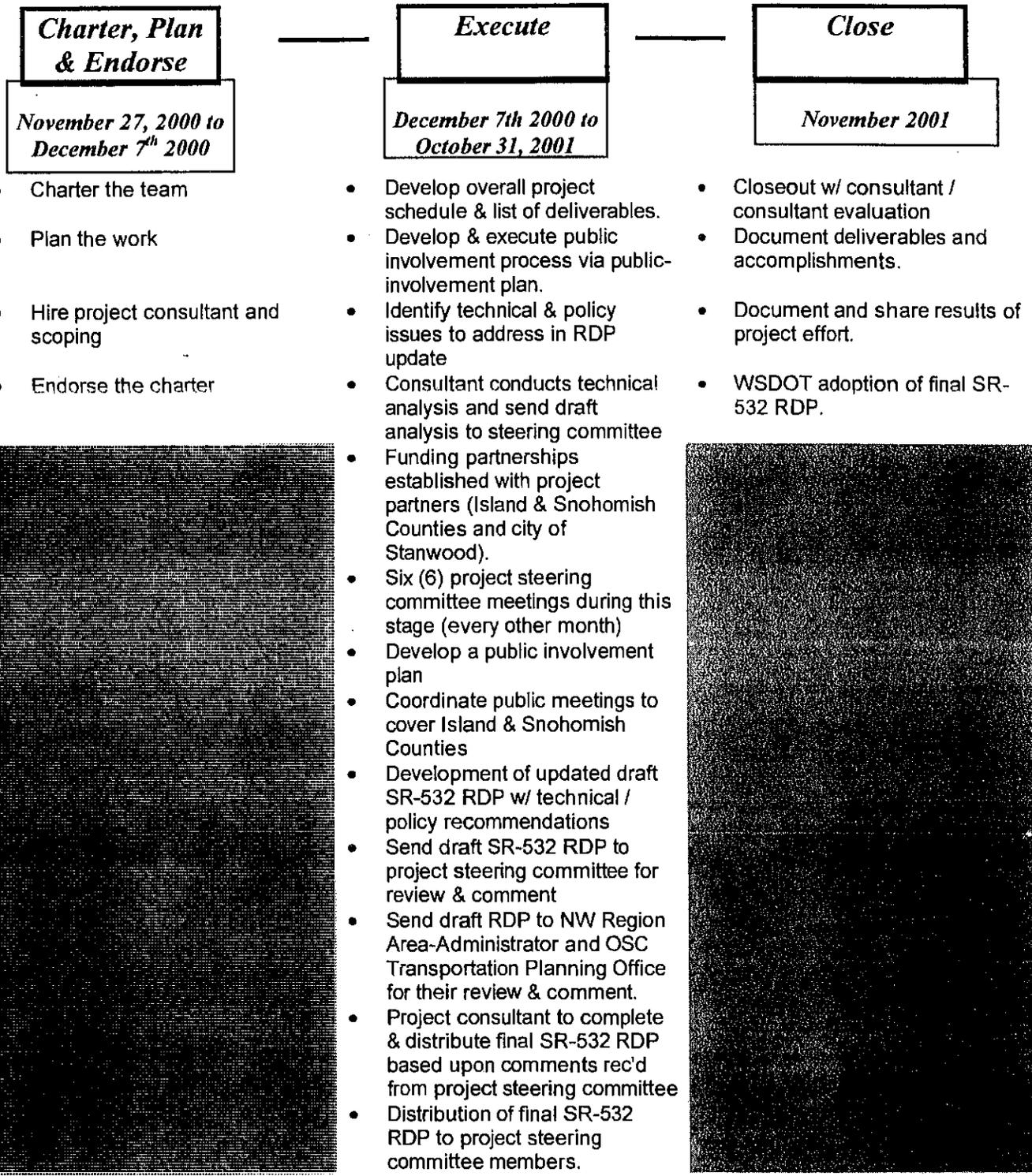
The SR-532 RDP update will be completed in November 2001. The steering committee will meet a total of six (6) times from October 2000 to the close of the project. The WSDOT project manager and support staff will provide information and all appropriate communications to the Steering Committee through appropriate media. The project consultant will complete all technical elements of this project and provide it to the Steering Committee for review and comment.

Public involvement will be a critical element of this project. There will be two public meetings held as part of the public involvement. A project newsletter will also be sent out to residents along the corridor. A public-involvement specialist will oversee and manage this effort.

**5. WSDOT Strategic Goals Affected:** Maximize the use of existing funds. Ensure that the Washington State Department of Transportation has the capability to develop and implement transportation solutions to address needs

identified in the SR-532 RDP update. Improve public confidence in agency accountability.

## 6. Project Delivery Process:



## **Resource Management: Roles & Responsibilities**

- 7.) Providing Quality Assurance / Quality Control is everyone's responsibility.
- 8.) **Project Manager(s):** Thomas Noyes / Jerry Schutz
- Oversees project
  - Makes decisions on high risk issues in consultation with the project SC
  - Ensures that products are consistent with customer needs and team purpose
  - Makes policy decisions in coordination with Leadership Team
  - Assists in conflict resolution
  - Addresses governance issues
  - 8 –12 hours per week or as needed.
10. **Project Support:** Renee Zimmerman
- Plans work with project manager and team members
  - With team members, develops and obtains endorsement for Team Charter and project work schedule.
  - Plans and coordinates logistics for all meetings
  - Communicates and distributes information and meeting information to project steering committee.
  - 6 - 8 hours per week
11. **Steering Committee Members:** Steve Miller – WSDOT, Miguel Gavino – WSDOT, Jerry Schutz – WSDOT, Dick Snyder – Island County, Bill Beckman – city of Stanwood, Tina Rodgers – Snohomish County, Casey Stevens – Stillaguamish Tribe, Tim Brakke (?) – Community Transit, Martha Rose – Island Transit (?)
- Provide technical expertise/development support for project's plan, charter, schedule, and tasks
  - Participate in note taking, summarizing and creating working drafts; help update it after it is completed.
  - 3 hours per SC meeting and nominal periods of time (< 2 hours/ week) for correspondence and meetings as needed.
  - Review technical work elements and drafts provided by the project consultant.
  - Review and prioritize various technical and policy issues, also address issues / concerns identified through the public involvement process.

### **Boundaries (constraints, milestones and deadlines):**

12. **Scope:** The scope of work for the project steering committee is limited to the tasks necessary for delivering the products listed in the "Project Delivery Process" (Task #6) and will apply to the Department's mobility and safety programs. The term "deficiencies" here refers to either safety or mobility (capacity) deficiencies. The steering committee will identify the various technical and policy issues regarding the existing and future operation of the SR-532 corridor. The steering committee will forward these concerns to the project consultant as part of the consultant's work effort. The steering committee will review and comment on the technical work elements and products developed by the project consultant.

The steering committee work effort will be completed by October 2001 and the major final deliverable will be the complete and updated SR-532 RDP. This document will be adopted by WSDOT and will serve as the basis for project development of the final solution / strategy on SR-532.

13. **Starting date** is October 18<sup>th</sup>, 2000 14. **Ending date** is November 1, 2001.

## **Measures of Success (Tied to the Team's Mission and Vision):**

**Instrument:** SC review and Plus-Delta summary at project completion:

### **15. Project / Process Vision (WHAT) :**

- Review significant changes that affect the workgroup.
- Compare initial objectives with final results.
- Evaluate effectiveness of the project's work plan.
- Did the team complete the following tasks or produce these products?
  - ✓ Identify and address the major policy and technical issues regarding the SR-532 corridor and the RDP update.
  - ✓ Implement and achieve a successful public-involvement effort.
  - ✓ Complete an updated SR-532 RDP with appropriate and feasible solutions

## **Operating Guidelines**

### **16. Internal and External Communications:**

The team's recommendations, including any dissenting opinions will be developed with input/comments from the public, steering committee agency members, local elected officials and from appropriate WSDOT NW Region / Olympia Service Center sections such as Traffic, Planning and Maintenance.

The team is encouraged to internally communicate freely and often via telephone and emails. The team lead will disseminate information as necessary and as requested by the team members.

### **17. Steering Committee Team Meetings**

- **Frequency:** every other month – six meetings total.
- **Media:** personal contacts, phone, emails
- **Protocol:** project lead calls for a meeting providing details of time, date, place, and purpose. Team members may also call a meeting if a situation warrants such.

### **18. Team Decision Process**

The team will attempt to reach consensus on presented issues. If the issues cannot be resolved by consensus within the group, the facilitator will call for more discussion and attempt to achieve consent. If consent cannot be achieved, the facilitator may present the issue to the voting members for a simple majority vote and resolution, or call for tabling the issue for further investigation and work. One vote shall be distributed to each steering committee member or designated representative. If a majority vote is called, the dissenting opinion shall be drafted and presented along with the majority recommendation to the process owner.

### **19. Managing Team Change**

"Change" is defined as any change to this project/team that affects the content of this charter, including but not limited to scope, boundaries, work plan, schedule, and membership. Any change shall be identified and presented to the team lead/program manager for review. A change request shall include the effects of the change on the team and its work. The team lead/program manager will respond to the change request and upon endorsement by the team, will make appropriate changes to the charter as required. The work plan will be changed accordingly and monitored.

20. **Team Endorsement:**

**DATE:** \_\_\_\_\_

*"We approve this team Charter and are committed to actively supporting it. We accept responsibility for fulfilling any aspect of the charter that applies to us, including providing resources, actively participating, and effectively communicating. We know what to do and are prepared to act. Our endorsement is an active and positive statement that we are committed to fulfilling the responsibilities designated in this charter."*

	<u>Members</u>	<u>Signatures</u>
<b>Project Manager(s)</b>	<u>Renee Zimmerman</u>	_____
<b>Consultant:</b>	<u>Mujib Ahmed</u>	_____
<b>Steering Committee members:</b>		
	<u>Bill Beckman</u>	_____
	<u>Tim Brakke</u>	_____
	<u>Miguel Gavino</u>	_____
	<u>Rick Mitchell</u>	_____
	<u>Tina Rogers</u>	_____
	<u>Martha Rose</u>	_____
	<u>Jerry Schutz</u>	_____
	<u>Dick Snyder</u>	_____
	<u>Casey Stevens</u>	_____
	_____	_____

# SR 532 Route Development Plan Update

## MEETING NOTES

December 7, 2000

9 a.m. -noon

City of Stanwood City Hall  
10220 270<sup>th</sup> St NW, Stanwood

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### ATTENDANCE

Mujib Ahmed, Parametrix, Inc.  
Bill Beckman, City of Stanwood  
Tim Brakke, Community Transit  
Ted Dempsey, WSDOT NW Region  
Kristen Lohse Clark, Parametrix,  
Inc  
Miguel Gavino, WSDOT (OUM)  
Mike Morton, Island County RTPO

Thomas Noyes, WSDOT  
(Proj.Mgr.)  
Renee Zimmerman WSDOT  
(Facilitator)  
Tina Rogers, Snohomish County  
Tom Simpson, WSDOT-NW Region  
Casey Stevens, Stillaguamish Tribe  
Jerry Schutz, WSDOT NW Region  
Tony Smith, Community Transit

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### 1. SR 532 FIELD TRIP

The meeting began with attendees boarding a bus and touring the SR 532 corridor. Jerry Schutz, Ted Dempsey, Tom Simpson, and the bus driver provided commentary and information about areas of particular concern (details summarized at end of minutes).

### 2. WELCOME

Renee Zimmerman welcomed the attendees to the meeting, and everyone introduced himself or herself. Renee asked if there were any concerns or questions regarding the minutes from the previous meeting. Tina Rogers requested a minor revision per a comment associated to her in the previous notes.

### 3. CHARTERING PROCESS

Thomas Noyes reviewed the purpose and overall content of the draft Team Charter, which was mailed to all steering committee members prior to the meeting. In short, the charter outlines the team purpose, the process

vision, and the process mission for the SR 532 RDP Update. Jerry Schutz likened the charter to a letter of understanding.

Thomas moved to have the committee approve the charter immediately, but a number of committee members suggested changes, so the committee decided it would be best for members to send in their comments and sign later.

The following sections/items were discussed:

- Task 4: The horizon year should be changed from 2020 to 2022 to reflect the horizon year in the Washington Transportation Plan (WTP).
- Task 6: Project delivery process: in the execution column the following task was added from the previous draft of the charter:  
"Send draft RDP to NW Region Area-Administrator and OSC Transportation Planning Office for their review and comment."
- There was much discussion about the public involvement tasks. Are the proposed two meetings adequate, and if not, could the scope be expanded as appropriate?

Thomas responded by saying the process is constrained by the budget, and that the charter outlines the general expectations, rather than specifying a specific plan of action. The group questioned whether the charter or the scope was the more appropriate document in which to describe the specifics of the public involvement process.

Jerry made a motion to change the public involvement section to a general description in the charter, rather than specific tasks, except to designate that both Island County and Stanwood would have the same number and type of meetings. Everyone gave thumbs up.

- Task 20: Team Endorsement:  
It was agreed that this section would be modified to include member affiliations and rearrange the list of signatories.

#### **4. PUBLIC MEETING UPDATE**

Thomas briefed the meeting participants regarding the SR 532 RDP Update presented to the public in November at Terry's Corner on Camano Island. There was a great deal of interest in the SR 532 project, and the Camano Island residents identified safety and operation issues as their major concerns.

Jerry added that the issue Camano Island residents are ultimately most concerned about is the location where SR 532 currently ends - some residents think it should make a loop around the island for better safety access. However, an extension of SR 532 does not meet Island County goals. Mike Morton concurred that it is a big issue for people.

Miguel suggested that one of the project deliverables could be an agreement between the three agencies defining the exact role of SR 532 and identifying possible solutions.

Jerry mentioned that the State as part of the Regional Transportation Plan (RTP) update looked at constructing a parallel bridge over Davis Slough, which could be available during emergency. But some locals didn't like the idea because of possible bottlenecks resulting from the approaches at the two ends remaining as two-lane arterial. Jerry said that this type of arrangement actually would work like passing lanes. [ note: under heavy traffic conditions the merge on a passing lane can cause problems, but the rest of the time it is an operational bonus]

#### **5. DRAFT "SCOPE OF WORK" REVIEW**

Thomas wanted to get final input from all members by the end of the meeting. WSDOT needs to get a scope of work to the consultant within the next 2 weeks. The following comments were made regarding the scope of work:

Jerry recommended changing the base year from 1998 to 2001, to incorporate the new traffic counts along the corridor being done beginning January. These counts will be adjusted seasonally.

Miguel commented that regarding public expectation from recommendations made during the Route Development study, it should be clear that each project will require its own environmental review. He also suggested that a no build alternative be included in the RDP scope.

Jerry commented that the public involvement is a reality check and the RDP is a glorified scoping process with technical analysis. [ note: unless scoped and budgeted for more detail it is fair to describe the RDP process as "sketch planning"]. It identifies environmental issues, but is not an environmental review process. A programmatic SEPA checklist would be prepared (by WSDOT), but no determination of significance can be made from it, because none of the plan elements in the RDP are set in stone.

Both Tina and Mike noted that the RDP would identify alternatives but jurisdictions would be responsible for implementing an environmental review process. Jerry agreed and said that RDP would identify alternatives and may conclude that some alternatives require more study.

Commenting on the public involvement plan Miguel said that the public involvement process brings stakeholders together in a long-range planning effort and the result or deliverable paints a collective picture that plays out what the plan will mean for all parties. The public involvement process informs us of issues, and gives us early feedback on realistic options.

Bill pointed out that city of Stanwood residents are concerned about access and Camano Island residents are concerned about economic issues and services on the island. Miguel said that we hope to provide good enough information for the city to build off of that - hopefully this public involvement effort fleshes these issues out.

Tina suggested that during the RDP study the consultant should review the planning documents such as:

- New Island County Comp. Plan (Land use done in 1998, Transportation in 2000 and it is currently under review)
- Stanwood Comp. Plan (last update 4/2000)
- Snohomish Co. Comp. Plan (1995, now in annual docket process)
- Existing draft RDP
- 267<sup>th</sup> Street study (Stanwood)
- Hwy 99 Roundabout study
- Bridge reports
- Anything that defines major development in corridor
- Channelization priority list (due out 2/2001 or 3/2001)
- Transit plans and ridership information
- Community Transit plans (though funding is in flux)
- Park and Ride Demand Study
- Critical area and shoreline regulations

#### Work Element 5:

There was some discussion on the traffic model. Tina did not feel confident that the Snohomish County model was reliable. Miguel said that it would be useful to know how wide is the study area and how much of the traffic is between Stanwood and Camano Island, and how much traffic is outbound. Jerry said that the primary flow is between Stanwood and Camano Island, the second is commuting traffic, and the third is tourism. We can check with State Parks to see if they have traffic information. Cama Beach State Park should also be considered.

Tina was concerned that the scope did not mention anything about the pedestrian and bicycle considerations but Miguel reminded her that an RDP or RDPs typically considers all modes of transportation both motorized and non-motorized.

## 6. CONSULTANT SELECTION PROCESS UPDATE

Jerry reported that Parametrix, Inc. was selected as the consultant for the project. When WSDOT awarded the project, Parametrix informed WSDOT that Katherine Casseday, Parametrix's project manager had left for another job - at DEA, the competing consultant. After a few weeks of concern and consideration, WSDOT decided to stay with Parametrix.

## 7. MEETING SCHEDULE

The attempt to schedule another committee meeting led to further discussion regarding the scope of the public involvement process. A summary of the issues follows.

The timing and content of public meetings: should the first meeting dates be early, without much content to present, or should they be held later when there is more information to present and more time to prepare it?

The first approach would merely explain the process of updating the RDP, and solicit comments. This approach was recently used on Camano Island residents. There was concern that this was not enough material to justify calling a public meeting, that it could be construed as wasting the public's time, since there is no real content to present. Yet in the interest of equal treatment, Stanwood residents should have a similar opportunity, however brief, to learn of the RDP update.

Tina suggested piggybacking onto a Stanwood City Council meeting, holding an open house prior to a council meeting or council workshop.

Also at issue was whether the consultant should be asked to develop the public involvement plan, given their expertise in public involvement, or whether the committee should decide it upon.

Jerry added that WSDOT usually advertises public meeting through legal ads, displays, press releases, and reader boards.

The group had difficulty-reaching consensus on how to proceed with the public involvement task.

Tina proposed asking the consultant to bring to the next meeting a plan for first phase of public meetings, press releases, a mechanism for receiving public input, and parallel dates for meetings in both communities.

## **8. OTHER BUSINESS ITEMS**

How many steering committee meetings is the consultant expected to attend? In the interest in using the budget for technical work rather than meetings and coordination, it was decided that the consultant would be expected to attend a maximum of three meetings. Jerry was given the authority to negotiate this task item appropriately with the consultant.

## **9. MEETING ADJOURNED**

The meeting adjourned a little after 12pm. The next Steering Committee meeting was scheduled for January 25<sup>th</sup> for 10 to 12 am in Everett. The exact site location information will be shared once it is finalized.

## **FIELD TRIP**

### **General notes:**

- Heavy eastbound traffic between 7 to 7:30 a.m., sometimes until 9 a.m.
- Speed limit on SR 532 = 45 mph, 50 mph on N. Camano Drive
- Increased bus service planned to Camano Island for trip reduction
- Primary destinations/trip generation for bus patrons: Haagen's grocery, commuters, school children/youth
- Street signs in Stanwood are very small -drivers may be slowing down to read them

### **Areas of concern, going eastbound from Terry's Corner**

#### **Terry's Corner to Mark Clark Bridge:**

Terry's corner is made up of a triangular street layout between SR532/East Camano Drive/North Camano Drive. There is visitor display in the middle of the triangle.

- Future development includes post-office, 320-space park and ride, and potential commercial space - should reduce trips.
- The county has considered future elimination of one intersection at Terry's Corner.

Hanstead Road: northbound road.

Problems: blind corner, encroachment of WSDOT ROW by fences and other private uses. No property line has been established, but WSDOT purchased ROW for widening.

Heichel Road: runs north and south. Has turn lane

Rekdal Road: northbound road leading to an area of new residential development.

Problem: no turn lane, poor sight lines, recently many rear-end accidents have occurred. This is also the location of cut-through traffic to Utsalady Road to north, which runs parallel to SR 532.

Good Road: a small commercial node with businesses on both side of highway. Intersection is offset.

Problem: use of eastbound acceleration lane for a turn lane into the Espresso Stand.

Smith Road: has some illumination, but hillside is creating sight distance problem.

Left turns from eastbound SR 532 from St.Aidan's Thrift Store causes problems.

**Mark Clark Bridge to I-5 interchange**

Stanwood business district: Need 2-way left turn median through town

Mini storage on south side of highway - needs a safer access

3 gas stations at one intersection- surprisingly few problems.

