

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

SR 525: I-5 to Mukilteo Ferry Terminal

This nine-mile long north-south corridor is located southwest of Everett in Snohomish County. This segment of State Route 525 runs between the Interstate 5/I-405 interchange adjacent to the city of Lynnwood and north to the Mukilteo Ferry Terminal. The corridor travels through the city of Mukilteo and is commonly referred to as the Mukilteo Speedway. The character of the corridor is predominantly suburban with lower-density residential, with single-family homes being the primary land use. Other land uses on the corridor include industrial and commercial. The Snohomish County airport at Paine Field, a major employment site and home to Boeing's Everett plant, is located just to the east of SR 525. A concentration of industrial and commercial land use is located at the south end of Paine Field. Other commercial activity is located around SR 99 and around Alderwood Mall near I-5. The corridor is elevated over the BNSF railroad just south of the Mukilteo Ferry Terminal. Vegetation is mostly scattered hardwoods and landscaping along the rolling terrain.



Current Function

SR 525 connects communities on Whidbey Island with Snohomish County via the Mukilteo-Clinton ferry. The corridor predominantly serves as a north-south commuter and freight connection between Paine Field, and the I-5 and I-405 freeways. The corridor also serves recreational travel for Mukilteo, Lynnwood, and Whidbey Island with seasonal peak traffic during the summer. Everett Transit offers local access near and on SR 525. Community Transit provides commuter bus service from Seattle to Mukilteo Ferry Terminal with one stop along the corridor. Sound Transit's Sounder commuter rail service is accessible at the Mukilteo Station, providing a connection to Seattle. Bicycle use is permitted along the corridor and bike lanes are present between SR 99 and the SR 525 spur at Paine Field. For the majority of the corridor, sidewalks border both sides of the street, facilitating pedestrian travel.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

Highlights and Performance

This section of SR 525 is primarily a four-lane highway that shifts between being divided and undivided. The corridor narrows to two lanes north of the SR 525 spur and expands to four lanes again approaching the Mukilteo Ferry Terminal. There are intermittent center turn lanes and signalized intersections along the corridor. The annual average daily traffic on this corridor is highest near the Alderwood Mall Parkway interchange and lowest at the Mukilteo Ferry Terminal.

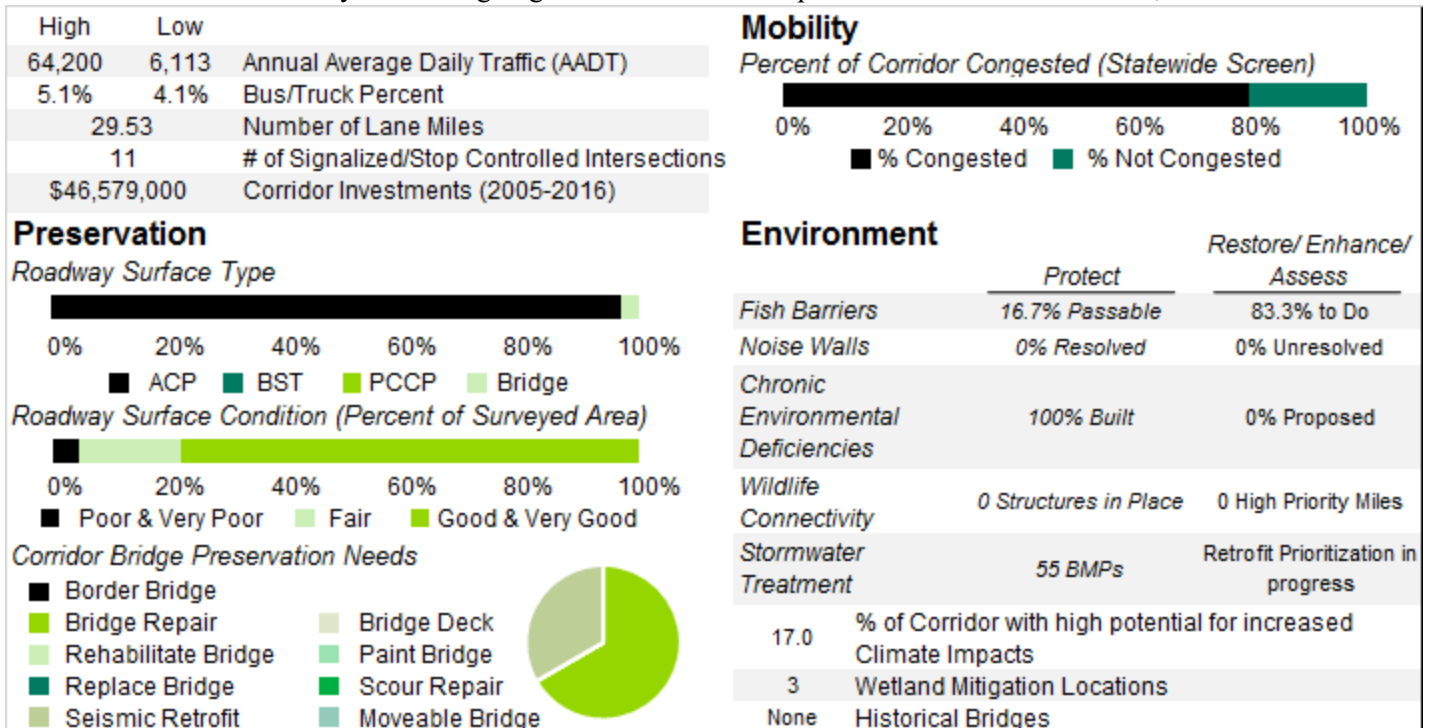
What's working well?