Bob's Produce: driveway is too close to 102<sup>nd</sup>

Area between PUD and Mexican restaurant (off highway to the north) - city would like to add highway access

88<sup>th</sup> signal - formerly a high accident frequency location. Busy crossing, construction of bridge on wetlands. Now traffic stacks up at rush hour waiting for signal. Is westbound turn lane long enough? Add advance signing and/or rumble strip for pedestrian safety?

Pioneer Highway east Area of limited access. Traffic flow is ok in limited access area.

Two fish-bearing creeks - Western creek flows through a 36" culvert.

72<sup>nd</sup> signal - need eastbound turn lane. Note worn shoulders where through traffic pulls around turning traffic.

Big shopping area - needs pedestrian amenities.

28<sup>th</sup> Ave NW, 12<sup>th</sup>, old Hwy 99 - all need turn lanes. Roundabout under consideration for Hwy 99. Concern about stacking room between northbound off-ramp from I-5. Big backups now at rush hour.

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**MEETING MINUTES**

**Project Name:** SR 532 Route Development **Project No.:** 554-1631-028  
**Location:** Snohomish County Public Works **Meeting Date:** January 25, 2001 **Time:** 9:30 a.m. – noon  
Wall Street Building C  
Conference Room 2A  
**Minutes by:** Mujib Ahmed  
**Attendees:** Mujib Ahmed **Company:** Parametrix, Inc.  
Bill Beckman City of Stanwood  
Tim Brakke Community Transit  
Cindy Clark Parametrix, Inc.  
Rick Mitchell WSDOT NW Region  
Mike Morton Island County RTPO  
Thomas Noyes WSDOT (OUM)  
Tina Rogers Snohomish County  
Tom Simpson WSDOT NW Region  
Renee Zimmerman WSDOT NW Region

**Subject:** SR 532 Route Development Plan Update

**Welcome**

Renee Zimmerman welcomed the attendees to the meeting and self-introductions were made.

Renee asked if there were any concerns or questions regarding the previous meeting notes. Tom Simpson emphasized the inclusion of the following items in the concern section of the of the meeting notes:

- Because of accidents, there may be a need to consider left turns onto Hanstead Road.
- There are wetlands at the end of Eide Road at the end of the bridge.
- The State is installing a TWLT lane at 98<sup>th</sup>; however, additional safety improvements need to be considered.

**Personnel Changes**

Renee informed everyone of Thomas Noyes' transfer to the OUM office, explaining Jerry's unfortunate accident while in DC on a conference. She expected Jerry to be on extended leave for recovery. Renee will act as the interim project manager representing WSDOT for this project.

## **Meeting Minutes (continued)**

### **Charter**

Renee reminded the participants that it had already been decided that the team charter will be signed at the next meeting. It was agreed to add Dawn McIntosh to the team of voting members for the project. She is to represent the traffic aspects of the project. Renee reported that Steve Miller had requested that he be replaced with Rick Mitchell as the voting member of the Steering Committee.

Thomas wanted the charter to be updated with new changes; however, it was agreed that the signing process could commence and changes noted later. Renee routed the charter for signature and agreed to follow up with those who missed the meeting.

### **Scope of Work**

Mujib summarized the scope of the existing agreement between Parametrix and WSDOT. Mujib noted that the scope requires WSDOT's provision of traffic volume projections for this project. Thomas pointed out that the projections were to be done for the year 2022 to coincide with the Washington Transportation Plan (WTP).

Clarifications were sought by the meeting participants on some of the project tasks. Tina wanted to make sure that the traffic volume projection effort was not "broad brushed" and "straight lined" as has been done in the past. It was also understood that both Island County and Snohomish County models may not be the most suitable for the purposes of projecting the traffic volumes.

Thomas also informed everyone that the project budget did not allow for a sub-regional model to be completed for this project. Mujib reminded everyone of the importance of quick decisions on this information so that the project could stay on track. He suggested a combination of efforts that looks at the two county models, and also that the growth trend be used as a basis for traffic projections. It was decided that Jerry's input will be sought in this regard and the Steering Committee informed of the methods adopted by WSDOT to do the traffic projections. Tina wanted to be informed of the modeling effort and emphasized the importance of projecting numbers that are defensible in front of the public.

In response to Tina's question on Work Element 11, Mujib noted that corridor preservation decisions will lead to identifying the right-of-way needs on this project.

### **Project Schedule**

Mujib provided copies of the preliminary project schedule and noted that a public involvement person has been added to the project team. This person will attend two of the Steering Committee meetings. Mujib also noted that two public meetings have been scheduled in addition to the one already held by WSDOT at Camano Island in October. Rick Mitchell suggested that the next public meeting not be scheduled too soon as the public demands substance at these meetings justifying the use of public funds.

It was discussed whether the public meeting should be moved to June and September of this year. Tina was happy that Parametrix has added a public involvement person to the team and while she agreed with the concept of moving the meeting schedule, she said that it would be a good idea to give the public involvement person a chance to give input in this regard. Dawn McIntosh also wanted the schedule to show completion of the draft RDP and a minimum of one month review time before the final report is submitted.

## **Meeting Minutes (continued)**

### **Public Involvement**

There was a plan to have a meeting in Stanwood to balance the meeting held in Island County. Tina suggested that the project debrief should be added to the City of Stanwood's council agenda. Also, comment sheets could be made available at selected public facilities for the public to comment on the project. Bill agreed to follow up.

Rick mentioned that gaining public trust is very important, and the public should see that their comments and concerns are being taken into account. Mujib again reminded everyone that the scope of the project is limited and response to individual comments is not in the scope. Such responses are typically addressed as a part of the EIS or formal hearing process. Tina suggested that perhaps after each section a note can be made describing how public concerns have been addressed in the report. Dawn wanted Renee to serve as the single point of contact to collect and summarize all WSDOT comments before they are passed on to the Steering Committee members and the consultant.

It was agreed that no hotline or web effort would be undertaken at this time until something of substance is developed on the project.

### **Traffic Data**

Renee summarized the WSDOT effort being planned for collecting the traffic counts at major intersections along the project corridor. Mujib noted that since this is an update to the previous RDP effort, all of the intersections considered in the 1995 RDP should be included in the counts. He also noted that the scope calls for analysis of PM counts only. Tina suggested that AM counts should also be taken at selected locations. Mike said that he would confer with the Island County traffic staff and give Renee feedback within the week.

Bill informed Renee that the City of Stanwood has information on recent counts at some of the key intersections within the city limits. Renee will obtain that information from Bill and make a determination if new counts need be taken at these intersections. Renee and Dawn agreed to confer further on the traffic count effort. Renee agreed to send everyone a final e-mail outlining the final decision on the traffic counting effort.

### **Next Steering Committee Meetings**

Dates for future meetings as noted in the agenda sheet were discussed. The following dates and locations were agreed upon for the future meetings:

March 8, 2001 in Stanwood  
May 10, 2001 in Everett  
July 12, 2001 in Stanwood  
September 6, 2001 in Everett

### **Other Business Items**

There was no other business items.

### **Meeting Adjourned**

The meeting adjourned at approximately 12:00 p.m.

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## MEETING MINUTES

**Project Name:** SR 532 Route Development **Project No.:** 554-1631-028  
(04/04)

**Location:** City of Stanwood City Hall **Meeting Date:** March 08, 2001 **Time:** 9:30 a.m. –  
11:30 a.m.

**Minutes by:** Mujib Ahmed

**Attendees:** Mujib Ahmen **Company:** Parametrix, Inc.  
Bill Beckman City of Stanwood  
Cindy Clark Parametrix, Inc.  
Rick Mitchell WSDOT NW Region  
Mike Morton Island County RTPO  
Tina Rogers Snohomish County  
Tom Simpson WSDOT NW Region  
Renee Zimmerman WSDOT NW Region  
Mike Kodial WSDOT NW Region  
Dawn McIntosh WSDOT NW Region  
Heidi Stamm HS Public Affairs  
Dick Snyder Island County  
Casey Stevens Stillaguamish Tribe

**Subject:** **SR 532 Route Development Plan Update**

### Welcome

Renee Zimmerman welcomed the attendees to the meeting and self-introductions were made. Renee pointed out the new map and talked about an aerial, which will be available shortly.

Renee asked if there were any concerns or questions regarding the previous meeting notes. No comments were made and the meeting notes were approved.

### Project Schedule

Mujib Ahmed provided copies of the revised project schedule, including the revised public meeting dates and changes to the traffic data gathering. The only comment that was made was to show further breakdown of the public involvement process to the schedule.

## Meeting Minutes (continued)

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### Public Involvement Plan

Heidi Stamm gave a presentation on her draft public involvement plan, which contained three major items:

1. Objectives
2. Stakeholders
3. Action Steps

There were three action steps: Information Gathering, Information Distributions, and Consensus Building.

### March 19 Presentation Update

Renee briefed the attendees on the upcoming March 19 meeting with the City of Stanwood Council.

### Traffic Modeling Process

Mike Kodial gave a summary of the traffic modeling process. He emphasized that there will be no real "traffic modeling." Instead, they will take the existing counts and add growth factors (i.e. traffic "forecasting"). The growth factors will be based on the local jurisdiction's models.

Tina Rogers wanted the RDP to identify the assumptions associated with forecasting versus modeling.

Dawn McIntosh raised concerns over the traffic forecasting not using the 2000 Census data, but after some discussion with the committee, decided that it was fine to forecast without the Census data because the local jurisdictions have a good sense of their growth.

Mike Kodial requested the names of local contacts that are in charge of their models.

### Update on Traffic Data Gathering

Mike Kodial said that all of the road tube counts were complete and 75 percent of the turning movement counts (TMC) are finished. They should be completely finished by the week of March 19.

Tom emphasized that Hanstead Road has had a leap in accidents and is now #12 on the Channelization Priority Array (CPA). He wanted TMCs there again.

Mike thinks the County may have these already.

Rick Mitchell noted that being on the CPA means that WSDOT has become more "aware" of its problems and may warrant further analysis.

Mike Kodial will plan on giving Parametrix a package of the counts as soon as they are available.

Mujib Ahmed noted that we need to contact Miguel Gavino to coordinate the traffic analysis effort.

## Meeting Minutes (continued)

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Mike Morton and Rick Mitchell instructed Parametrix to use the 2000 Highway Capacity Manual for their intersection analysis.

### Meeting Schedule

Steering Committee Meetings will be scheduled as follows:

- May 10 – Everett
- July 12th – Stanwood
- September 6 – Everett

### Other Items

After some discussion regarding the location and date of the public meeting, it was decided that the second half of June (after school has been let out) would be the best date to hold the meeting. It was also decided that using a school in Stanwood would be the best location. Renee will work on picking an exact date and time.

After some discussion about how to inform the public of the upcoming meeting, it was decided that leaving newsletters/flyers at public spots such as libraries, shopping places, post offices, and reader boards as well as leaving a notice in the local newspapers would be best.

Dick Snyder gave a briefing on the Terry's Corner project. Currently, Perteet is looking at three different options at the North Camano intersection, and should have a preferred alternative by the date of the public meeting. He suggested that we set up a place during the public meeting for the public to talk specifically about this area.

Dick Snyder also mentioned that the closure of the Slough Bridge scheduled in May might have been postponed due to the recent earthquake.

Tina Rogers wanted the next agenda to include an item on when and how to brief the elected officials. She said it was important that all members of the Steering Committee use the same talking points. Tina also wants Renee Zimmerman to bring a draft newsletter to the meeting.

Dawn wanted the next agenda to include a presentation by Mujib Ahmed on the data and results of the traffic analysis and the RDP to date.

Renee Zimmerman requested that Mujib Ahmed send the current database of people to her so she can build on it.

### Meeting Adjourned

The meeting adjourned at approximately 11:30 a.m.

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**MEETING MINUTES**

**Project Name:** SR 532 Route Development **Project No.:** 554-1631-028  
(04/04)

**Location:** Perteet Engineering - Everett **Meeting Date:** May 10, 2001 **Time:** 10:00 a.m. – 11:30 a.m.

**Minutes by:** Mujib Ahmed/Cindy Clark

**Attendees:** Mujib Ahmed **Company:** Parametrix, Inc.  
Cindy Clark Parametrix, Inc.  
Jerry Schutz WSDOT NW Region  
Miguel Cayino WSDOT NW Region  
Renee Zimmerman WSDOT NW Region  
Dawn McIntosh WSDOT NW Region  
Tina Rogers Snohomish County  
Hans Kurtz Snohomish County  
Steve Thompson Snohomish County  
Mike Morton Island County RTPO  
Pam Wesley Island Transit  
Frank VandeWerfhorst Island Transit  
Bill Beckman City of Stanwood  
Casey Stevens Stillaguamish Tribe  
Hal Jensen Perteet Engineering  
Joel Birchman Perteet Engineering

**Subject:** SR 532 Route Development Plan Update

**Welcome**

Renee Zimmerman welcomed the attendees to the meeting and self-introductions were made.

Jerry passed around a copy of two corridor preservation documents for the committees review during the meeting.

Renee asked if there were any concerns or questions regarding the previous meeting notes. No comments were made and the meeting notes were approved.

**Staff Update**

Renee announced that a replacement for Tom Noyes has been found. Mershed Delwar will take over the project starting June 1<sup>st</sup>. Renee Zimmerman will continue to have an active role in the project.

### Terry's Corner P&R Project Update

Hal Jensen gave a brief presentation of the project, which is to be located at the west end of the Corridor. The ultimate design will include approximately 320 parking stalls, a roundabout at Sunrise/N. Camano. Perteet will be designing the first phase of the project, which will include approximately 80 stalls, and four in-line bus bays. Sunrise will have curb/gutter and sidewalk on at least one side. The southbound left turn from N Camano to SR 532 will be eliminated and the traffic rerouted to a future signal at E Camano/Sunrise. A traffic study is being conducted to determine whether the signal at E Camano/Sunrise will be included as a part of this project. The construction of Phase 1 is planned for Fall 2001.

### Traffic Volume Update

Cindy passed out two figures showing the a.m. peak and p.m. peak intersection volumes. Since the counts were conducted by WSDOT during light-volume months (January-February), the volumes were seasonally adjusted and given to Parametrix. Parametrix indicated that the volumes appear to have been adjusted for the peak month (summer) of the year instead of the average month.

Jerry noted that the volumes should have been adjusted to the average month instead of the worst month. Therefore, the volumes that were used in the existing Level-of-Service (LOS) calculations will have to be reviewed by the State. Jerry promised to look into this and get back to Parametrix.

### LOS Analysis Update

Cindy passed out a table showing the results of the LOS analysis, noting that the volumes represent the worst month of the year, instead of the average month. The majority of the intersections were LOS F during the p.m. peak hour. However, the LOS results may improve after the seasonal adjustment factor is corrected to represent average conditions.

Cindy noted that the p.m. peak volumes were higher than the a.m. peak volumes, typically resulting in a worse level-of-service, so she suggested that the p.m. peak hour volumes should be used for the future-year LOS analysis.

Tina requested that the results of the a.m. peak LOS analysis be included in the RDP report, with an explanation of why they were not used in the future-year analysis. The committee agreed.

Cindy wished to identify twelve critical intersections to use in the future LOS analysis, instead of the nineteen that are currently being used. Jerry mentioned that Parametrix look at big-picture issues such as signal spacing before deciding on the critical intersections. Miguel requested that Parametrix also look at specific planned developments in the near future that may make an intersection that is minor today critical in the future.

Bill Beckman mentioned that the SR 532/102<sup>nd</sup> intersection will have a signal installed in July 2002. Tina asked Bill if he could see if the signal had transit priority.

Mujib requested that Parametrix receive a copy of WSDOT's signal priority list. Dawn explained that although it's available, it can change day to day. Parametrix will note the date of the signal priority list in the RDP report.

## Meeting Minutes (continued)

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### Public Involvement

After some discussion, it was decided that the first public meeting be held on Thursday, June 21<sup>st</sup>, from 4:00 p.m. to 7:00 p.m. at Stanwood High School.

Renee passed out a draft flyer for the committees' review. Tina requested that the flyer be made less "wordy" and simplified a bit.

Renee will give final copies of the flyers to the committee. The committee will pass out the flyers to local public places. Pam agreed to do a "rider alert" notice on the Island Transit buses. Jerry mentioned that the State would place an article in the local newspaper.

The committee decided that the aerial would be a great visual aid to use, especially if traffic volumes were placed at the intersections.

The committee also agreed that it would be beneficial to have the Terry's corner project, as well as the northbound ramp roundabout project to be included as a part of the public meeting. The scoping of the roundabout is finished, and the project is just starting to be developed.

Jerry mentioned that he has a video on Corridor management he could use in the public meeting. Jerry would view it to determine if it's appropriate. Cindy has a video on roundabouts that she can bring to the public meeting.

### RDP Report Status

Renee had emailed out a draft copy of the existing conditions section of the RDP report for the committee to review. Mujib asked the committee to review and submit comments.

Dawn had the following comments:

- Include a section on accident history/safety.
- Page 3-1. LOD's are no longer used by WSDOT. Jerry agreed and said it should be reworked.
- Include planned WSDOT projects from the 6-year TIP, including a 2-lane roundabout to be installed at the I-5 northbound ramp intersection.
- Table 5-2. Show a.m. peak volumes as well. Include a discussion on why the a.m. peak period is not critical.
- Appendix B. Replace the use of the phrase "substandard curves" with "highway geometrics".

Mike requested that wording in Section 4.1 – History to be modified from "McEacherns" to "Terry's Corner". Since it is a legal description, it was decided that "Terry's Corner" be placed in parenthesis after "McEacherns".

Miguel requested an outline of the remaining report to be included in the early draft.

Dawn also noted that the State's acceptable standard for LOS for rural highways is "C" and for urban highways it is "D". However, she said that this standard is being further evaluated.

## Meeting Minutes (continued)

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### Meeting Schedule

Steering Committee Meetings will be scheduled as follows:

- July 12th – Stanwood
- September 6 – Everett

### Other Items

The next meeting agenda should include: Corridor preservation, committee requests to WSDOT of intersections that need improvement (perhaps to get them on a WSDOT priority list).

### Meeting Adjourned

The meeting adjourned at approximately 11:30 a.m.



**MEETING MINUTES**

<b>Project Name:</b>	SR 532 Route Development Plan Update	<b>Project No.:</b>	554-1631-028 (04/04)
<b>Location:</b>	Stanwood City Hall	<b>Meeting Date:</b>	July 12, 2001
<b>Minutes by:</b>	Jack Graham/Murshed Delwar	<b>Time:</b>	9:10 a.m. – 12:35 p.m.
<b>Attendees:</b>	Mujib Ahmed Cindy Clark Jerry Schutz Miguel Gavino Renee Zimmerman Murshed Delwar Dick Snyder Tom Simpson Tim Brakke Tina Rogers Dick Snyder Bill Beckman Casey Stevens Jack Graham (Note taker)	<b>Company:</b>	Parametrix, Inc. Parametrix, Inc. WSDOT NW Region WSDOT OUM WSDOT NW Region WSDOT NW Region WSDOT NW Region WSDOT NW Region WSDOT NW Region Community Transit Snohomish County Public Works Dept. Island County Public Works City of Stanwood Stillaguamish Tribe WSDOT NW Region
<b>Subject:</b>	SR 532 Route Development Plan Update		

**Welcome**

Renee Zimmerman welcomed the attendees to the meeting and introduced new attendees, including Murshed Delwar, the new Project Manager, and Jack Graham, note taker from WSDOT.

Renee asked if there were any concerns or questions regarding the previous meeting notes. No changes were made and the meeting notes were approved.

**Public Involvement: The SR 532 Route Development Plan Public Meeting: June 27, 2001**

Renee Zimmerman reported that the SR 532 Route Development Plan Public Meeting held at Stanwood High school on June 27<sup>th</sup>, 2001, from 4:00 p.m. until 7:00 p.m., was a success. Approximately 57 people, most from Camano Island, attended the meeting. Besides the SR 532 Route Development Plan, other projects highlighted at the public meeting were the I-5/SR532 Roundabout Project, Terry's Corner Park & Ride and Roundabout Projects, a 2-way Left Turn Restriping Project in Stanwood, and the I-5/236<sup>th</sup> to Starbird Pavement Project.

Renee passed out the SR 532 Route Development Plan Public Meeting Information Sheet to the committee.

## Meeting Minutes (continued)

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A detailed Public Comments Report presented by Renee (a handout) summarized meeting results and contained all comments received from eighteen (32%) of those in attendance at the meeting. Here is the summary of the comments presented in the Public Comments Report:

- “Need improvements on SR 532 to reduce traffic and increase safety
- Need a left-turn lane in the Stanwood business district, Cascade Lumber, and the I-5 Park & Ride.
- General support for the I-5/SR 532 Roundabout Project, the Terry’s Corner Park & Ride/Roundabout Projects, and the 2-Way Left Turn Restriping Project
- Not a significant amount of comments on the I-5/236<sup>th</sup> to Starbird Project other than someone requesting that ‘work not be done on Mariner night or other high usage night.’”

Renee explained that there was good coverage for this meeting. Haagen’s and the Camano Plaza distributed a flyer on the *SR 532 Route Development Plan* Public Meeting in customer grocery bags for about three days. The Stanwood-Camano News ran a large advertisement and also published an after-event news article. We are hoping to expand coverage for the September Open House.

### **Public Involvement: The SR 532 Route Development Plan Public Meeting: September 2001**

The next *SR 532 Route Development Plan* Public Meeting is scheduled for September 2001 (as the meeting progressed, the group was not convinced that all would be ready for a meeting in September, so there is a possibility that the meeting will take place in early October). The logical meeting place is the Terry’s Corner Fire Station hall. We need to find out when the local schools have open house to avoid schedule conflicts. Members have been asked to e-mail Renee any ideas regarding the public meeting.

### **LOS Analysis and Corridor Planning Options**

Cindy Clark made several handouts available:

- The SR 532 Draft Evaluation Criteria (salmon colored)
- Table 2 – 2001/2002 Average P.M. Level-of-Service Summary (blue, draft)
- SR 532 RDP Alternatives (blue, draft)
- The SR 532 RDP Access Management/Spot Improvements (blue, draft), for Snohomish County, the city of Stanwood, and Island County (Stanwood City Limits to Terry’s Corner)
- I-5/SR 532 Interchange NB Ramps (white), the SR 532 Conceptual Plan Center Turn Lane Project (white),
- Terry’s Corner Park & Ride Pertect Engineering (white); and a 11” x 17” map of the Stanwood area, and
- SR 532 Route Development Plan Access Management/Spot Improvements (blue, draft).

## Meeting Minutes (continued)

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The committee spent the bulk of the remainder of the meeting discussing Cindy's recommendations for solving SR 532's present and future capacity and access problems.

Tina was concerned with access requirements to SR 532. She asked what requirements WSDOT would have to allow people access. She pointed out that a clear statement of access rights/driveway (existing or future) permits is necessary.

Jerry cautioned that we should keep our options open for future improvements (e.g., access management, widening), as safety issues are of high priority.

The following specific points made during the course of discussion and debate refer to mileposts as referenced on the SR 532 Route Development Plan Access Management/Spot Improvements (blue, draft) handout:

- **Projects at or near Milepost 9.94**

A concern was expressed that this P & R should be moved away from the freeway in order to effect proper expansion to 250 stalls (50-stall increments).

Jerry and others cautioned that expanding the Park & Ride here would be contingent on how the Terry's Corner P & R would affect the traffic flow to this one.

Miguel's thinking was that before dealing with specific improvement possibilities, we should think this through at a systems level.

- **Projects at or near Milepost 9.31**

Jerry stated that WSDOT prefers that there be no access breaks along SR 532.

- **Projects at or near Milepost 7.21**

It was noted that the left-turn lanes as they currently exist are up to standards but are not adequate for long trucks. Storage is adequate, but deceleration length is not.

- **Projects at or near Milepost 6.84**

Cindy stated that all along this section of SR 532 frontage road and side street access is a recurring theme. Tina is in favor of a clear statement of access rights.

Miguel will review the documents from a tort case (1980) which the WSDOT lost at this location. We need to review the accident's circumstances and develop the issues.

Tina questioned the proposal to restrict left turns and other actions. Neither was Miguel in favor of the proposed actions at this location.

- **Projects at or near Milepost 5.90**

Miguel pointed out that 2 cars southbound on 72<sup>nd</sup> Ave. W. and stopped at the intersection of 72<sup>nd</sup> Ave. W. and SR 532 can block 268<sup>th</sup> left-turn access onto 72<sup>nd</sup>. The point is that 268<sup>th</sup> needs to be realigned.

## Meeting Minutes (continued)

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Bill informed the committee that next year southbound 72<sup>nd</sup> Ave. W. is slated for improvements. There are existing projects calling for a realignment of 268<sup>th</sup>.

- **Projects at or near Milepost 5.25**

Pioneer Highway is a poor alternative to SR 532, because it is narrow and not good for access. The locals know it, but we should not publicize this due to the fact that it is dangerous.

- **Projects at or near Milepost 4.90**

Bill suggested that the business community might offer resistance to the notion of designalizing 88<sup>th</sup> Ave. W. and extending 267<sup>th</sup> to 92<sup>nd</sup>, making a connection to SR 532 at the latter location.

There was disagreement within the committee as to whether or not the intersection of SR 532 and 92<sup>nd</sup> Ave. NW should be signalized.

Jerry stated that WSDOT is allowed to help parallel routes that adds to the functionality of state highways. WSDOT would be willing to pursue the option of extending 267<sup>th</sup> St. NW from its current stopping point at its junction with 88<sup>th</sup> Ave. NW westward to 92<sup>nd</sup>.

- **Projects at or near Milepost 4.25**

Bill opposed closing the south leg of 98<sup>th</sup> Ave. W., extending 267<sup>th</sup> to 92<sup>nd</sup> Ave. W., and using 92<sup>nd</sup> for access rather than 98<sup>th</sup>. He opposed it on environmental grounds and because this option leaves no potential for growth.

- **Projects between Mileposts 3.39 and 3.48**

Camano Island people do not like to improve access to the island. They prefer to keep it rural.

Rick said that, though it is a nice concept, a ferry is not a practical idea at present. For one thing, there are environmental problems.

The Mark Clark Bridge is narrow, and it causes a bottleneck. Traffic slows. There are lots of rear end accidents just to the west of the bridge. Miguel argued that a signal at 102<sup>nd</sup> would ease the problems on the bridge.

- **Projects at or near Milepost 1.85**

Cindy stated that Good Road is the best candidate in the area for a focus point. Rick said that we should signalize or put a roundabout there.

- **Projects at or near Milepost 1.34**

This location would be a good location for a shopping center, though politically it may not fly. Right now that area has cottage industries.

## Meeting Minutes (continued)

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### How to Determine What Goes into the Committee's Report

Members of the committee wanted to be sure to properly prepare their alternatives and arguments, and to properly prepare all parties involved. They wanted to only bring to the public that which the politicians would endorse, and to the public nothing that is already "dead on arrival". Local agencies need to be consulted before the next public open house, and politicians need to be informed ahead of time as to what the committee desires to bring to the public so that they (the politicians) will not be "blindsided". Miguel argued for bringing the entire plan together into a Corridor Management Plan with both short and long-term goals. Jerry felt that, with a Corridor Management Plan, the committee should meet about every six months. There seemed to be consensus that the public should be asked to give feedback on various alternatives, not to be allowed to set priorities outright regarding projects. The committee seemed to agree that there needs to be an educational effort toward the public so that the various more difficult options, such as limiting access from driveways to SR 532 and the use of left turn out's and in's, will be seen as part of an overall plan that brings the most benefit to as many as possible, though some may have to give up their own privately desired alternatives.

Miguel stressed the following deliverables:

- Short-term actions
- Access management
- Phasing
- Comprehensive plan
- Long-term plan
- Separate list of elements for short and long terms

### Meeting Schedule - Old

Steering Committee Meetings will be scheduled as follows:

- September 6 – Everett

### Other Items

Jerry and Mujib did not discuss Right of Way/Corridor Preservation (Handout: Table 1 - Existing Right of Way Summary) with the group due to the length, overriding importance, and general productivity of the LOS Analysis and Corridor Planning Options discussions conducted by Cindy.

### Next Public Meeting

The group seemed to agree that the next public meeting would be September 6, though there was discussion after the meeting of possibly hosting a public meeting in October.



## Meeting Minutes (continued)

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### Meeting Adjourned

The meeting adjourned at approximately 12:35 p.m.



**MEETING MINUTES**

<b>Project Name:</b>	SR 532 Route Development Plan Update	<b>Project No.:</b>	554-1631-028 (04/04)
<b>Location:</b>	Willis Tucker Conference Room Administration Building Snohomish County Courthouse Plaza Everett, Washington	<b>Meeting Date:</b>	September 6, 2001
		<b>Time:</b>	9:03 a.m. – 11:33 a.m.
<b>Minutes by:</b>	Jack Graham		
<b>Attendees:</b>	Mujib Ahmed Cindy Clark Howard Roll Jerry Schultz Murshed Delwar Rick Mitchell Tom Simpson Barbara Briggs Tim Brakke Tina Rogers Hans Kurtz Dick Snyder Mike Morton Bill Beckman Jack Graham (Note taker)	<b>Company:</b>	Parametrix, Inc. Parametrix, Inc. Parametrix, Inc. WSDOT NW Region WSDOT NW Region WSDOT NW Region WSDOT NW Region WSDOT NW Region Community Transit Snohomish County Public Works Dept. Snohomish County Public Works Dept. Island County Public Works Island County Public Works City of Stanwood WSDOT NW Region
<b>Subject:</b>	<b>SR 532 Route Development Plan Update</b>		

**1. Welcome**

Murshed Delwar welcomed the attendees to the meeting, passed out Agendas to those not having one, and had each attendee at the meeting introduce themselves to the group. Murshed asked if there were any concerns or questions regarding the previous meeting notes. No changes were made to the notes from the previous meeting, and the meeting notes were approved as written.

**2. Next Public Open House**

Murshed reported that the *SR 532 Route Development Plan* Public Open House will be held at the Terry's Corner Fire Station on October 15, 2001, from 4:00 p.m. until 7:00 p.m. The open house is being promoted in a newsletter at grocery stores and via direct mail, display ads, and newspaper articles. Besides the *SR 532 Route Development Plan*, other projects to be presented are the Terry's Corner Park and Ride and Roundabout, the Roundabout off of Northbound I-5, 102<sup>nd</sup> Signal and Channelization, the Restriping Project in Stanwood, the County Road Projects in Island County (2 projects), and the Bridge Retrofit Project for the Mark Clark Bridge. A table will be reserved for Island Transit to set up its displays. Tim Brakke stated that Community Transit (Snohomish County) could set up a display. Island Transit and Community Transit could set up displays side by side, and this would give the public a good opportunity to get similar questions answered concerning transit issues in both counties.

## Meeting Minutes (continued)

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### **The Newsletter**

Murshed said that Renee Zimmerman is working on the Newsletter. If more information is needed from anyone, she will be in contact with them.

### **The Flyer**

Murshed informed the group that the mailing list information for the Snohomish County residents dwelling along SR 532 is needed within 2 weeks. The flyer is to be mailed about October 1<sup>st</sup>.

### **3. Corridor Preservation Concepts**

Mujib Ahmed and Cindy Clark of Parametrix, Inc. presented this portion of the meeting.

#### **Right of Way**

Mujib explained that the Corridor Preservation Concept is tied to long-term improvements. In order to adequately be prepared for the long term, 150 feet of right of way is needed along the corridor. At present, however, there are small sections which are limited to 120 feet. He is looking for ideas as to how to improve the 120 foot areas to 150 feet, for what wording to use in the report. Table 3-5 on page 3-6 of the Draft Route Development Plan for SR 532 is a summary of existing right of way widths. Table 3-6 on page 3-7 of the plan details the additional right of way still needed to meet the 150-foot standard. Since this issue does not need to be decided at present, the group decided to move on to other issues.

#### **Bike Lane**

Bike lanes come in four classifications:

Class 1: Bike Path - separated bike facility

Class 2: Bike Lane - striped and signed

Class 3: Bike Route – shared facility

Class 4: Shoulder only (no striping)

The bike lane being considered for this project along the majority of this route is a bikeway, not a true bike lane at all; a class 4 with an unstriped, extra-wide shoulder. This is true throughout Island and Snohomish Counties. The bike lane through the city of Stanwood will have to be according to the city's existing plans. We will have to check with them before moving forward with our plans. We will check to see if we need to have a class 2 through the city.

The group discussed the fact that there is not a lot of room for bike lanes through the city of Stanwood.

#### **Median Barrier**

Tom Simpson argued that especially between I-5 and the city of Stanwood we should consider a median barrier. With design speeds of 55 to 80 miles per hour and many canning trucks frequenting this roadway, there is potential

## Meeting Minutes (continued)

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for, and there have already been, fatal accidents. Some 20 lives have been lost that could have been spared with the median barrier. The group discussed different available options. Most of the group seemed to be in favor of a raised median barrier, though a 50-foot wide grassy barrier was brought up. Jerry Schutz committed to getting WSDOT's design standards for raised barriers to Parametrix. Tina Rogers suggested that at the public meeting the public be presented with pictures of whatever options are under consideration. Because median barriers are controversial, by presenting it at the public meeting, we can at least get public feedback on that option.

### Clear Zones

The group discussed clear zones as another option. People stressed that if necessary, trees needed to be moved out of the clear zone to avoid accidents. Most of the roadway along the corridor currently meets standards for clear zones.

### Island County Section

Widening the Island County portion of SR 532 is not a popular option at present, but it needs to be done eventually. Dick Snyder said that perhaps a long-term plan would not be acceptable to the public at the current time, but if we showed the consequence of leaving things as they are, this could help educate the public. As Jerry Schutz stated, the money is probably not going to be there for the next 20 years, but we need to prepare for the changes nonetheless, as they will be needed at some point in the future. Dick Snyder suggested that if it is not widened to four lanes, there is going to be lots of traffic on the county's rural roads.

### Stanwood Section

The Stanwood portion of the highway needs to be widened to five lanes as a long-term solution. It is important that Stanwood not become a choke point along the corridor. A suggestion was given that proper median landscaping within the city of Stanwood would ensure that the traffic would slow down because it would recognize by the median landscape design that it was entering an urban section of the highway. Bill Beckman said he would get back to the group concerning median landscaping after working this option through to a greater degree, especially since the city of Stanwood would be responsible for its maintenance. Mujib said that once the group hears back from Bill, we can make an agreement and then put that into the report.

Bill reported on several of the issues that the city council discussed concerning Stanwood, and their reactions to these issues. The city was open to moving the 88<sup>th</sup> Avenue and SR 532 traffic light to 92<sup>nd</sup> and SR 532. It was open to right in, right out on some of the streets in the west end. It was not as open to dividing the highway with a median at 88<sup>th</sup> where they would lose the signal and not being able to cross over. The city council prefers to have a left-turn pocket heading north into downtown at 88<sup>th</sup>. The council did not oppose extending the 267<sup>th</sup> leg down to 92<sup>nd</sup>.

The question of buying access rights became a topic in the conversation. Tina Rogers recommended buying the scattering of driveways that are not now being used because they are as cheap as they are going to get right now.

## 4. Short/Long-Term Recommendations

At this point in the meeting, Mujib introduced Howard Roll as a valuable member of the Parametrix Transportation Planning Group.

## Meeting Minutes (continued)

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Cindy Clark discussed her meetings (below) with Snohomish County, Island County, Bill Beckman (a brief meeting), and Island Transit:

### Meeting with Snohomish County

An important discussion during Cindy's meeting with Snohomish County involved southbound ramps, at Highway 99 and at the Transit Center area. Parametrix will recommend that an engineering study be done. They are considering a large roundabout and transit stops. The meeting with Snohomish County was mostly for educational purposes. The county will make some recommendations at a later date.

Tina Rogers explained that Snohomish County is interested in achieving safe places for access and turning movements. She said that in presenting their ideas, it is important to first talk about what the county is trying to improve and then to discuss some closures in turning movement, as an outgrowth of the improvements. That would make the closures more palatable to the public.

One issue the group discussed was that of rising traffic volumes. Mujib said that he felt the group needed to come to an agreement as to how to present the short and long-term improvement options. These options are multiple, small in nature, and very significant for some traffic movements. He said that it is important, from his perspective, to make sure that these options get shared with the public so that future actions do not come as a surprise, and that whatever is done in the field be consistent with the information shared with the public.

As to how to best present the short-term improvement options in the public meeting, the group was comfortable with a public involvement process. That would help set the stage for funding and help people know when to expect certain changes. It would let people tangibly see what would happen in their own neighborhoods as well.

There was interest in developing the DOT's public message regarding projects. Rick Mitchell said that he wanted to do some advertising in order to get cities to enter into interlocal agreements with WSDOT for developer mitigation fees. Jerry Schutz expressed a desire to put together a Transportation and Communities System Preservation (TCSP) Plan, a community preservation tool that looks at things other than capacity when capacity is shown for the corridor management plan. These grants run from \$150,000 or \$200,000 up to \$500,000.

Cindy said that WSDOT and Snohomish County will work together closely to identify frontage roads. The importance of frontage roads needs to be stressed in the RDP.

### Meeting with the City of Stanwood

When Cindy met with the city of Stanwood, she found that a roundabout option at 72<sup>nd</sup> and SR 532 was not popular with them. Our group seemed to think that the acceptance of roundabouts is a matter of education, and once people see them in action, they will grow accustomed to them and want to have them.

Bill Beckman said that the city of Stanwood opted to give \$20,000 in funding for putting in an eastbound left-turn lane at 98<sup>th</sup> on SR 532.

Cindy said that the option of extending 267<sup>th</sup> from 88<sup>th</sup> to 98<sup>th</sup> was nixed and will not happen.

## Meeting Minutes (continued)

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### Meeting with Island County

At Cindy's meeting with Island County, the county recommended putting in a left-turn lane eastbound on SR 532 at Hanstad Road. The 4 to 5 lane section is not currently popular with them and was dropped. That group would like to see left-turn lanes added as needed off SR 532 instead of restricting access.

In conjunction with the discussion about SR 532 within Island County, Tom Simpson brought up the dangerous left-turn movement from westbound SR 532 to Eide Road, at the west side of the Mark Clark Bridge. There have been a number of rear-end collisions at that spot. The group discussed alternatives, including marking a U-turn route (or at least providing education for the public along those lines).

Cindy related that Island County is saying that a ferry option between Camano Island and Everett is not being considered at the present time, so this will be taken out of our report.

The group discussed accident response and the rapidity of the clearing of accidents from the highway. It was agreed that call boxes are not necessary due to growing cell phone coverage throughout the corridor. One concern voiced by the group was that some individuals at the fire station at Sharpe's Corner are being quite vocal against allowing restriction of eastbound access on North Camano all the way through down to Sunrise at the stoplight, though such an option will save lives.

### Meeting with Community Transit (CT) and Island Transit (IT)

Cindy said that the biggest issue that struck her with regards to Community Transit and Island Transit is that Island Transit operates at Terry's Corner alone; Community Transit does not operate at that point, so that Camano Island commuter residents have no real way of getting to work. Tim Brakke amended what she was saying to add that Island Transit does offer service into Stanwood itself, and there is coordination between the two transit organizations.

Tim explained to the group the difficult position which confronts Community Transit regarding the extension of service to the Park and Ride at Terry's Corner. He said that financially CT is not in a position to fund it right now, since when the state eliminated MVED, it lost 30% of its funding. It has planned for the Park and Ride, and CT and IT are working together to coordinate their services to benefit commuters, but without additional funding, it is not a possibility.

Tim also explained the reason why the Park and Ride in Stanwood is only being used to 20% of its capacity. A few years ago the area flooded, and a dozen or more cars were swamped. Since that time the public has not been so ready to trust their cars to that lot.

At their meeting with Cindy, both Community Transit and Island Transit requested that we consider putting in bus pull outs on the far side of each major intersection throughout the corridor.

Tim explained that CT does not have interest in providing bus service along the corridor unless Snohomish County changes its zoning land use so that there is the institution of local service along it, and not just commuter service. CT feels that 55 mph speeds are too fast. If there were to be a change CT would hope for an 150-foot right of way along the corridor.

Cindy says that both CT and IT brought up the issue of school buses at their meeting. A solution is needed to the fact of school buses that stop periodically all along the corridor, slowing traffic significantly. The group discussed

## Meeting Minutes (continued)

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possible solutions, including bus pull outs and a widened shoulder (a long-term solution). Tina Rogers said that Snohomish County will only install pull outs if the schools agree to pick ups in both directions; it is a safety issue, as students should not be crossing through highway traffic. Coordination is needed with the school district on this issue.

### **5. Comments on the Draft RDP Report**

Tom Simpson brought up several typos that needed to be fixed in the RDP. The group also discussed updating the numbers concerning Camano Island's population before the report is published.

### **6. Next Steps**

At the October 15<sup>th</sup> open house, Jerry Schutz will bring a video on corridor management plans and another on roundabouts, for educational purposes. The group suggested that there not be any general public presentation but agreed with the efficacy of using handouts to accomplish the same purposes. It agreed to have Mujib and Jerry at specific stations to answer questions regarding congestion, access management, and corridor preservation as people walk among the exhibits that evening.

As this was the last scheduled SR 532 Steering Committee meeting, Mujib and others expressed their sincere appreciation for how well this group has worked together with great chemistry and real teamwork. The group seemed very open to Jerry's suggestion that it continue to meet on a periodic basis to further develop a corridor management plan for SR 532. The first step would be to develop an action plan for the next two years. Parametrix would be very welcome as the private consulting firm in these meetings.

### **Other Items**

Murshed Delwar concluded the meeting by thanking all for their contributions and efforts on this project, and he expressed his desire to work with them in the future. In turn, the group thanked him and congratulated him on a job well done.

### **Meeting Adjourned**

The meeting adjourned at approximately 11:33 a.m.

**APPENDIX B**

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**Public Meeting Summary of  
Comments and Responses**



# Public Comments Report:

## SR 532 Route Development Plan Public Meeting

June 27, 2001  
Stanwood High School

### Overview

The first public open house for the SR 532 *Route Development Plan* took place on Wednesday, June 27<sup>th</sup>. Approximately 57 people attended this meeting to garner more information about the SR 532 *Route Development Plan* and other related projects; with a majority living on Camano Island.

Other projects highlighted at the public open house included representation from the following:

- ◆ I-5/SR532 Roundabout Project
- ◆ Terry's Corner Park & Ride and Roundabout Projects
- ◆ A 2-Way Left Turn Restriping Project in Stanwood
- ◆ I-5/236<sup>th</sup> to Starbird Pavement Project

### Comments Overview

A total of 18 surveys were received, or 32% of the total open house attendance.

Comments are summarized as follows:

- ◆ Need improvements on SR 532 to reduce traffic and increase safety
- ◆ Need a left-turn lane in the Stanwood business district, Cascade Lumber, and the I-5 Park & Ride.
- ◆ General support for the I-5/SR 532 Roundabout project, the Terry's Corner Park & Ride/Roundabout Projects, and the 2-Way Left Turn Restriping Project
- ◆ Not a significant amount of comments on the I-5/236<sup>th</sup> to Starbird Project other than someone requesting that "*work not be done on Mariner night or other high usage night*"

A detailed report of all public comments is attached.

### Questions?

Please contact Renee Zimmerman, WA State Department of Transportation, Mount Baker Area Planning Office.

206.440.4714 or Toll-Free at 888.393.PLAN, Extension 6  
[zimmerr@wsdot.wa.gov](mailto:zimmerr@wsdot.wa.gov)

Response to the comments above:

- ◆ Need improvements on SR 532 to reduce traffic and increase safety

Response: Potential improvements are summarized in this report. Traffic reduction, safety and operational efficiency of the SR 532 corridor were considered when developing the list of improvements

- ◆ Need a left-turn lane in the Stanwood business district, Cascade Lumber, and the I-5 Park & Ride.

Response: Left-turn lanes have been considered at all major intersections, as well as minor intersections to reduce the number of potential rear-end accidents.

- ◆ General support for the I-5/SR 532 Roundabout project, the Terry's Corner Park & Ride/Roundabout Projects, and the 2-Way Left Turn Restriping Project

Response: Noted.

- ◆ Not a significant amount of comments on the I-5/236<sup>th</sup> to Starbird Project other than someone requesting that "*work not be done on Mariner night or other high usage night*"

Response: This comment pertains to another project, not the SR 532 Route Development Plan.



# Public Comments Report:

## SR 532 Route Development Plan Public Meeting

### Terry's Corner Fire Station/Fire Hall

### October 15, 2001

#### OVERVIEW

#### COMMENT SUMMARY

#### QUESTIONS?



The second public open house for the *SR 532 Route Development Plan* took place on Monday, October 15, 2001. Approximately 65 people attended this meeting to gather more information about the Draft *SR 532 Route Development Plan* and other related projects; with a majority living on Camano Island.

Other projects highlighted at the public open house included representation from the following:

- ◆ I-5/SR532 Roundabout Project
- ◆ Terry's Corner Park & Ride and Roundabout Projects
- ◆ Island Transit
- ◆ Community Transit
- ◆ SR 532, Junction 102<sup>nd</sup> Ave NW Signal & Channelization
- ◆ SR 532 Stillaguamish River Bridge Painting and Rocker Bearing Replacement

A total of 20 comment cards and e-mail comments were received, or 31% of the total open house attendance.

Comments are summarized as follows:

#### *Widening SR 532*

- ◆ Equals more growth
- ◆ "If you build, they will come"
- ◆ Will lead to future water shortage problems

#### *Bike Lanes*

- ◆ Need more
- ◆ Need adequate room to promote commuting

#### *Terry's Corner Round About*

- ◆ Support it during PM peak, however, wont work making left turn during AM peak

#### *Terry's Corner Park and Ride*

- ◆ Many support this
- ◆ Location isn't appropriate for the post office—should be located in Plaza
- ◆ Need a traffic light at SR 532 and Sunrise

A detailed report of all public comments is attached.

Please contact Renee Zimmerman, WA State Department of Transportation,  
Mount Baker Area Planning Office.

Responses to the comments listed above:

*Widening SR 532*

- ◆ Equals more growth
- ◆ "If you build, they will come"

Response: SR 532 operates at a deficient level even today, without growth. The interim solutions are identified in this report with the goal of providing a safe and efficient corridor without adding continuous lanes throughout the entire corridor. However, continuous lanes will be needed and are identified as a long-term improvement in order to meet roadway operational standards for WSDOT, Snohomish County, Island County and the City of Stanwood. The standards have been predetermined, and the goal of this report is to identify what is needed to meet the standards. Also, if the current safety and operational deficiencies are not addressed, the corridor will become increasingly unsafe, and difficult to access. This can lead to increased accidents, and increased time for emergency vehicles to get to their destination.

- ◆ Will lead to future water shortage problems

Response: The current zoning of Camano Island should address this potential problem. The goal of this report was to identify what is needed to meet the WSDOT, Snohomish County, Island County and City of Stanwood roadway standards to provide a safe and efficient corridor.

*Bike Lanes*

- ◆ Need more
- ◆ Need adequate room to promote commuting

Response: The plan includes wide shoulders throughout the corridor that can be used by bicycles.

*Terry's Comer Round About*

- ◆ Support it during PM peak, however, wont work making left turn during AM peak

Response: We assume this comment was written under the impression that making a left-turn coming from N Camano would use the roundabout to directly access the SR 532 corridor. Turning left onto SR 532 at Terry's Comer will be easy due to the installation of a traffic signal at Sunrise/E Camano. The roundabout is to be located at the Sunrise/N Camano intersection. Therefore, coming from N Camano, the driver would first go through the roundabout at Sunrise, then access the SR 532 corridor using a traffic signal.

*Terry's Comer Park and Ride*

- ◆ Many support this

Response: Noted

- ◆ Location isn't appropriate for the post office—should be located in Plaza

◆ Response: This comment does not pertain to the SR 532 project.  
Need a traffic light at SR 532 and Sunrise

Response: A traffic light is planned at this location.

**APPENDIX C**

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**SEPA Checklist**

**SEPA CHECKLIST – TRANSPORTATION**  
**WAC 197-11-960, RCW 43.21C**

**14. Transportation**

- a. *Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.*

Public streets under the jurisdiction of Island County, Snohomish County, and the City of Stanwood serve the SR 532 corridor. The characteristics of these streets described and shown geographically in the report include functional classification, lane geometry, intersection traffic control, existing daily and peak-hour volumes, existing and future intersection levels of service, and existing and future operating conditions based on the State's new travel delay methodology.

- b. *Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?*

Two Community Transit Routes, Nos. 422 and 247, currently serve the Stanwood area. Route 422 connects Stanwood to the Marysville and Seattle areas via SR 532 and I-5. It provides a weekday commuter route, with three runs in the morning and three runs in the evening. Route 247 makes a loop through north Stanwood and connects Stanwood to Marysville and Everett. On weekdays it has four runs in the morning and four runs in the evening. Route 247 serves rural Snohomish County and also provides the only public transit link to Camano Island. Within the SR 532 corridor, these routes stop only in Stanwood and at the park-and-ride lot located on SR 532 near the I-5 interchange; there are no transit stops between I-5 and Stanwood.

Island Transit Route No. 3 connects Camano Island and Stanwood. It has ten weekday runs throughout the day. It loops through Stanwood as it travels to and from the island.

Several school buses use SR 532 to serve the Stanwood School District, with many stops along the way.

There are no existing bus pullouts along SR 532 that are paved or marked for bus use.

Community Transit and Island Transit both operate commuter vanpool programs, which are described in greater detail at the end of this section.

- c. *How many parking spaces would the completed project have? How many would the project eliminate?*

On-street parking is presently allowed on SR 532 only between the west city limits of Stanwood at MP 3.80 and Camano Street at MP 4.13, where on-street parking is allowed on the wide outside shoulders. On-street parking would not be included in the ultimate five-lane cross-section proposed for this segment of the highway, and on-street parking is not proposed to be added in the other segments of SR 532. The area where on-street parking is presently allowed within the city of Stanwood could accommodate at least 100 cars. However, less than 10 cars were parked in these spaces during mid-day field observations conducted in the spring and early summer of 2001.

- d. *Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).*

To meet projected 2022 travel demand, the updated SR 532 RDP identifies an ultimate cross-section, including two through lanes in each direction with left-turn lanes at selected intersections. Right-turn lanes are also recommended at some locations. Various interim actions are identified that would provide immediate benefit, and are also consistent with an ultimate five-lane section. Interim actions include access management measures affecting existing streets and driveways, new or longer intersection turn lanes, intersection traffic control changes, and selective climbing lane locations. Long-term recommendations focus on providing a second through lane in each direction, together with additional turn lanes at selected intersections. In addition, the plan recommends a number of local street connectivity improvements affecting existing public local streets and/or requiring new public streets. These connectivity improvements, while outside the control of WSDOT, are considered to be interim improvements.

- e. *Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.*

SR 532 passes over the Burlington Northern Santa Fe rail line in east Stanwood, which serves as a key freight and passenger transport corridor for the region. The project also passes over the Davis Slough and Stillaguamish River, which serve recreational water transportation only. The project will not directly affect these facilities, but recommended improvements would occur in the immediate vicinity of both the rail line and the Stillaguamish River. There are no airports in the immediate vicinity of the corridor.

- f. *How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.*

The project by itself would not generate additional vehicle trips, but would carry new vehicle trips generated by development projected to occur throughout the region. The highest traffic volumes during the day in the corridor are and will continue to be during the evening peak hour, roughly 5:00 to 6:00 PM. Peak summertime traffic volumes are about 15 percent higher than average annual traffic volumes. However, the RDP analysis focuses on average annual traffic volumes represented by typical conditions during spring and fall months. Future 2022 PM peak-hour, two-way link volumes projected by WSDOT are expected to remain fairly consistent throughout the corridor, ranging from about 2,700 vehicles per hour just east of Terry's Corner to about 2,560 vehicles per hour just west of the I-5 southbound on-ramps. These projected peak-hour link volumes represent a 60 percent increase over existing 2001 traffic volumes, and correspond to daily traffic volumes of about 25,000 to 27,000 vehicles per day based on a 10 percent peak-hour factor.

- g. *Proposed measures to mitigate or reduce or control transportation impacts, if any:*

A series of measures has been developed to mitigate future traffic conditions, ranging from interim spot access management improvements to the recommended long-term configuration of two through lanes in each direction over the length of the corridor by the 2022 horizon year. These mitigation measures were evaluated in the context of WSDOT's ACR standards for SR 532 (the ACR is the performance measure based on the state's new travel delay methodology). Recommended mitigation measures are detailed in this RDP. These mitigation measures satisfy WSDOT's ACR performance standards except in Snohomish County and the city of Stanwood. In Snohomish County, projected 2022 PM peak-hour highway operations (ACR value of 6.59)

exceed the standard (ACR of 6.0 or less) by less than 10 percent. In the city of Stanwood, which has an ACR standard of 6.0, highway performance with the long-term configuration ranges from 6.08 to 7.98 ACR. Intersection level of service standards would not be met at all intersections, mainly due to projected levels of service at unsignalized intersections where left turns onto the highway would continue to be allowed. However, as a whole these measures represent substantial movement toward satisfaction of current level of service standards.

Travel demand management (TDM) measures are also in various stages of development in the corridor. The park-and-ride lot at the eastern corridor terminus served by the No. 422 express bus route recently was expanded from 47 spaces to 102 spaces to accommodate demand. A park-and-ride lot was recently opened in Stanwood east of 88th Avenue, which is also served by the No. 422 express bus. A 320-space park-and-ride lot is planned at the western end of the corridor in Terry's Corner, with the 80-space initial phase scheduled for construction in late 2001. Improved coordination between transit service providers in the corridor is recommended to promote use of the Terry's Corner park-and-ride lot.

In 1999 a market study was conducted of vanpooling in the six-county Puget Sound region (*Puget Sound Regional Vanpool Market Study Draft Executive Summary*, October 2000). The study revealed that vanpools operated by Intercity Transit in Island County, and Community Transit in Snohomish County have been very successful to date, with vanpooling in both Counties growing at an average annual rate of 30 percent or more from 1995 to 1999, representing over 40 new vanpools. The study reported that vanpooling could serve up to 25 percent of long-distance commuters with a thorough program of aggressive marketing and incentives. Transit agency staff report that as of 2000, vanpool use already exceeded the 25 percent market share identified in the study.

**APPENDIX D**

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**Accident Statistics**

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SR 532 MP 0.00 TO 10.09

01/01/1995 TO 12/31/2000  
ACCIDENT SUMMARY

YEAR	TOTAL ACCS.	PROPERTY DAMAGE ACCS.	INJURY ACCS.	FATAL ACCS.	NUMBER OF INJURIES*	NUMBER OF DEATHS*	NUMBER OF VEHICLES*	ALCOHOL RELATED ACCS.*	FIXED OBJECT ACCS.*	REAR END ACCS.*	OPPOSITE DIRECTION ACCS.*	ENTERING AT ANGLE ACCS.*	OVERTURN ACCS.*	PEDALCYCLIST ACCS.*	PEDESTRIAN ACCS.*
1995	77	46	31	0	53	0	152	6	7	34	7	12	0	0	1
1996	60	43	17	0	35	0	115	2	3	20	8	8	0	0	0
1997	79	40	39	0	65	0	169	9	0	0	0	0	0	0	0
1998	82	42	37	3	72	5	165	9	0	0	0	0	0	0	0
1999	96	55	41	0	69	0	199	4	11	54	6	5	1	0	0
2000	107	70	36	1	62	1	179	9	5	47	9	9	1	0	0
TOTAL	501	296	201	4	356	6	979	39	26	155	30	34	2	0	1

\*DATA MAY NOT CURRENTLY BE AVAILABLE FOR THESE ITEMS FOR COLLISIONS OCCURRING BETWEEN 1/1/97 & 12/31/98

UNDER 23 UNITED STATES CODE - SECTION 409, THIS DATA CANNOT BE USED IN DISCOVERY OR AS EVIDENCE AT TRIAL IN ANY ACTION FOR DAMAGES AGAINST THE WSDOT OR THE STATE OF WASHINGTON.

YEAR . YEAR OF ACCIDENT

1995	77
1996	60
1997	79
1998	82
1999	96
2000	107

Valid cases 501 Missing cases 0

MONTH MONTH OF ACCIDENT

JAN	26
FEB	42
MAR	41
APR	44
MAY	44
JUN	41
JUL	51
AUG	38
SEP	42
OCT	46
NOV	47
DEC	39

Valid cases 501 Missing cases 0

WEEKDAY DAY OF THE WEEK ACCIDENT OCCURRED

MON	71
TUE	74
WED	72
THU	65
FRI	95
SAT	71
SUN	53

WEEKDAY DAY OF THE WEEK ACCIDENT OCCURRED

Valid cases 501 Missing cases 0

HOUR HOUR DURING WHICH ACCIDENT OCCURRED

Hour	Count
MIDNIGHT	4
1 AM	4
2 AM	1
3 AM	1
4 AM	2
5 AM	3
6 AM	16
7 AM	34
8 AM	12
9 AM	17
10 AM	24
11 AM	23
NOON	36
1 PM	34
2 PM	54
3 PM	48
4 PM	46
5 PM	47
6 PM	33
7 PM	22
8 PM	12
9 PM	11
10 PM	10
11 PM	7

Valid cases 501 Missing cases 0

WHOLEMP MILEPOST IN WHOLE NUMBERS

0	29
1	31
2	16
3	52
4	129
5	133
6	10
7	15
8	34
9	49
10	3

Valid cases 5D1 Missing cases 0

COL WSP COLLISION TYPE

VEH TRN LT HIT PED	1
ENTER AT ANGLE	34
SDSWIPE SD BM	5
SDSWIPE SD 1 STP	1
REAREND SD BM	28
REAREND SD 1 STP	127
LT TRN SD 1 STR	4
RT TRN SD 1 STR	5
PARKING LEAVE	1
DRIVEWY ENTERING	9
DRIVEWY LEAVING	8
SD ALL OTHER	12
HEADON OD BM	1
SDSWIPE OD BM	3
LT TRN OD 1 STR	21
OD ALL OTHER	5
HIT PARKED CAR	5
WILDLIFE	14
VEH HIT FIX OBJ	26
VEH HIT OTHR OBJ	2
OVERTURN	2
VEH ON FIRE	2
ALL OTH NON COLL	1

Valid cases 317 Missing cases 184

OBJ WSP OBJECT STRUCK

WOOD SIGN POST	1
LUMINAIRE	1
UTILITY POLE	1
NOT THRU GUARDRL	12
THROUGH GUARDRL	1
NOT THRU BRDG RL	1
DEBRIS ON RD	2
TREE STUMP	1
EARTH BANK	1
BUILDING	1
DITCH	5
CITY RD MACHINE	1

Valid cases 28 Missing cases 473

MP

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0 --- 2
1 --- 2
24 -- 1
30 --- 3
42 --- 3
43 -- 1
47 -- 1
57 ----- 8
58 -- 1
68 -- 1
74 -- 1
84 -- 1
90 -- 1
92 ----- 3
109 -- 1
110 -- 1
130 -- 1
132 -- 1
133 -- 1
134 ----- 5
135 --- 2
136 -- 1
138 ----- 3
145 -- 1
155 -- 1
157 -- 1
161 -- 1
167 -- 1
176 -- 1
183 -- 1
185 ----- 5
189 -- 1
191 -- 1
193 -- 1
200 -- 1
208 -- 1
210 -- 1
213 --- 2
218 -- 1
227 -- 1
229 -- 1
232 -- 1
238 --- 2
258 --- 2
286 -- 1
289 -- 1
299 -- 1
325 -- 1
327 -- 1
329 ----- 9
331 -- 1
339 -- 1

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MP

340 ---- 3  
353 -- 1  
363 --- 2  
370 -- 1  
374 -- 1  
378 -- 1  
380 -- 1  
385 -- 1  
386 ----- 7  
387 --- 2  
388 -- 1  
389 -- 1  
391 -- 1  
392 --- 3  
393 -- 1  
396 -- 1  
397 ----- 8  
398 -- 1  
399 --- 2  
401 ----- 5  
403 ----- 7  
404 -- 1  
407 -- 1  
409 --- 2  
411 ----- 7  
412 -- 1  
417 -- 1  
418 --- 2  
419 -- 1  
420 --- 3  
421 --- 2  
423 --- 2  
424 ----- 11  
425 ----- 20  
431 -- 1  
465 --- 2  
477 -- 1  
482 -- 1  
484 --- 2  
486 --- 2  
487 -- 1  
488 --- 2  
490 ----- 28  
492 --- 3  
493 -- 1  
494 -- 1  
495 --- 3  
496 ----- 7  
497 -- 1  
498 --- 2  
499 ----- 5  
500 ----- 6  
503 -- 1

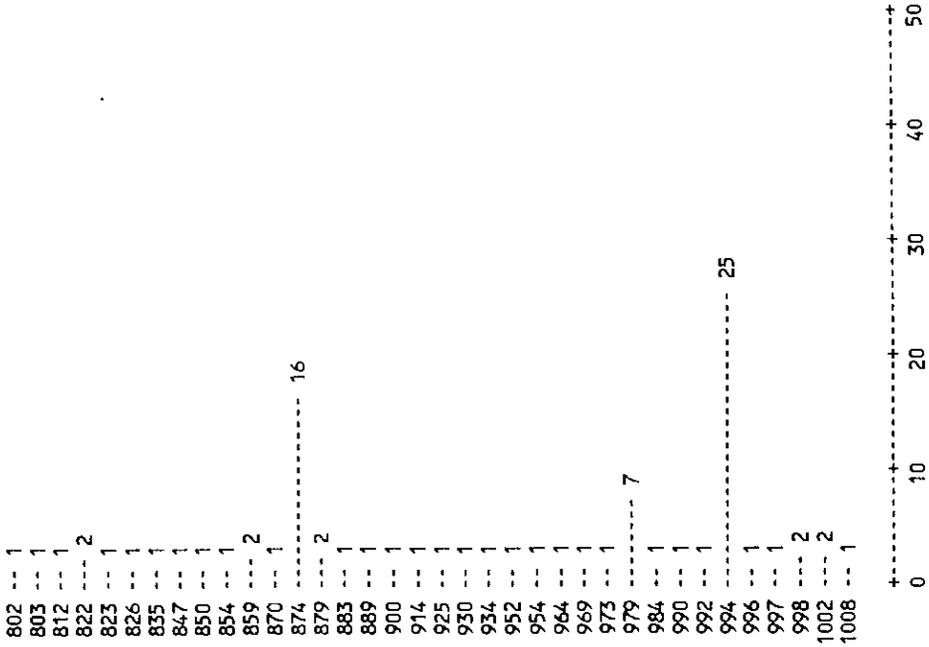
MP

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505 ----- 4
509 ----- 3
516 -- 1
517 -- 1
518 -- 1
519 --- 2
521 ---- 3
522 -- 1
523 --- 2
524 -- 1
525 ----- 42
528 -- 1
532 -- 1
533 -- 1
535 -- 1
536 -- 1
540 -- 1
544 -- 1
555 --- 2
560 -- 1
570 -- 1
575 -- 1
580 --- 2
581 --- 2
587 -- 1
588 -- 1
589 -- 1
590 ----- 44
596 -- 1
598 -- 1
600 -- 1
604 -- 1
624 -- 1
625 -- 1
645 ---- 3
663 -- 1
685 -- 1
692 -- 1
700 -- 1
714 -- 1
717 -- 1
719 -- 1
720 -- 1
725 -- 1
727 -- 1
730 -- 1
731 -- 1
734 -- 1
741 -- 1
757 -- 1
765 -- 1
772 -- 1
792 -- 1

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MP



Valid cases 501 Missing cases 0

IMPLOC. IMPACT LOCATION

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OFF RD  INC DIR  --- 19
LANE 1  INC DIR  ----- 178
LANE 2  INC DIR  2
LT TURN LANE INC -- 5
RT SHLD INC DIR --- 15
MEDIAN  INC DIR  1
INT RD  INC RT   -- 8
OFF RD  DEC DIR  --- 13
LANE 1  DEC DIR  ----- 221
LANE 2  DEC DIR  3
LT TURN LANE DEC 3
RT SHLD DEC DIR --- 18
INT RD  INC LT   --- 15
+-----+-----+-----+-----+
0      80     160     240     320     400

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Valid cases 501 Missing cases 0

COL WSP COLLISION TYPE BY MSVJ MOST SEVERE INJURY OF ACCIDENT

MSVJ Page 1 of 2

Count	MSVJ							Row Total
	NO INJ	FATAL	DISABLIN G INJ	EVIDENT INJ	POSSIBLE INJ			
COL	1	2	5	6	7			1
VEH TRN LT HIT P	2				1			.3
ENTER AT ANGLE	10	17	2	6	9			34
SDSWIPE SD BM	11	4			1			1.6
SDSWIPE SD 1 STP	12	1						.3
REAREND SD BM	13	18		2	8			28
REAREND SD 1 STP	14	72	1	18	36			127
LT TRN SD 1 STR	15	4						4
RT TRN SD 1 STR	16	4			1			5
PARKING LEAVE	20	1						.3
DRIVEWAY ENTERING	21	7			2			9
DRIVEWAY LEAVING	22	6		1	1			8
SD ALL OTHER	23	10			2			12
HEADON OD BM	24		1					.3
SDSWIPE OD BM	26	1		1	1			3
LT TRN OD 1 STR	28	10		5	6			21
Column Total	196	1	3	38	79			317
(Continued) Total	61.8	.3	.9	12.0	24.9			100.0

COL MSP COLLISION TYPE by MSVJ MOST SEVERE INJURY OF ACCIDENT

MSVJ Page 2 of 2

Count	MSVJ							Row Total
	NO INJ	FATAL	DISABLING INJ	EVIDENT INJ	POSSIBLE INJ			
	1	2	5	6	7			
COL	30							5 1.6
OD ALL OTHER				2				5 1.6
HIT PARKED CAR	32							14 4.4
WILDLIFE	49				1			26 8.2
VEH HIT FIX OBJ	50			2		9		2 .6
VEH HIT OTHR OBJ	51							2 .6
OVERTURN	52	1			1			2 .6
VEH ON FIRE	54	1				1		1 .3
ALL OTH NON COLL	57	1						3 .9
Column Total	196	1	3	38	79			317
	61.8	.3	.9	12.0	24.9			100.0

Number of Missing Observations: 184

SR 532 MP 0.00 TO 10.09  
01/01/1995 TO 12/31/2000  
SORTED BY MILEPOST

SR	SEQ	M.P.	WSP REPORT NUMBER	DIAGRAM ANALYSIS DATA	R ACCIDENT SEVERITY	NO. OF INJS*	NO. OF FATLS*	DATE	TIME	INTERSECTION RELATIONSHIP*	ROADWAY SURFACE*	WEATHER*	LIGHT*	COLLISION TYPE*	WSP OBJECT STRUCK*
532	00	0.00	25783	3AR33000A7	NO INJ			03/25/1999	05:30	AT INT	NOT REL WET	RAIN	DAWN	VEH HIT FIX OBJ	NOT THRU GUARDRL
532	00	0.00		3AX33000E1	NO INJ			09/13/2000	21:30	AT INT	DRY	CLEAR/CLOUDY	DARK-NO LAMPS	VEH HIT FIX OBJ	NOT THRU GUARDRL
532	00	.01	212871	3AT0778AD1	EVIDENT INJ	2		06/07/1995	16:35	AT INT	DRY	OTHER	DAYLIGHT	OD ALL OTHER	
532	00	.01	106962	7B234000D0	EVIDENT INJ	1		10/20/1997	19:30		DRY	OTHER	DARK-LAMPS ON	VEH HIT FIX OBJ	DITCH
532	00	.24	160876	7BA60000D0	POSSIBLE INJ	1		04/29/1995	14:30	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	VEH HIT FIX OBJ	
532	00	.30	155478	5DA133AAA1	POSSIBLE INJ	1		08/19/1997	20:26		DRY	CLEAR/CLOUDY	DUSK	VEH HIT FIX OBJ	
532	00	.30	86153	7BA33000D7	POSSIBLE INJ	1		09/21/1999	14:30	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	VEH HIT FIX OBJ	NOT THRU GUARDRL
532	00	.30		7BT073AXA1	FATAL	2	1	11/06/2000	15:15	AT INT	NOT REL DRY	OTHER	DARK-NO LAMPS	HEADON OD BM	
532	00	.42	67135	5DW127BX01	NO INJ			10/14/1998	19:20		DRY	RAIN	DAYLIGHT		
532	00	.42	81184	3AV163AAA1	EVIDENT INJ	3		12/05/1998	11:56		WET	RAIN	DAYLIGHT	OD ALL OTHER	EARTH BANK
532	00	.42	19334	7BA273AAD1	NO INJ			03/03/1999	10:50	AT INT	NOT REL WET	RAIN	DAYLIGHT	VEH HIT FIX OBJ	
532	00	.43	8990	7BA34000D0	NO INJ			02/06/1999	02:32	NON INT	DRY	XWIND	DARK-LAMPS ON	VEH HIT FIX OBJ	
532	00	.47		7BA067BAD1	POSSIBLE INJ	2		08/01/2000	18:45	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD BM	
532	00	.57	26019	3AQ163AAA1	NO INJ			01/09/1998	16:50		DRY	CLEAR/CLOUDY	DUSK		
532	00	.57	123357	3AA063AQA1	POSSIBLE INJ	2		05/04/1998	19:38		DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	.57	84368	3AA063AQA1	EVIDENT INJ	2		12/08/1998	17:40		DRY	RAIN	DARK-LAMPS ON		
532	00	.57		3AA063AQA1	NO INJ			02/22/1999	15:29	AT INT	WET	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	.57	40351	3AQ163AAA1	NO INJ			05/05/1999	17:05	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	.57	48884	3AC133AXA1	POSSIBLE INJ	1		06/05/1999	15:21	AT INT	WET	CLEAR/CLOUDY	DAYLIGHT	SDSWIPE SD BM	
532	00	.57	64370	3AQ163AXA1	POSSIBLE INJ	1		07/18/1999	17:00	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	.57	104807	3AA063ACA1	EVIDENT INJ	4		11/06/1999	12:30	AT INT	WET	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	.58	79788	3AA063AQA1	POSSIBLE INJ	2		05/16/1997	09:10		DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	.68	17148	7BT34000A0	EVIDENT INJ	1		04/25/1998	10:39		DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	.74	50308	3AA063AQA1	NO INJ			02/14/1995	10:27	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	.84	62069	3AA063AQA1	POSSIBLE INJ	1		02/22/1995	11:30	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	VEH HIT FIX OBJ	THROUGH GUARDRL
532	00	.90		7B233000D7	NO INJ			08/03/2000	07:49	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	SDSWIPE OD 8M	
532	00	.92	162771	3AT027BAD1	EVIDENT INJ	5		04/16/1996	14:15	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	.92	46321	3AT34000D0	POSSIBLE INJ	1		08/01/1998	20:25		DRY	CLEAR/CLOUDY	DAYLIGHT	VEH HIT OTHR OBJ	DEBRIS ON RD
532	00	.92	23620	3AA277BAD1	NO INJ			03/25/2000	13:50	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	1.09	24656	3AA063AQA1	EVIDENT INJ	2		02/24/1998	15:05		DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	1.10	82997	7BC34000A0	FATAL	2	2	12/13/1998	18:28		DRY	OVERCAST	DARK-LAMPS ON		
532	00	1.30	115966	3AA277BAD1	POSSIBLE INJ	2		06/21/1997	11:45		DRY	OVERCAST	DAYLIGHT		
532	00	1.32	72938	3AA34000A1	NO INJ			07/13/1997	22:15		DRY	CLEAR/CLOUDY	DARK-LAMPS ON	REAREND SD 1 STP	
532	00	1.33	432230	7BA167BAD1	POSSIBLE INJ	6		10/13/1996	12:11	INT REL	WET	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	1.34	251891	7BA067BAD1	NO INJ			05/03/1996	18:45	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	1.34	17434	7BX067BAD1	NO INJ			02/23/2000	15:20	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	1.34	20963	5DC037BAD1	POSSIBLE INJ	2		03/21/2000	12:45	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	ENTER AT ANGLE	
532	00	1.34		7BA167BAD1	POSSIBLE INJ	2		05/09/2000	11:35	AT INT	WET	RAIN	DAYLIGHT	REAREND SD BM	

UNDER 23 UNITED STATES CODE - SECTION 409,  
THIS DATA CANNOT BE USED IN DISCOVERY OR  
AS EVIDENCE AT TRIAL IN ANY ACTION FOR DAMAGES  
AGAINST THE WSDOT OR THE STATE OF WASHINGTON.

\*DATA MAY NOT BE AVAILABLE  
FOR THESE ITEMS FOR COLLISIONS  
OCCURRING BETWEEN 1/1/97 & 12/31/98

DIAGRAM DATA MILEPOST SORT  
PREPARED BY WSDOT

SR	SEQ	M.P.	HSP ACCIDENT REPORT NUMBER	DIAGRAM ANALYSIS DATA	R A M P S E V E R I T Y	NO. OF INJS*	NO. OF FATALS*	DATE	TIME	INTERSECTION RELATIONSHIP*	ROADWAY SURFACE*	WEATHER*	LIGHT*	COLLISION TYPE*	WSP OBJECT STRUCK*
532	00	1.34		5DC127BAD1	EVIDENT INJ	2		05/09/2000	17:55	AT INT	WET	RAIN	DAYLIGHT	ENTER AT ANGLE	
532	00	1.35	211021	7BQ167BAD1	NO INJ			04/21/1995	12:30	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	1.35	8804	7BA167BAD1	NO INJ			01/29/2000	12:40	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT	SD ALL OTHER	
532	00	1.36	17993	7BA067BAD1	EVIDENT INJ	1		04/05/1998	12:39			CLEAR/CLOUDY	DAYLIGHT		
532	00	1.38	6842	7BQ167BAD1	NO INJ			02/10/1998	17:25			CLEAR/CLOUDY	DAYLIGHT		
532	00	1.38	59541	7BZ50000D1	EVIDENT INJ	1		09/05/1998	09:00	NON INT	WET	OVERCAST	DARK-NO LAMPS	REAREND SD 1 STP	
532	00	1.38		7BQ167BAD1	NO INJ			05/09/2000	19:00	NON INT	DRY	CLEAR/CLOUDY	DUSK	REAREND SD 1 STP	
532	00	1.45	541344	7BA067BAD1	EVIDENT INJ	4		12/22/1995	16:35	NON INT	WET	RAIN	DAYLIGHT	REAREND SD BM	
532	00	1.55	104702	3AA163AAA1	NO INJ			11/08/1999	07:35	NON INT		CLEAR/CLOUDY	DAYLIGHT		
532	00	1.57	87100	7BA067BAD1	POSSIBLE INJ			07/27/1997	10:45			CLEAR/CLOUDY	DAYLIGHT		
532	00	1.61	66788	7BA067BAD1	POSSIBLE INJ	2		02/23/1997	12:11		WET	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	1.67		7BA067BAD1	EVIDENT INJ	2		05/09/2000	19:18	NON INT	WET	RAIN	DAYLIGHT	SDSWIPE SD BM	
532	00	1.76		7BX027BAD1	NO INJ			07/22/2000	23:45	NON INT	WET	OVERCAST	DARK-LAMPS ON		
532	00	1.83	73266	3AA063AQA1	NO INJ			04/03/1997	15:30		DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	1.85	401543	5DA065DQE1	NO INJ			08/26/1995	11:30	INT REL		CLEAR/CLOUDY	DAYLIGHT		
532	00	1.85	123022	5DC077BAD2	DISABLING INJ	4		01/24/1998	15:10			OVERCAST	DAYLIGHT		
532	00	1.85	126158	5DZ33000A7	NO INJ			01/26/1998	12:36		WET	OVERCAST	DAYLIGHT	ENTER AT ANGLE	
532	00	1.85	31421	5DQ127BXD1	NO INJ			04/12/1999	10:00	AT INT	WET	OVERCAST	DAYLIGHT	VEH HIT FIX OBJ	DITCH
532	00	1.85	125875	1CZ60000D0	POSSIBLE INJ	2		12/22/1999	10:27	AT INT	DRY	FOG/SMOKE	DAYLIGHT	SD ALL OTHER	
532	00	1.89	92307	3AD033AAA1	NO INJ			10/03/1999	09:10	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	SD ALL OTHER	
532	00	1.91	25300	3AA063AQA1	POSSIBLE INJ	2		04/07/2000	15:09	DRWY	DRY	CLEAR/CLOUDY	DAYLIGHT	DRIVEWY ENTERING	
532	00	1.93	13920	7BA067BAD1	NO INJ			03/12/1998	20:49		DRY	CLEAR/CLOUDY	DARK-NO LAMPS		
532	00	2.00	131479	3AA32000A1	NO INJ			03/29/1996	11:45	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	WILDLIFE	
532	00	2.08	210606	3AG023AAA1	NO INJ			05/29/1995	06:15	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	SDSWIPE SD BM	
532	00	2.10	370861	3AA063AQA1	NO INJ			09/03/1996	07:15	NON INT	WET	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	2.13	31877	3AA063AQA1	NO INJ			01/24/1995	13:54	DRWY REL	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	2.13	441120	7BA067BAD1	NO INJ			11/03/1995	20:35	NON INT	DRY	CLEAR/CLOUDY	DARK-LAMPS ON	REAREND SD BM	
532	00	2.18	57680	3AA063ACA1	EVIDENT INJ	3		09/12/1998	15:35		WET	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	2.27	171109	7BQ167BAD1	NO INJ			03/23/1995	13:20	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	2.29	42524	7BA067BAD1	EVIDENT INJ	3		02/10/1995	16:00	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	2.32		7BA32000D1	NO INJ			07/24/2000	21:30			RAIN	DAYLIGHT		
532	00	2.38	13022	3AZ99000A0	POSSIBLE INJ	1		03/02/1998	08:00		DRY	OVERCAST	DAYLIGHT	ENTER AT ANGLE	
532	00	2.38	17067	1CC123AAD6	POSSIBLE INJ	4		02/27/2000	12:24	AT INT		CLEAR/CLOUDY	DAYLIGHT		
532	00	2.58	55646	7BA123AZD1	POSSIBLE INJ	5		08/14/1998	13:03		DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	2.58	53531	3AX063AQA1	NO INJ			09/01/1998	13:20		DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	2.86	320094	3AA32000A1	NO INJ			07/21/1996	22:30	NON INT	DRY	CLEAR/CLOUDY	DARK-NO LAMPS	WILDLIFE	
532	00	2.89	8949	3AA127BTA1	NO INJ			01/28/2000	07:15	NON INT	ICE	FOG/SMOKE	DAWN	OD ALL OTHER	
532	00	2.99	103762	7BM067BAD1	POSSIBLE INJ	3		10/21/1999	07:50	NON INT	WET	FOG/SMOKE	DAYLIGHT	SD ALL OTHER	

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SR 532 MP 0.00 TO 10.09  
01/01/1995 TO 12/31/2000  
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SR	SEQ	M.P.	WSP REPORT NUMBER	DIAGRAM ANALYSIS DATA	ACCIDENT SEVERITY	NO. OF INJS*	FATLS*	DATE	TIME	INTERSECTION RELATIONSHIP*	ROADWAY SURFACE*	WEATHER*	LIGHT*	COLLISION TYPE*	WSP OBJECT STRUCK*
532	00	3.25	31869	78A3300007	P	1	1	04/10/1999	10:45	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	VEH HIT FIX OBJ	NOT THRU GUARDRL
532	00	3.27	78T043AAA1	78T043AAA1	M	1	1	11/18/2000	14:33	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	SDSWIPE OD BM	
532	00	3.29	141098	78A0678QD1	M	1	1	04/06/1996	10:30	AT INT	WET	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	3.29	421904	78A0678QD1	P	NO INJ		10/04/1996	13:40	AT INT	WET	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	3.29	46119	78A0678QD1	P	NO INJ		10/22/1997	07:30			RAIN	DAYLIGHT		
532	00	3.29	105836	78A167BAD1	P	POSSIBLE INJ	1	12/15/1997	15:30			CLEAR/CLOUDY	DUSK		
532	00	3.29	86379	78Q167BAD1	P	NOT STATED		12/18/1998	14:55		WET	OVERCAST	DAYLIGHT	REAREND SD 1 STP	
532	00	3.29	11815	78A0678QD1	M	POSSIBLE INJ	1	02/03/1999	07:30	AT INT	WET	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	3.29	104721	3AA063AQA1	M	EVIDENT INJ	1	11/08/1999	08:00	AT INT	WET	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	3.29	78X073AAA1	78X073AAA1	P	EVIDENT INJ	3	08/31/2000	16:48	AT INT	WET	RAIN	DAYLIGHT	OB-ALL OTHER	
532	00	3.29	78A0678QD1	78A0678QD1	P	NO INJ		12/05/2000	14:25	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	3.31	25592	78X0678QD1	P	NO INJ		04/12/2000	13:43	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	3.39	41963	78T33000A7	M	NO INJ		01/26/1996	00:45	NON INT	ICE	CLEAR/CLOUDY	DARK-NO LAMPS	VEH HIT FIX OBJ	NOT THRU BRDG RL
532	00	3.40	562325	3AG33000D7	P	POSSIBLE INJ	1	12/09/1995	09:30	NON INT	WET	CLEAR/CLOUDY	DAYLIGHT	VEH HIT FIX OBJ	CITY RD MACHINE
532	00	3.40	165407	3AA99000A1	P	NO INJ		01/10/1997	14:35			RAIN	DAYLIGHT		
532	00	3.40	78A0678QD1	78A0678QD1	P	NO INJ		08/19/2000	13:45	NON INT	DRY	OVERCAST	DAYLIGHT	REAREND SD 1 STP	
532	00	3.53	561196	78P133AAA7	M	NO INJ		12/09/1995	07:45	NON INT	ICE	RAIN	DAYLIGHT	HIT PARKED CAR	
532	00	3.63	230260	78Q167BAD1	M	POSSIBLE INJ	1	06/12/1995	16:35	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	3.63	78A0678QD1	78A0678QD1	P	NO INJ		11/28/2000	17:28	AT INT	DRY	OVERCAST	DAWN	REAREND SD BM	
532	00	3.70	71433	78X0678QD1	P	POSSIBLE INJ	3	08/01/1997	18:00			CLEAR/CLOUDY	DAYLIGHT		
532	00	3.74	270635	78C0378GA1	M	NO INJ		06/30/1996	20:10	DRWY	DRY	CLEAR/CLOUDY	DUSK	PARKING LEAVE	
532	00	3.78	33573	78A0678QD1	M	POSSIBLE INJ	1	04/20/1999	19:05	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	3.80	62160	3AA0378CA1	M	NO INJ		02/17/1996	15:20	DRWY	WET	CLEAR/CLOUDY	DAYLIGHT	DRIVEWY ENTERING	
532	00	3.85	82224	5CC023AAA1	M	NO INJ		09/10/1999	19:20	DRWY	DRY	CLEAR/CLOUDY	DUSK	DRIVEWY LEAVING	
532	00	3.86	110020	50H071CQB1	M	NO INJ		03/14/1996	16:00	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	SD ALL OTHER	
532	00	3.86	262322	78F1278BD7	M	NO INJ		06/30/1996	07:35	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	RT TURN SD 1 STR	
532	00	3.86	292841	5D8037BAD1	M	EVIDENT INJ	1	07/21/1996	12:00	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	ENTER AT ANGLE	
532	00	3.86	65245	5DC017BAD6	M	NO INJ		02/03/1997	08:28			CLEAR/CLOUDY	DAYLIGHT		
532	00	3.86	20621	78A135DCD1	M	NO INJ		03/16/2000	06:10	AT INT	WET	RAIN	DAWN	ENTER AT ANGLE	
532	00	3.86	78A025DCD1	78A025DCD1	M	NO INJ		11/10/2000	14:55	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	ENTER AT ANGLE	
532	00	3.86	5CQ167DCB1	5CQ167DCB1	M	NO INJ		11/24/2000	12:45	DRWY	WET	OVERCAST	DAYLIGHT	DRIVEWY LEAVING	
532	00	3.87	22247	78C023AAA1	M	NO INJ		01/22/1995	08:45	DRWY	DRY	CLEAR/CLOUDY	DAYLIGHT	DRIVEWY ENTERING	
532	00	3.87	97563	5DH077BAD1	M	NO INJ		10/15/1999	17:30	DRWY	DRY	CLEAR/CLOUDY	DAYLIGHT	DRIVEWY LEAVING	
532	00	3.88	21396	5DC127BAD1	M	POSSIBLE INJ	2	03/27/2000	08:30	DRWY	DRY	OVERCAST	DAYLIGHT	DRIVEWY LEAVING	
532	00	3.89	362252	3AG163AAA1	M	NO INJ		09/20/1995	07:45	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	3.91	78C073AAA1	78C073AAA1	M	NO INJ		11/24/2000	21:45	DRWY	DRY	CLEAR/CLOUDY	DARK-LAMPS ON	DRIVEWY ENTERING	
532	00	3.92	201823	78A0678QD1	M	POSSIBLE INJ	1	06/02/1995	15:47	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	3.92	461100	3AB023AFA7	M	NO INJ		11/19/1995	10:27	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	RT TURN SD 1 STR	

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SR	SEQ	M.P.	WSP ACCIDENT REPORT NUMBER	DIAGRAM ANALYSIS DATA	R A M P SEVERITY	NO. OF INJ*	NO. OF FATLS*	DATE	TIME	INTERSECTION RELATIONSHIP*	ROADWAY SURFACE*	WEATHER*	LIGHT*	COLLISION TYPE*	WSP OBJECT STRUCK*
532	00	3.92	202698	3AA063AQA1	NO INJ			05/21/1996	10:00	AT INT	REL DRY	CLR/CLDY DAYLIGHT		REARND SD 1 STP	
532	00	3.93	332840	7BA047BAD1	NO INJ			08/22/1995	17:00	NON INT	DRY	CLR/CLDY DAYLIGHT		HIT PARKED CAR	
532	00	3.96	42865	7BA027BPD7	NOT STATED			07/24/1998	18:57			CLR/CLDY DAYLIGHT			
532	00	3.97	510997	3AC175DCA6	NO INJ			12/15/1995	17:30	AT INT	DRY	CLR/CLDY DARK-LAMPS ON		ENTER AT ANGLE	
532	00	3.97	222058	3AC137BAD1	NO INJ			06/02/1996	14:00	AT INT	DRY	CLR/CLDY DAYLIGHT		LT TRN OD 1 STR	
532	00	3.97	42554	3AQ163AAA1	POSSIBLE INJ	1		07/22/1998	15:15			OTHER DAYLIGHT			
532	00	3.97	87646	5DC037BAD1	NO INJ			12/27/1998	17:30			RAIN DARK-NO LAMPS			
532	00	3.97	63769	7BQ167BAD1	NO INJ			07/20/1999	12:25	AT INT	DRY	CLR/CLDY DAYLIGHT		REARND SD 1 STP	
532	00	3.97		5DB027BA01	NO INJ			04/27/2000	15:35						
532	00	3.97		7BA067BAD1	NO INJ			06/11/2000	12:40						
532	00	3.97		7BA067B0D1	POSSIBLE INJ			08/23/2000	13:45						
532	00	3.98		7BA067B0D1	NO INJ			06/12/2000	10:30						
532	00	3.99	88922	7BH063APA7	NOT STATED			05/16/1997	19:00						
532	00	3.99	7822	3AQ163AAA1	NO INJ			01/31/1999	13:00	NON INT	DRY	CLR/CLDY DAYLIGHT		REARND SD 1 STP	
532	00	4.01	65975	80A065DQD0	NO INJ			02/15/1997	23:20						
532	00	4.01	51044	7BA175DCD1	NO INJ			10/26/1997	12:15						
532	00	4.01	54427	7BB167BZD1	NO INJ			09/03/1998	16:15						
532	00	4.01	76095	7BA067BPD7	NO INJ			08/24/1999	20:50	DRY	DRY	CLR/CLDY DAYLIGHT		HIT-PARKED CAR	
532	00	4.01	124685	7BA136DBD1	NO INJ			12/20/1999	16:20	DRY	DRY	CLR/CLDY DARK-LAMPS ON		DRIVEWY LEAVING	
532	00	4.01	451234	5D8037BAD1	NO INJ			11/12/1995	14:45	DRY AT INT	DRY	CLR/CLDY DAYLIGHT		DRIVEWY ENTERING	
532	00	4.03	370532	7BA073ACD1	NO INJ			09/04/1996	14:45	AT INT	DRY	CLR/CLDY DAYLIGHT		LT TRN OD 1 STR	
532	00	4.03	90357	5DC077BAD6	POSSIBLE INJ	1		02/04/1997	09:35						
532	00	4.03	11526	5DA127BAD1	NO INJ			02/07/1999	15:00	AT INT	WET	RAIN DAYLIGHT		ENTER AT ANGLE	
532	00	4.03	52982	3AS033AXA6	NO INJ			06/18/1999	10:38	NON INT	DRY	OVERCAST DAYLIGHT		SDSWIPE SD BM	
532	00	4.03		10A0610QE1	NO INJ			10/09/2000	12:00	AT INT	WET	RAIN DAYLIGHT		REARND SD 1 STP	
532	00	4.03		7BX0710PA0	NO INJ			12/14/2000	10:40	AT INT	DRY	OVERCAST DAYLIGHT		HIT-PARKED CAR	
532	00	4.03	20465	7BA037B0D1	POSSIBLE INJ	3		01/15/1995	18:28	DRY	WET	RAIN DARK-LAMPS ON		DRIVEWY ENTERING	
532	00	4.07	37897	7BP167BAD7	NO INJ			05/03/1999	21:49	AT INT	WET	RAIN DARK-LAMPS ON		HIT PARKED CAR	
532	00	4.09		5DA065DQE1	NO INJ			01/25/1999	15:00	AT INT	DRY	CLR/CLDY DAYLIGHT		REARND SD 1 STP	
532	00	4.09		10C1350AE1	NO INJ			06/20/2000	15:27						
532	00	4.11	350305	5DQ1710HE1	NO INJ			09/08/1995	13:50	INT REL	DRY	CLR/CLDY DAYLIGHT		SD ALL OTHER	
532	00	4.11	320157	3AA037BCA1	NO INJ			07/31/1996	14:45	DRY AT INT	DRY	CLR/CLDY DAYLIGHT		DRIVEWY ENTERING	
532	00	4.11	70111	5DB031CCA1	NO INJ			04/10/1997	14:30						
532	00	4.11	82909	7BQ167BAD1	NO INJ			06/15/1997	10:00						
532	00	4.11	74401	7BZ34000D0	NO INJ			11/14/1998	18:50						
532	00	4.11	8503	5DC023ACD1	NO INJ			02/04/1999	09:30	AT INT	WET	OVERCAST DAYLIGHT		ENTER AT ANGLE	
532	00	4.11	24003	7BA067BAD1	NO INJ			03/23/1999	13:00	AT INT	DRY	CLR/CLDY DAYLIGHT		REARND SD BM	
532	00	4.12		7BC133AAA1	NO INJ			08/05/2000	12:55	DRY	DRY	CLR/CLDY DAYLIGHT		DRIVEWY ENTERING	

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SR	SEQ	M.P.	WSP ACCIDENT REPORT NUMBER	DIAGRAM ANALYSIS DATA	A M P	ACCIDENT SEVERITY	NO. OF INJS*	NO. OF FATLS*	DATE	TIME	INTERSECTION RELATIONSHIP*	ROADWAY SURFACE*	WEATHER*	LIGHT*	COLLISION TYPE*	WSP OBJECT STRUCK*
532	00	4.17	220759	1CB037BCA7		NO INJ			05/31/1996	07:21	DRWY	DRY	CLEAR/CLOUDY	DAYLIGHT	DRIVEHY LEAVING	
532	00	4.18	550886	1CC073AXA1		EVIDENT INJ	1		12/24/1996	11:25	DRWY	WET	RAIN	DAYLIGHT	DRIVEHY LEAVING	
532	00	4.18	50532	7BA067BAD1		NOT STATED			11/15/1997	11:59			CLEAR/CLOUDY	DAYLIGHT		
532	00	4.19	115320	3AA063AQA1		NO INJ			12/03/1999	16:48	DRWY	DRY	CLEAR/CLOUDY	DARK-LAMPS OFF	DRIVEHY ENTERING	
532	00	4.20	502249	7BQ167BAD1		NO INJ			10/30/1995	14:30	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.20	65243	3AA063AQA1		NO INJ			02/02/1997	13:00			RAIN	DAYLIGHT		
532	00	4.20	75363	7BA067BBD7		POSSIBLE INJ	1		11/15/1998	17:05		DRY	RAIN	DARK-NO LAMPS	DRIVEHY LEAVING	
532	00	4.21	95351	1CA033AAA1		NO INJ			10/12/1999	17:00	DRWY	DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	4.21		3AA063AAA1		NO INJ			07/19/2000	18:16		DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD BM	
532	00	4.23	80217	3AA063AAA1		POSSIBLE INJ	1		03/03/1995	07:20	DRWY REL	DRY	OTHER			
532	00	4.23	53802	7BA067BBD1		POSSIBLE INJ	2		11/18/1997	14:30		DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.24	201814	1AA061AQA1		POSSIBLE INJ	2		06/03/1995	18:15	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD BM	
532	00	4.24	480012	3AA063AAA1		NO INJ			11/11/1996	12:00	DRWY REL	DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	4.24	82903	3AA063AAA1		NO INJ			06/14/1997	16:45			CLEAR/CLOUDY	DAYLIGHT		
532	00	4.24	88972	3AQ163AAA1		POSSIBLE INJ	1		07/20/1997	12:00			CLEAR/CLOUDY	DAYLIGHT		
532	00	4.24	54774	78B167BAD1		NO INJ			09/09/1998	10:40			CLEAR/CLOUDY	DAYLIGHT		
532	00	4.24	67587	7BQ167BAD1		NO INJ			10/22/1998	14:05			RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	4.24	114757	7BA067BBD1		NO INJ			11/19/1999	15:21	DRWY REL	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.24	4828	7BA067BBD1		NO INJ			01/24/2000	13:45	NON INT	DRY	OVERCAST	DAYLIGHT	REAREND SD 1 STP	
532	00	4.24	10643	3AA063AQA1		NO INJ			02/11/2000	16:15	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.24		3AA063AQA1		POSSIBLE INJ	1		07/03/2000	14:30	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.24		7BA067BBD1		POSSIBLE INJ	1		11/03/2000	13:40	NON INT	DRY	OVERCAST	DAYLIGHT	REAREND SD 1 STP	
532	00	4.25	132622	7BQ167BAD1		NO INJ			04/12/1995	16:00	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.25	201248	3AA037BCA1		POSSIBLE INJ	1		04/22/1995	10:00	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	LT TRN OD 1 STR	
532	00	4.25	391503	3AA063AQA1		POSSIBLE INJ	1		10/09/1995	18:34	INT REL	WET	RAIN	DARK-LAMPS ON	REAREND SD 1 STP	
532	00	4.25	92161	3AQ063AAA1		NO INJ			03/08/1996	12:00	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.25	150493	1DA137BAD1		NO INJ			04/14/1996	21:05	AT INT	DRY	CLEAR/CLOUDY	DARK-LAMPS ON	ENTER AT ANGLE	
532	00	4.25	170574	3AA063AQA1		EVIDENT INJ	2		04/24/1996	18:24	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.25	312713	3AA063AQA1		NO INJ			07/31/1996	19:00	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.25	321301	7BA067BBD1		POSSIBLE INJ	1		08/02/1996	18:00	AT INT	NOT REL	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.25	91939	7BA121CAD1		NO INJ			06/26/1997	10:12			CLEAR/CLOUDY	DAYLIGHT		
532	00	4.25	84765	3AA063AQA1		NO INJ			07/12/1997	20:02			RAIN	DUSK		
532	00	4.25	125701	7BA025DCD1		NO INJ			01/14/1998	16:10			CLEAR/CLOUDY	DAYLIGHT		
532	00	4.25	74705	7BM167BAD1		NO INJ			11/18/1998	09:15			OTHER	DAYLIGHT		
532	00	4.25	80290	1CA137BAD1		NO INJ			12/02/1998	15:38			CLEAR/CLOUDY	DAYLIGHT	ENTER AT ANGLE	
532	00	4.25	11276	1CA137BAD1		DISABLING INJ	2		02/16/1999	13:37	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.25	16074	7BA067BBD1		POSSIBLE INJ	2		02/27/1999	12:14	AT INT	NOT REL	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	4.25		5DA065DQE1		NO INJ			03/07/2000	14:25	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	

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DIAGRAM DATA MILEPOST SORT  
PREPARED BY WSDOT

SR 532 MP 0.00 TO 1D.09  
 01/01/1995 TO 12/31/2000  
 SORTED BY MILEPOST

SR	SEQ	M.P.	WSP REPORT NUMBER	DIAGRAM ANALYSIS DATA	R ACCIDENT M SEVERITY P	NO. OF INJS*	NO. OF FATLS*	DATE	TIME	INTERSECTION RELATIONSHIP*	ROADWAY SURFACE*	WEATHER*	LIGHT*	COLLISION TYPE*	WSP OBJECT STRUCK*
532	00	4.25		3AA063AQA1	NO INJ			07/31/2000	13:00	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.25		5DA125BAD1	NO INJ			08/23/2000	13:00		DRY	CLEAR/CLOUDY	DAYLIGHT	LT TRN OD 1 STR	
532	00	4.25		3AA067CCA1	NO INJ			10/14/2000	16:30	AT INT	DRY	CLEAR/CLOUDY	DARK-LAMPS ON	REAREND SD 1 STP	
532	00	4.25		3AA063AQA1	POSSIBLE INJ	2		12/04/2000	18:20	AT INT	DRY	CLEAR/CLOUDY	DARK-NO LAMPS	REAREND SD 1 STP	
532	00	4.31	50529	7B233000D7	NO INJ			11/15/1997	03:15		DRY	OVERCAST	DAYLIGHT	REAREND SD 1 STP	
532	00	4.65		3AA063AQA1	NO INJ			09/11/2000	07:31	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.65		3AA063AQA1	NO INJ			09/11/2000	07:32	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.77	310767	7BA067BAD1	NO INJ			08/15/1995	17:45	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD BM	
532	00	4.82	18042	7BA067BQD1	NO INJ			04/10/1998	19:45		DRY	OVERCAST	DAYLIGHT		
532	00	4.84	57122	7BA067BQD1	NO INJ			10/03/1997	15:15		DRY	RAIN	DAWN		
532	00	4.84	70290	3AX061AQA1	POSSIBLE INJ	1		11/05/1998	07:12		DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.86	61078	3AA063AQA1	NO INJ			02/22/1995	12:00	NON INT	WET	RAIN	DAYLIGHT	REAREND SD BM	
532	00	4.86	391504	3AA063AQA1	NO INJ			10/10/1995	07:28	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD BM	
532	00	4.87	161035	7BA067BAD1	EVIDENT INJ	1		05/03/1995	11:05	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD BM	
532	00	4.88	54775	3AQ163AAA1	NO INJ			09/10/1998	07:45		DRY	OVERCAST	DAYLIGHT	REAREND SD BM	
532	00	4.88		3AA063AAA1	NO INJ			09/09/2000	17:00	INT REL	DRY	OVERCAST	DAYLIGHT	REAREND SD BM	
532	00	4.90	20466	3AA063ACA1	NO INJ			01/17/1995	15:10	AT INT	WET	RAIN	DAYLIGHT	LT TRN SD 1 STR	
532	00	4.90	171490	7BA067BQD1	NO INJ			05/12/1995	17:45	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.90	171488	3AA063AQA1	NO INJ			05/12/1995	17:45	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.90	171489	7BA067BAD1	NO INJ			05/12/1995	18:05	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD BM	
532	00	4.90	232811	3AA063AAA1	POSSIBLE INJ	1		06/26/1995	11:10	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD BM	
532	00	4.90	401539	3AH077BQD7	NO INJ			10/12/1995	07:35	AT INT	WET	CLEAR/CLOUDY	DAYLIGHT	SD ALL OTHER	
532	00	4.90	530789	7BQ167BAD1	POSSIBLE INJ	1		11/15/1995	15:15	AT INT	WET	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.90	530792	7BQ167BAD1	POSSIBLE INJ	1		11/15/1995	17:12	AT INT	WET	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.90	42644	10H075DQE1	NO INJ			02/05/1996	11:00	AT INT	WET	RAIN	DARK-LAMPS ON	REAREND SD 1 STP	
532	00	4.90	80806	3AQ063AAA1	EVIDENT INJ	1		03/04/1996	08:35	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.90	292554	7BA067BQD1	NO INJ			07/19/1996	12:00	AT INT	WET	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.90	90517	7BA067BQD1	NO INJ			02/07/1997	15:30		WET	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.90	129432	3AS033AQA1	NO INJ			05/09/1997	16:30		WET	OVERCAST	DAYLIGHT	REAREND SD 1 STP	
532	00	4.90	88969	3AC077BAD1	POSSIBLE INJ	1		07/01/1997	06:35		WET	RAIN	DAYLIGHT	REAREND SD BM	
532	00	4.90	93970	3AX33000A0	POSSIBLE INJ	1		09/30/1997	16:50		WET	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	4.90	16058	5DA165DAE1	POSSIBLE INJ	2		02/27/1999	09:15	AT INT	WET	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	4.90	33574	7BQ167BAD1	NO INJ			04/19/1999	18:00	NON INT	WET	RAIN	DUSK	REAREND SD 1 STP	
532	00	4.90	34529	7BA067BQD1	NO INJ			04/20/1999	18:20	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.90	64792	7BA067BQD1	NO INJ			07/24/1999	14:50	AT INT	WET	OVERCAST	DAYLIGHT	REAREND SD 1 STP	
532	00	4.90	67143	7BA067BQD1	POSSIBLE INJ	2		07/29/1999	14:35	INT REL	DRY	OVERCAST	DAYLIGHT	REAREND SD 1 STP	
532	00	4.90		3AQ163AAA1	POSSIBLE INJ	2		09/13/1999	07:25	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	4.90	93872	7BA067BQD1	POSSIBLE INJ	1		10/06/1999	14:30	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	

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 01/01/1995 TO 12/31/2000  
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SR SEQ	M.P.	WSP ACCIDENT REPORT NUMBER	R DIAGRAM ANALYSIS DATA	A M P ACCIDENT SEVERITY	NO. OF INJS*	NO. OF FATLS*	DATE	TIME	INTERSECTION RELATIONSHIP*	ROADWAY SURFACE*	WEATHER*	LIGHT*	COLLISION TYPE*	WSP OBJECT STRUCK*
532	00	91763	7BQ167BAD1	NO INJ			11/06/1999	13:10	AT INT	WET	OVERCAST	DAYLIGHT	REAREND SD 1 STP	
532	00	10644	7BA067BQD2	NO INJ			02/11/2000	16:45	INT REL	DRY	OVERCAST	DAYLIGHT	REAREND SD 1 STP	
532	00	31545	5DA065DQE1	NO INJ			04/26/2000	11:48	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD BM	
532	00		7BQ167BAD1	EVIDENT INJ			05/08/2000	14:20						
532	00		3AC137BAD1	NO INJ			08/29/2000	19:53		DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00		3AA063AQA1	NO INJ			12/12/2000	07:15	INT REL		CLEAR/CLOUDY	DAYLIGHT		
532	00	69302	7BA067BQD1	NO INJ			03/28/1997	17:30		WET	RAIN	DAYLIGHT	REAREND SD BM	
532	00	49576	7BA067BAD1	NO INJ			06/05/1999	13:56	NON INT	WET	RAIN	DUK	REAREND SD 1 STP	
532	00		7BQ167BZD1	POSSIBLE INJ	1		10/27/1999	17:30	INT REL	WET	RAIN	DARK-LAMPS ON		
532	00	69255	7BA067BQD1	NO INJ			03/28/1997	19:35			OVERCAST	DAYLIGHT		
532	00	82291	7BA067BQD1	DISABLING INJ	1		06/05/1997	16:40			CLEAR/CLOUDY	DARK-NO LAMPS		
532	00	53711	7BX067BQD1	NO INJ			12/18/1997	16:56			CLEAR/CLOUDY	DAYLIGHT		
532	00	18915	7BA067BAD1	NO INJ			05/15/1998	14:55			OVERCAST	DAYLIGHT		
532	00	8276	3AA063AQA1	POSSIBLE INJ	1		05/19/1998	07:55		DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD BM	
532	00	272832	7BQ167BAD1	NO INJ			07/25/1995	16:05	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	201806	7BA067BQD1	NO INJ			05/17/1996	17:00	INT REL	WET	RAIN	DAYLIGHT		
532	00	71004	7BA067BQD1	POSSIBLE INJ	1		04/10/1997	17:30			CLEAR/CLOUDY	DAYLIGHT		
532	00	89374	7BA067BAD1	EVIDENT INJ	2		07/26/1997	16:12			CLEAR/CLOUDY	DAYLIGHT		
532	00	93971	7BA167BAD1	NO INJ			10/01/1997	12:30			RAIN	DAYLIGHT		
532	00	61436	7BA067BQD1	POSSIBLE INJ	4		10/30/1997	17:20		DRY	RAIN	DARK-NO LAMPS		
532	00		7BA067BQD1	NO INJ			09/10/1999	14:30	AT INT		CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	9549	7BX027BQD1	NO INJ			05/26/1998	17:52			RAIN	DAYLIGHT		
532	00	24752	7BA167BAD1	NO INJ			03/24/1999	18:30	NON INT	WET	RAIN	DARK-NO LAMPS	REAREND SD BM	
532	00	17072	3AQ163AAA1	NO INJ			03/03/2000	07:56	NON INT	WET	OVERCAST	DAYLIGHT	REAREND SD 1 STP	
532	00	270632	3AA063AQA1	EVIDENT INJ	2		07/01/1996	15:42	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	70638	7BZ067BQD1	POSSIBLE INJ	1		04/14/1997	17:10			RAIN	DAYLIGHT		
532	00	74443	7BA067BQD1	POSSIBLE INJ	2		04/29/1997	17:30			CLEAR/CLOUDY	DAYLIGHT		
532	00	15605	7BA067BQD1	NO INJ			03/27/1998	18:00		DRY	SLEET	DUK	REAREND SD 1 STP	
532	00	26967	7BA067BQD1	POSSIBLE INJ	1		01/18/2000	15:51	NON INT		CLEAR/CLOUDY	DAYLIGHT		
532	00	37711	7BA067BQD1	NO INJ			07/03/1998	13:00			RAIN	DUK		
532	00	54426	7BA067BQD1	POSSIBLE INJ	2		09/03/1998	18:02			CLEAR/CLOUDY	DAYLIGHT		
532	00	54424	7BA067BQD1	POSSIBLE INJ	1		09/04/1998	14:30			CLEAR/CLOUDY	DAYLIGHT		
532	00		7BQ167BAD1	EVIDENT INJ			04/13/2000	17:17						
532	00	26966	3AA063AQA1	POSSIBLE INJ	1		04/18/2000	14:25	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00		7BQ167BAD1	POSSIBLE INJ	1		11/04/2000	09:30	AT INT	DRY	OVERCAST	DAYLIGHT	REAREND SD 1 STP	
532	00	80082	7BQ167BQD1	NO INJ			05/28/1997	14:40			WIND	DAYLIGHT		
532	00	40721	7BT073AAA1	EVIDENT INJ	3		04/04/1997	15:15		DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00		3AA063AQA1	EVIDENT INJ	2		06/03/1999	07:28	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT		

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SR 532 MP 0.00 TO 10.09  
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SR	SEQ	M.P.	WSP ACCIDENT REPORT NUMBER	DIAGRAM ANALYSIS DATA	R A M P SEVERITY	NO. OF INJS*	NO. OF FAILS*	DATE	TIME	INTERSECTION RELATIONSHIP*	ROADWAY SURFACE*	WEATHER*	LIGHT*	COLLISION TYPE*	WSP OBJECT STRUCK*
532	00	5.05		7BA067BQD1	NO INJ			07/12/2000	17:02		DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.05		7BA067BQD1	NO INJ			10/06/2000	16:35	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT	VEH HIT FIX OBJ	NOT THRU GUARDRL
532	00	5.09	401504	7B63300007	NO INJ			10/10/1995	22:40	NON INT	WET	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	5.09	131814	7BA067BQD1	NO INJ			04/05/1996	15:49	INT REL	WET	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.09	92779	7BA067BQD1	POSSIBLE INJ	1		09/21/1999	16:50	INT REL	DRY	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	5.16	93972	7BA067BQD1	POSSIBLE INJ	1		10/02/1997	16:35			RAIN	DAYLIGHT		
532	00	5.17	51305	7BA067BQD1	POSSIBLE INJ	1		08/24/1998	17:00			CLEAR/CLOUDY	DAYLIGHT		
532	00	5.18	16013	7BQ167BQD1	POSSIBLE INJ	2		02/26/1999	15:30	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	5.19	76763	3AQ163AAA1	POSSIBLE INJ	1		11/10/1998	15:35	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	5.19	22760	7BQ167BQD1	EVIDENT INJ	3		03/30/2000	15:35	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	5.21	89577	7BA067BQD1	NOT STATED			12/17/1998	15:30		DRY	RAIN	DAYLIGHT		
532	00	5.21	39965	7BA067BQD1	POSSIBLE INJ	1		05/10/1999	16:49	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	5.21	58514	3AA063AQA1	POSSIBLE INJ	3		07/02/1999	09:25	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	5.22		7BA067BQD1	NO INJ			08/05/2000	10:40	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	5.22	161569	5DB065DQE1	NO INJ			05/04/1995	08:20	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	5.23	78617	7BQ167BQD1	POSSIBLE INJ	2		08/30/1999	17:15	NON INT	DRY	OV: RCAST	DAYLIGHT		
532	00	5.24	84334	7BA067BQD1	NO INJ			12/09/1998	16:19		WET	CLEAR/CLOUDY	DAYLIGHT	ENTER AT ANGLE	
532	00	5.25	40380	7BA075DQD1	POSSIBLE INJ	2		02/06/1995	14:15	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.25	80218	3AQ133AAA1	NO INJ			03/05/1995	17:15	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	ENTER AT ANGLE	
532	00	5.25	161895	3AA125DCA1	NO INJ			05/05/1995	14:50	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	SDSWIPE SD 1 STP	
532	00	5.25	201815	3AQ123AGA1	NO INJ			06/03/1995	19:45	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	ENTER AT ANGLE	
532	00	5.25	212571	1CA063AXA1	NO INJ			06/11/1995	19:50	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	ENTER AT ANGLE	
532	00	5.25	291483	1CA027BAD1	POSSIBLE INJ	2		08/04/1995	22:50	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.25	312415	1CA127BAD1	NO INJ			08/20/1995	19:05	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.25	362253	3AA063AQA1	NO INJ			09/20/1995	16:00	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.25	391502	5CA065CQD1	POSSIBLE INJ	1		10/09/1995	14:30	AT INT	WET	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	5.25	490103	50H071CQB1	NO INJ			12/02/1995	17:00	AT INT	WET	CLEAR/CLOUDY	DARK-LAMPS OFF	SD ALL OTHER	NOT THRU GUARDRL
532	00	5.25	492551	3AT3300007	POSSIBLE INJ	1		12/09/1995	10:45	NON INT	ICE	CLEAR/CLOUDY	DAYLIGHT	VEH HIT FIX OBJ	LUMINAIRE
532	00	5.25	260900	1CB33000A0	NO INJ			06/24/1996	17:05	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	VEH HIT FIX OBJ	
532	00	5.25	302297	3AA063AQA1	NO INJ			07/17/1996	11:00	AT INT	WET	CLEAR/CLOUDY	DAYLIGHT	SD ALL OTHER	
532	00	5.25	372592	7BA031CAD1	NO INJ			07/21/1996	12:00	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	ENTER AT ANGLE	
532	00	5.25	352598	7DA075DQD1	POSSIBLE INJ	1		08/03/1996	18:00	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	ENTER AT ANGLE	
532	00	5.25	462580	5DA133AAA1	POSSIBLE INJ	1		11/03/1996	13:10	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	ENTER AT ANGLE	
532	00	5.25	481347	7BA067BQD1	NO INJ			11/14/1996	12:00	AT INT	WET	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.25	67652	3AA063AQA1	EVIDENT INJ	2		03/24/1997	14:03			CLEAR/CLOUDY	DAYLIGHT		
532	00	5.25	69250	5DC133AAA1	POSSIBLE INJ	1		03/28/1997	15:30			CLEAR/CLOUDY	DAYLIGHT		
532	00	5.25	114832	7BA067BQD1	NO INJ			05/28/1997	14:35			RAIN	DAYLIGHT		
532	00	5.25	145312	3AA063AQA1	NO INJ			07/16/1997	18:25			OTHER	DAYLIGHT		

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SR	SEQ	M.P.	WSP ACCIDENT REPORT NUMBER	DIAGRAM ANALYSIS DATA	R A M P SEVERITY	NO. OF INJS*	NO. OF FATLS*	DATE	TIME	INTERSECTION RELATIONSHIP*	ROADWAY SURFACE*	LEATHER*	LIGHT*	WSP COLLISION TYPE*	WSP OBJECT STRUCK*
532	00	5.25	155555	3AA063A0A1	NO INJ			10/17/1997	16:50		DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	5.25	157610	7BA33000D0	NO INJ			12/26/1997	01:00		WET	FOG/SMOKE	DARK-LAMPS ON		
532	00	5.25	23668	3AA715DAA1	POSSIBLE INJ	1		02/05/1998	08:45		DRY	RAIN	DAYLIGHT		
532	00	5.25	4715	5DQ177BBE1	NO INJ			04/19/1998	13:00		DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	5.25	34427	5DB173AAA1	NO INJ			06/17/1998	08:00		DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	5.25	41726	3AA063ABA1	NO INJ			07/20/1998	13:00		DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	5.25	54425	5DCT17CAA1	POSSIBLE INJ	1		09/04/1998	11:02		DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	5.25	81313	3AA063A0A1	NO INJ			11/16/1998	07:40		DRY	RAIN	DAYLIGHT		
532	00	5.25	14909	7BA067B0D1	POSSIBLE INJ	1		02/23/1999	14:30	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.25	20357	7BA067B0D1	EVIDENT INJ	1		03/12/1999	15:09	AT INT NOT REL	WET	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	5.25	67144	3AM063A0A1	NO INJ			07/29/1999	16:50	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.25	87370	7BA067BAD1	POSSIBLE INJ	1		09/23/1999	13:05	INT REL	WET	OVERCAST	DAYLIGHT	REAREND SD 1 STP	
532	00	5.25	114767	7BA067B0D1	POSSIBLE INJ	1		11/16/1999	19:00	AT INT	WET	RAIN	DARK-LAMPS OFF	REAREND SD 1 STP	
532	00	5.25	114758	7BA167BAD1	NO INJ			11/19/1999	11:00	AT INT	WET	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	5.25	21129	7BA067B0D1	NO INJ			03/24/2000	16:30	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.25	33678	3AA063A0A1	EVIDENT INJ	3		05/06/2000	20:50	AT INT	DRY	CLEAR/CLOUDY	DUSK	REAREND SD 1 STP	
532	00	5.25	50B065DBE1		NO INJ			06/05/2000	13:45		DRY	CLEAR/CLOUDY	DARK-LAMPS OFF	REAREND SD 1 STP	
532	00	5.25	1CA061C0B1		POSSIBLE INJ	2		08/05/2000	23:03	AT INT	DRY	CLEAR/CLOUDY	DARK-LAMPS OFF	REAREND SD 1 STP	
532	00	5.25	7BA067B0D1		NO INJ			09/12/2000	16:05	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.25	1CX025DAD1		EVIDENT INJ	2		09/16/2000	18:59	AT INT	DRY	CLEAR/CLOUDY	DUSK	ENTER AT ANGLE	
532	00	5.25	7BA067B0D1		POSSIBLE INJ	2		12/13/2000	14:25	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.25	7BA067B0D1		NO INJ			05/05/1999	17:40	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.28	38854		POSSIBLE INJ			06/08/2000	21:10		DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.32	82223	7BA067B0D1	NO INJ			09/10/1999	17:38	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.33	29769	3AA32000A1	NO INJ			06/29/1998	14:20		WET	OVERCAST	DAYLIGHT	REAREND SD BM	
532	00	5.36	108029	7BA067BAD1	NO INJ			11/15/1999	16:02	NON INT	DRY	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	5.40	82781	3AA063AAA1	POSSIBLE INJ	1		11/23/1998	07:25		DRY	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	5.44	93969	7BA167BAD1	NO INJ			09/30/1997	15:40		DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.55	80478	3AQ163AAA1	NO INJ			09/02/1999	07:30	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.55	105658	7BA067B0D1	NO INJ			11/12/1999	16:10	INT REL	WET	RAIN	DUSK	REAREND SD 1 STP	
532	00	5.60	79634	3AX063A0A1	POSSIBLE INJ	1		10/09/2000	14:30	INT REL	DRY	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	5.70	96001	3AO163AAA1	POSSIBLE INJ	1		09/08/1999	07:25	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.75	3AA063AAA1	POSSIBLE INJ	1			09/18/1997	12:30		DRY	OVERCAST	DAYLIGHT	REAREND SD 1 STP	
532	00	5.80	3AA34000A0	EVIDENT INJ	3			04/01/1999	07:25	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	VEH HIT FIX OBJ	UTILITY POLE
532	00	5.80	3AA063A0A1	NO INJ				07/21/2000	09:22	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.81	49638	7BA067B0D1	NO INJ			11/13/1997	16:00		DRY	OVERCAST	DAYLIGHT	REAREND SD 1 STP	
532	00	5.81	19375	3AA063AAA1	POSSIBLE INJ	3		05/09/1998	12:50		WET	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	5.87		3AA063A0A1	POSSIBLE INJ	1		07/22/2000	15:20	NON INT	WET	RAIN	DAYLIGHT	REAREND SD 1 STP	

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DIAGRAM DATA MILEPOST SORT  
PREPARED BY WSDOT

SR	SEQ	M.P.	WSP ACCIDENT DIAGRAM REPORT ANALYSIS NUMBER DATA	R A M P	ACCIDENT SEVERITY	NO. OF INJS*	FATLS*	DATE	TIME	INTERSECTION RELATIONSHIP*	ROADWAY SURFACE*	WEATHER*	LIGHT*	COLLISION TYPE*	WSP OBJECT STRUCK*
532	00	5.88	3A0163AAA1		NO INJ			11/10/2000	09:58	INT REL	DRY	OVERCAST	DAYLIGHT	REAREND SD 1 STP	
532	00	5.89	7BA06780D1		NO INJ			08/29/1999	12:45	NON INT	WET	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	5.90	3AA60000A0		NO INJ			03/17/1995	19:00	AT INT	DRY	CLEAR/CLOUDY	DARK-LAMPS ON	VEH HIT FIX OBJ	WOOD SIGN POST
532	00	5.90	3AC077BAD1		NO INJ			04/14/1995	11:15	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	LT TRN OD 1 STR	
532	00	5.90	171451		NO INJ			05/15/1995	13:30	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	LT TRN OD 1 STR	
532	00	5.90	212570		NO INJ			06/12/1995	14:35	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.90	3BA06780D1		EVIDENT INJ	1		08/31/1995	17:05	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	LT TRN OD 1 STR	
532	00	5.90	332829		POSSIBLE INJ	1		09/26/1995	14:59	AT INT	WET	RAIN	ENTER AT ANGLE	VEH TRN LT HIT PED	
532	00	5.90	372031		POSSIBLE INJ	1		12/04/1995	17:20	AT INT	WET	CLEAR/CLOUDY	DARK-LAMPS ON	LT TRN OD 1 STR	
532	00	5.90	510996		POSSIBLE INJ	2		01/17/1996	17:32	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	LT TRN OD 1 STR	
532	00	5.90	20521		POSSIBLE INJ	2		06/14/1996	13:26	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	LT TRN OD 1 STR	
532	00	5.90	241495		EVIDENT INJ	2		10/22/1996	18:25	AT INT	DRY	RAIN	DUSK	LT TRN OD 1 STR	
532	00	5.90	451476		NO INJ			02/11/1997	11:05		DRY	RAIN	DAYLIGHT	LT TRN OD 1 STR	
532	00	5.90	65974		NO INJ			02/26/1997	12:20		DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	5.90	68856		NO INJ			04/02/1997	14:25		DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	5.90	70108		POSSIBLE INJ	1		07/09/1997	13:50		DRY	RAIN	DAYLIGHT		
532	00	5.90	86863		POSSIBLE INJ	1		12/08/1997	16:40		DRY	OVERCAST	DUSK		
532	00	5.90	153266		POSSIBLE INJ	1		04/23/1998	06:50		DRY	OVERCAST	DAYLIGHT		
532	00	5.90	17221		NO INJ			05/28/1998	14:55		DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	5.90	20220		NO INJ			07/25/1998	10:50		DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	5.90	42866		POSSIBLE INJ	3		09/01/1998	14:56		DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	5.90	53642		NO INJ			09/26/1998	15:30		DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	5.90	60063		NO INJ			11/18/1998	11:33		DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	5.90	81432		DISABLING INJ	2		12/24/1998	01:30		DRY	SNOW	DARK-LAMPS ON	LT TRN OD 1 STR	
532	00	5.90	87642		EVIDENT INJ	1		01/14/1999	14:20	AT INT	WET	OVERCAST	DAYLIGHT	REAREND SD 1 STP	
532	00	5.90	1900		NO INJ			02/03/1999	15:13	AT INT	WET	RAIN	DAYLIGHT	LT TRN OD 1 STR	
532	00	5.90	8502		NO INJ			02/19/1999	13:31	AT INT	DRY	OVERCAST	DAYLIGHT	REAREND SD 1 STP	
532	00	5.90	13374		EVIDENT INJ	5		04/08/1999	19:16	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	SDSWIPE SD BM	
532	00	5.90	42856		NO INJ			05/07/1999	08:12	AT INT	WET	OVERCAST	DAYLIGHT	REAREND SD BM	
532	00	5.90	50R025DAB1		NO INJ	2		05/16/1999	19:54	AT INT	DRY	CLEAR/CLOUDY	DUSK	LT TRN OD 1 STR	
532	00	5.90	42855		EVIDENT INJ	2		05/17/1999	12:40	AT INT	WET	OVERCAST	DAYLIGHT	REAREND SD BM	
532	00	5.90	58515		NO INJ			07/03/1999	15:15	AT INT	WET	OVERCAST	DAYLIGHT	LT TRN OD 1 STR	
532	00	5.90	68517		POSSIBLE INJ	1		08/03/1999	22:00	AT INT	WET	RAIN	OTHER	ENTER AT ANGLE	
532	00	5.90	78C133AAA1		NO INJ			08/09/1999	06:43	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	RT TURN SD 1 STR	
532	00	5.90	78C173AAA1		NO INJ			08/29/1999	17:40	AT INT	WET	RAIN	DAYLIGHT	OD ALL OTHER	
532	00	5.90	70996		NO INJ			01/15/2000	18:20	AT INT	DRY	CLEAR/CLOUDY	DARK-LAMPS ON	LT TRN OD 1 STR	
532	00	5.90	50T073AQA6		POSSIBLE INJ	1		05/16/2000	07:50	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	5.90	3AC137BAD1		NO INJ			05/20/2000	14:05	AT INT	DRY	OVERCAST	DAYLIGHT	REAREND SD 1 STP	
532	00	5.90	3AA063AQA1		NO INJ						DRY				
532	00	5.90	78Q167B2D1		NO INJ						DRY				

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SR 532 MP 0.00 TO 10.09  
01/01/1995 TO 12/31/2000  
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SR	SEQ	M.P.	WSP ACCIDENT REPORT NUMBER	DIAGRAM ANALYSIS DATA	A M P	ACCIDENT SEVERITY	NO. OF INJS*	NO. OF FATLS*	DATE	TIME	INTERSECTION RELATIONSHIP*	ROADWAY SURFACE*	WEATHER*	LIGHT*	COLLISION TYPE*	WSP OBJECT STRUCK*
532	00	5.90	78C033AAA1			NO INJ			06/02/2000	22:57	AT INT	DRY	CLEAR/CLOUDY	DARK-LAMPS ON	LT TRN OD ↑ STR	
532	00	5.90	1C850000A1			NO INJ			06/20/2000	18:50		DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD BM	
532	00	5.90	3AA063AAA1			EVIDENT INJ	1		07/21/2000	13:00	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD BM	
532	00	5.90	3AA063AAA1			NO INJ			08/29/2000	15:40		WET	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	5.90	3AA063AAA1			NO INJ			09/18/2000	16:40	NON INT	WET	RAIN	DAYLIGHT	REAREND SD 1 STP	
532	00	5.90	3ASD63ASA6			NO INJ			10/05/2000	09:55		DRY	CLEAR/CLOUDY	DAYLIGHT	LT TRN OD ↑ STR	
532	00	5.90	3AX067BCA1			NO INJ			10/14/2000	10:45	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	LT TRN OD ↑ STR	
532	00	5.90	3AA063AQA1			NO INJ			10/27/2000	06:35		DRY	CLEAR/CLOUDY	DAYLIGHT	LT TRN OD ↑ STR	
532	00	5.96	7BA32000D1			NO INJ			11/30/2000	18:25	NON INT	DRY	CLEAR/CLOUDY	DARK-NO LAMPS	WILDLIFE	
532	00	5.98	3AA063AAA1			POSSIBLE INJ	2		05/31/2000	16:14	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD BM	
532	00	6.00	7BA32000D1			NO INJ			11/07/1995	15:50	NON INT	WET	RAIN	DAYLIGHT	WILDLIFE	
532	00	6.04	97562			NO INJ			10/19/1999	11:15	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	SD ALL OTHER	
532	00	6.24	222059			NO INJ			06/02/1996	21:30	NON INT	DRY	CLEAR/CLOUDY	DARK-NO LAMPS	WILDLIFE	
532	00	6.25	47269			NO INJ			12/15/1997	06:50		DRY	CLEAR/CLOUDY	DAWN	WILDLIFE	
532	00	6.45	42489			EVIDENT INJ	2		02/12/1995	13:40	AT INT NOT REL	DRY	CLEAR/CLOUDY	DAYLIGHT	VEH HIT FIX OBJ	DITCH
532	00	6.45	7BA32000D1			POSSIBLE INJ	1		12/08/1999	06:15	NON INT	WET	RAIN	DARK-NO LAMPS	WILDLIFE	
532	00	6.45	7BA135DAD1			EVIDENT INJ	3		11/06/2000	18:50	AT INT	DRY	CLEAR/CLOUDY	DARK-NO LAMPS	ENTER AT ANGLE	
532	00	6.63	3AZ33000A7			NO INJ			06/12/2000	11:49		DRY	CLEAR/CLOUDY	DARK-NO LAMPS	WILDLIFE	
532	00	6.85	7BA32000D1			NO INJ			11/04/1999	20:35	NON INT	DRY	CLEAR/CLOUDY	DARK-NO LAMPS	REAREND SD BM	
532	00	6.92	122671			NO INJ			03/04/1996	21:55	NON INT	DRY	CLEAR/CLOUDY	DARK-NO LAMPS	REAREND SD BM	
532	00	7.00	7BM33000D7			POSSIBLE INJ			07/12/2000	14:15		DRY	CLEAR/CLOUDY	DARK-NO LAMPS	WILDLIFE	
532	00	7.14	380548			NO INJ			08/29/1996	16:00	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	VEH ON FIRE	
532	00	7.17	302161			NO INJ			07/20/1996	16:50	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	ALL OTH NON COLL	
532	00	7.19	98661			NO INJ			10/15/1999	06:25	NON INT	DRY	CLEAR/CLOUDY	DARK-NO LAMPS	WILDLIFE	
532	00	7.20	411459			NO INJ			09/27/1996	07:20	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	VEH HIT FIX OBJ	DITCH
532	00	7.25	159971			NO INJ			09/06/1997	23:08		DRY	OVERCAST	DARK-LAMPS ON	VEH HIT FIX OBJ	
532	00	7.27	162494			NO INJ			04/18/1996	17:00	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	SDSWIPE OD BM	
532	00	7.30	2554			EVIDENT INJ	1		01/24/1997	00:45		DRY	SNOW	DARK-NO LAMPS	SDSWIPE OD BM	
532	00	7.31	67097			NO INJ			10/13/1998	14:00		DRY	OVERCAST	DAYLIGHT	VEH ON FIRE	
532	00	7.34	61976			NO INJ			02/22/1995	22:15	NON INT	DRY	CLEAR/CLOUDY	DARK-NO LAMPS	WILDLIFE	
532	00	7.41	79585			FATAL	1	2	07/27/1998	09:09		DRY	CLEAR/CLOUDY	DAYLIGHT	WILDLIFE	
532	00	7.57	21444			NO INJ			03/16/1999	05:43	NON INT	SNOW	RAIN	DARK-NO LAMPS	OVERTURN	
532	00	7.65	7BA32000D1			NO INJ			06/18/2000	12:00		DRY	CLEAR/CLOUDY	DARK-NO LAMPS	OVERTURN	
532	00	7.72	21443			POSSIBLE INJ	1		03/14/1999	22:50	NON INT	DRY	CLEAR/CLOUDY	DARK-NO LAMPS	VEH HIT FIX OBJ	NOT THRU GUARDRL
532	00	7.92	37605			NO INJ			06/03/1998	23:00	NON INT	DRY	CLEAR/CLOUDY	DARK-LAMPS ON	VEH HIT FIX OBJ	
532	00	8.02	310049			NO INJ			07/22/1996	22:20	NON INT	DRY	CLEAR/CLOUDY	DARK-NO LAMPS	WILDLIFE	
532	00	8.03	78900			FATAL	1	1	05/29/1998	08:40		DRY	CLEAR/CLOUDY	DAYLIGHT	VEH ON FIRE	
532	00	8.12	160158			POSSIBLE INJ	1		04/13/1996	10:35	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	VEH ON FIRE	

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SR	SEQ	M.P.	WSP ACCIDENT REPORT NUMBER	DIAGRAM ANALYSIS DATA	R A M P SEVERITY	NO. OF INJS*	NO. OF FATLS*	DATE	TIME	INTERSECTION RELATIONSHIP*	ROADWAY SURFACE*	WEATHER*	LIGHT*	COLLISION TYPE*	WSP OBJECT STRUCK*
532	00	8.22	121575	3AA063AAA1	P	1	1	12/14/1999	14:30	AT INT	WET	OVERCAST	DAYLIGHT	REAREND SD BM	
532	00	8.22	24309	3AA063AQA1	M	5	5	03/27/2000	14:24	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	8.23	3846	3AZ60000D0	M	1	1	03/25/1998	14:17			CLEAR/CLOUDY	DAYLIGHT		
532	00	8.26	126612	3AZ60000A0	P			01/02/1998	04:00		DRY	OVERCAST	DARK-NO LAMPS	WILDLIFE	
532	00	8.35	521024	7BA32000D1	M		2	11/14/1996	21:50	NON INT	DRY	CLEAR/CLOUDY	DARK-NO LAMPS		
532	00	8.47	17443	7BA067BQD1	M		1	03/25/1998	15:18	NON INT	DRY	OVERCAST	DAYLIGHT	WILDLIFE	
532	00	8.50	850	7BA32000D1	M		1	10/07/2000	06:20	NON INT	SNOW	SNOW	DAYLIGHT	SD ALL OTHER	
532	00	8.54	11812	7BZ127BAD1	M		1	02/08/1999	09:20	NON INT	SNOW	CLEAR/CLOUDY	DAYLIGHT		
532	00	8.59	91412	7BA173ATD1	M		5	03/25/1998	15:15			OVERCAST	DAYLIGHT		
532	00	8.59	16047	7BA067BQD1	M		1	07/11/1998	00:01		WET	CLEAR/CLOUDY	DARK-NO LAMPS	LT TRN OD 1 STR	
532	00	8.70	41326	3AZ33000A7	M		3	03/23/1995	12:00	AT INT	DRY	RAIN	DAYLIGHT	ENTER AT ANGLE	
532	00	8.74	101370	7BA033ACD1	M		1	08/01/1995	16:35	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	ENTER AT ANGLE	
532	00	8.74	292199	7B1013AAA1	M		1	08/23/1995	14:40	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	LT TRN SD 1 STR	
532	00	8.74	322367	1CA157BAD1	M		1	09/01/1995	18:10	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	ENTER AT ANGLE	
532	00	8.74	351494	3AG023AGD1	M		1	05/01/1996	12:30	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	8.74	242671	3AA075DBA1	M		1	04/05/1997	11:10			CLEAR/CLOUDY	DAYLIGHT		
532	00	8.74	69984	3AA063AQA1	M		3	07/25/1997	20:05			CLEAR/CLOUDY	DAYLIGHT		
532	00	8.74	87468	3AQ163AAA1	M		3	01/02/1998	18:20			CLEAR/CLOUDY	DARK-NO LAMPS		
532	00	8.74	126015	3AA063AAA1	M		3	03/01/1998	13:55			RAIN	DAYLIGHT		
532	00	8.74	24569	3AA063AAA2	M		1	04/25/1998	13:00			CLEAR/CLOUDY	DARK-NO LAMPS		
532	00	8.74	18437	3AZ33000A7	M		1	07/09/1998	16:23			CLEAR/CLOUDY	DAYLIGHT		
532	00	8.74	41329	1CA177BAD1	M		4	06/05/1999	12:20	AT INT	WET	OVERCAST	DAYLIGHT	REAREND SD 1 STP	
532	00	8.74	50710	3AA063AQA2	M		2	08/10/1999	17:08	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STP	
532	00	8.74	76066	7BA067BQD1	M		1	12/28/1999	22:15	AT INT	REL ICE	FOG/SMOKE	DARK-NO LAMPS	VEH HIT FIX OBJ	NOT THRU GUARDRL
532	00	8.74	128241	7BA33000D0	M		1	12/28/1999	23:05	AT INT	REL ICE	FOG/SMOKE	DARK-NO LAMPS	VEH HIT FIX OBJ	NOT THRU GUARDRL
532	00	8.74	128240	7BA33000D0	M		1	09/18/2000	16:50	AT INT	REL WET	RAIN	DAYLIGHT	VEH HIT FIX OBJ	NOT THRU GUARDRL
532	00	8.74	3AF33000A7	3AF33000A7	M		1	11/15/1995	21:10	NON INT	WET	CLEAR/CLOUDY	DARK-NO LAMPS	WILDLIFE	
532	00	8.79	452548	7BA32000D1	M		1	04/24/1997	14:05			OVERCAST	DAYLIGHT		
532	00	8.79	29694	3AA33000A7	M		1	10/27/1999	18:35	NON INT	WET	RAIN	DARK-NO LAMPS	VEH HIT FIX OBJ	NOT THRU GUARDRL
532	00	8.83	103766	7BX33000D7	M		1	02/05/1999	21:10	NON INT	WET	OVERCAST	DARK-NO LAMPS	VEH HIT FIX OBJ	TREE STUMP
532	00	8.89	11914	3AA34000A0	M		1	08/26/2000	05:45	NON INT	DRY	OVERCAST	DAWN	VEH HIT FIX OBJ	DITCH
532	00	9.00		7BT34000A0	M		1	09/17/2000	11:00	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	WILDLIFE	
532	00	9.14		7BA32000D1	M		2	12/10/1998	01:50			OVERCAST	DARK-NO LAMPS		
532	00	9.25	84359	3AZ037BXD1	M		1	04/03/1997	20:20		DRY	CLEAR/CLOUDY	DARK-NO LAMPS	REAREND SD 1 STP	
532	00	9.30	70974	3AX50000A0	M		1	12/22/1999	14:05	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT		
532	00	9.34	128226	7BA067BQD1	M		1	03/12/1997	06:45			SNOW	DAYLIGHT		
532	00	9.52	13837	7BZ173AAA1	M		1	01/13/1998	00:01			OVERCAST	DARK-NO LAMPS		
532	00	9.54	13160	3AA60000A0	M		1					OVERCAST	DARK-NO LAMPS		

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 OCCURRING BETWEEN 1/1/97 & 12/31/98

SR 532 MP 0.00 TO 10.09  
01/01/1995 TO 12/31/2000  
SORTED BY MILEPOST

SR	SEQ	M.P.	WSP REPORT NUMBER	DIAGRAM ANALYSIS DATA	ACCIDENT SEVERITY	NO. OF INJS*	NO. OF FATLS*	DATE	TIME	INTERSECTION RELATIONSHIP*	ROADWAY SURFACE*	WEATHER*	LIGHT*	COLLISION TYPE*	WSP OBJECT STRUCK*
532	00	9.64	47910	3AA60000A0	EVIDENT INJ	2		08/02/1998	19:15		ICE	CLEAR/CLOUDY	DAYLIGHT		
532	00	9.69		3AA063AQA1	NO INJ			02/25/2000	06:45			OVERCAST	DAWN	VEH HIT FIX OBJ	NOT THRU GUARDRL
532	00	9.73		3AZ23000A7	NO INJ			12/09/2000	07:20	NON INT	WET	RAIN	DAYLIGHT	ENTER AT ANGLE	
532	00	9.79	420670	7B1023AAA1	DISABLING INJ	1		10/12/1995	07:40	AT INT	WET	CLEAR/CLOUDY	DAYLIGHT	LT TRN SD 1 STR	
532	00	9.79	122234	7BC037BGA1	NO INJ			03/21/1996	07:55	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STR	
532	00	9.79	302163	7B0167BAD1	NO INJ			07/18/1996	19:35	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	LT TRN SD 1 STR	
532	00	9.79	492257	78C127BX01	NO INJ			11/12/1996	19:10	AT INT	WET	CLEAR/CLOUDY	DARK-LAMPS ON	REAREND SD 1 STR	
532	00	9.79	114738	3AQ163AAA1	EVIDENT INJ	2		11/10/1999	10:15	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STR	
532	00	9.79		1CB163AAA1	NO INJ			10/24/2000	06:13	AT INT	DRY	CLEAR/CLOUDY	DARK-NO LAMPS	REAREND SD BM	
532	00	9.79		7BA067BQD1	NO INJ			12/29/2000	17:05	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	SD ALL OTHER	
532	00	9.84	382831	7BA137BDD1	NO INJ			07/29/1996	16:15	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STR	
532	00	9.90	112516	3AA063AQA1	EVIDENT INJ	3		03/27/1995	14:45	INT REL	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STR	
532	00	9.92	39010	3AB023AFA7	NO INJ			07/08/1998	09:50		DRY	CLEAR/CLOUDY	DAYLIGHT		
532	05	9.94	250225	3AC137BAD1	POSSIBLE INJ	2		07/02/1995	10:15	AT INT	WET	CLEAR/CLOUDY	DAYLIGHT	LT TRN OD 1 STR	
532	05	9.94	391213	1DA137BAD1	NO INJ			09/24/1995	12:00	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	ENTER AT ANGLE	
532	05	9.94	40136	3AA033ABB1	POSSIBLE INJ	2		01/27/1996	23:00	AT INT	DRY	CLEAR/CLOUDY	DARK-LAMPS ON	RT TURN SD 1 STR	
532	05	9.94	261230	1CC123AAA1	NO INJ			06/16/1996	15:10	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	ENTER AT ANGLE	
532	05	9.94	271604	5DA133AAA1	EVIDENT INJ	3		07/04/1996	15:50	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	ENTER AT ANGLE	
532	05	9.94	421908	7BC073AAA1	EVIDENT INJ	3		10/03/1996	18:00	AT INT	WET	CLEAR/CLOUDY	DAYLIGHT	LT TRN OD 1 STR	
532	05	9.94	67857	5DC127BAD1	NO INJ			02/21/1997	18:15			CLEAR/CLOUDY	DUSK		
532	05	9.94	71064	5DA037BAD1	NO INJ			04/06/1997	17:01			CLEAR/CLOUDY	DAYLIGHT		
532	05	9.94	82333	3AA075DAA1	EVIDENT INJ	3		05/23/1997	15:15			CLEAR/CLOUDY	DAYLIGHT		
532	05	9.94	132274	7BC021CQB1	NO INJ			06/11/1997	18:05			CLEAR/CLOUDY	DAYLIGHT		
532	05	9.94	87413	7BA121CAD1	EVIDENT INJ	3		06/19/1997	20:50			CLEAR/CLOUDY	DAYLIGHT		
532	05	9.94	101584	7BA067BQD1	POSSIBLE INJ	2		07/09/1997	01:41			RAIN	DAYLIGHT		
532	05	9.94	51049	78C127BGA1	POSSIBLE INJ	2		10/18/1997	17:05			OVERCAST	DAYLIGHT		
532	05	9.94	54581	3AX163AAA1	POSSIBLE INJ	1		10/22/1997	07:35			SNOW	DAWN		
532	05	9.94	81008	78C167BAD1	NO INJ			11/30/1997	14:34			OVERCAST	DAYLIGHT		
532	05	9.94	47965	3AA063AQA1	POSSIBLE INJ	3		12/26/1997	15:45			OVERCAST	OTHER		
532	05	9.94	14231	7BA067BQD1	NO INJ			03/22/1998	15:30			RAIN	DAYLIGHT		
532	05	9.94	36040	5DA133AAA1	EVIDENT INJ	5		05/24/1998	15:32			CLEAR/CLOUDY	DAYLIGHT		
532	05	9.94	64999	7BC023AAA1	POSSIBLE INJ	2		10/05/1998	06:25			OVERCAST	DARK-LAMPS ON		
532	05	9.94		7BB137BFD1	NO INJ			06/05/1999	12:15	AT INT	WET	RAIN	DAYLIGHT	RT TURN SD 1 STR	
532	05	9.94	52099	3AA063AQA1	NO INJ			06/13/1999	14:16	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD 1 STR	
532	05	9.94	6206	1CA137BAD1	POSSIBLE INJ	2		01/21/2000	06:45	AT INT	WET	RAIN	DARK-LAMPS ON	ENTER AT ANGLE	
532	05	9.94	6594	5DC071CAD2	POSSIBLE INJ	1		01/22/2000	16:20	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	LT TRN OD 1 STR	
532	05	9.94	31076	5DB273AAA1	NO INJ			04/17/2000	16:00	AT INT	DRY	OVERCAST	DAYLIGHT	VEH HIT OTHR OBJ	DEBRIS ON RD
532	05	9.94		1CC023AAA1	NO INJ			10/18/2000	17:10	AT INT	DRY	OVERCAST	DAYLIGHT	ENTER AT ANGLE	

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DIAGRAM DATA MILEPOST SORT  
PREPARED BY WSDOT

SR 532 MP 0.00 TO 10.09  
 01/01/1995 TO 12/31/2000  
 SORTED BY MILEPOST

SR	SEQ	M.P.	WSP ACCIDENT REPORT NUMBER	DIAGRAM ANALYSIS DATA	R A M P SEVERITY	NO. OF INJUS*	NO. OF FATLS*	DATE	TIME	INTERSECTION RELATIONSHIP*	ROADWAY SURFACE*	WEATHER*	LIGHT*	WSP COLLISION TYPE*	WSP OBJECT STRUCK*
532	05	9.96	62070	3AA99000A7	P	5	5	02/15/1995	06:00	NON INT	SNOW	SNC4	DARK-LAMPS ON	VEH HIT FIX OBJ	BUILDING
532	05	9.97		7BC063AAA1	M			08/08/2000	04:43		DRY	CLEAR/CLOUDY	DAYLIGHT	ENTER AT ANGLE	
532	05	9.98	32702	5DC127BA01	M	2	2	02/02/1995	08:50	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	REAREND SD BM	
532	05	9.98	51777	7B0167BAD1	P			08/11/1998	17:30		DRY	CLEAR/CLOUDY	DUSK	REAREND SD BM	
532	05	10.02	460117	7BA067BQD1	M	2	2	10/25/1996	17:40	AT INT	DRY	CLEAR/CLOUDY	DAYLIGHT	OVERTURN	
532	05	10.02	151388	7B0167BAD1	M	1	1	10/09/1997	11:10		DRY	CLEAR/CLOUDY	DAYLIGHT		
532	05	10.08		3AZ50000A1	P			05/07/2000	17:56	NON INT	DRY	CLEAR/CLOUDY	DAYLIGHT		
TOTALS		501				356	6								

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