- Approximately 95% of surveyed pavements on the corridor are in fair or better condition.
- There are many modal options available on the corridor.
- There are two park and rides on the corridor which are well used.
- Noise walls along this corridor are reducing noise impact on neighboring areas.
- A new ferry terminal is in development to replace the existing facility and is expected to improve driving conditions and reduce congestion.

What needs to change?

- Roughly 80% of the corridor experiences congestion on a regular basis.
- The corridor has a medium climate change vulnerability rating due to unstable slopes near the ferry terminal.
- Queues at the ferry terminal are affecting corridor operations.
- There are multiple fish passage barriers present on the corridor.
- Pedestrian and bicyclist facilities are intermittent.

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



1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- A desire to see improvements made on the corridor to increase pedestrian and bicyclist mobility, particularly at the railroad crossing, First Street intersection, and Mukilteo Ferry Terminal.
- Concerns over increasing congestion on the corridor between SR 525 Spur junction and Beverly Park Road intersection.
- All partners would like to research methods in which to decrease the effects of heavy ferry-related traffic on the corridor's congestion.

Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

Policy Goals / Strategies Description and Near-Term Actions

Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>

Mobility

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

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, clean stormwater, and pavement repair.</i>
Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 26% of the corridor.</i>

Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years at a single location on this corridor.</i>
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Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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This segment of SR 525 is primarily a north-south principle arterial providing connections to Lynnwood and Mukilteo with additional connections to I-5, SR 99, SR 526, Paine Field, and the nearby Boeing Facility. The corridor also connects to the Mukilteo Ferry Terminal. The surrounding land uses are primarily suburban residential and commercial. This route is mostly used by commuter traffic in the morning and evening, as well as commercial users.

There is congestion during peak periods, particularly in the area between SR 99 and Paine Field Boulevard.

Corridor Segment Characteristics

- This segment is a designated freight route and had an annual cargo tonnage of 6,120,000 in 2015.
- Connecting Washington funded projects along the corridor including the Mukilteo Multimodal Improvements project, which is under construction.
- The corridor is served by local and commuter transit routes.

Contributing Factors

- Employees commuting to the nearby Boeing facility contribute to peak period traffic congestion.
- Queueing at the Mukilteo Ferry Terminal can result in spillover congestion and delays during peak periods.
- The lack of parallel routes results in additional trips on the corridor.

Mobility Strategies:

WSDOT compiled these strategies based on available information and existing plans. The agency will work with local partners to further develop strategies.

Operational Improvements

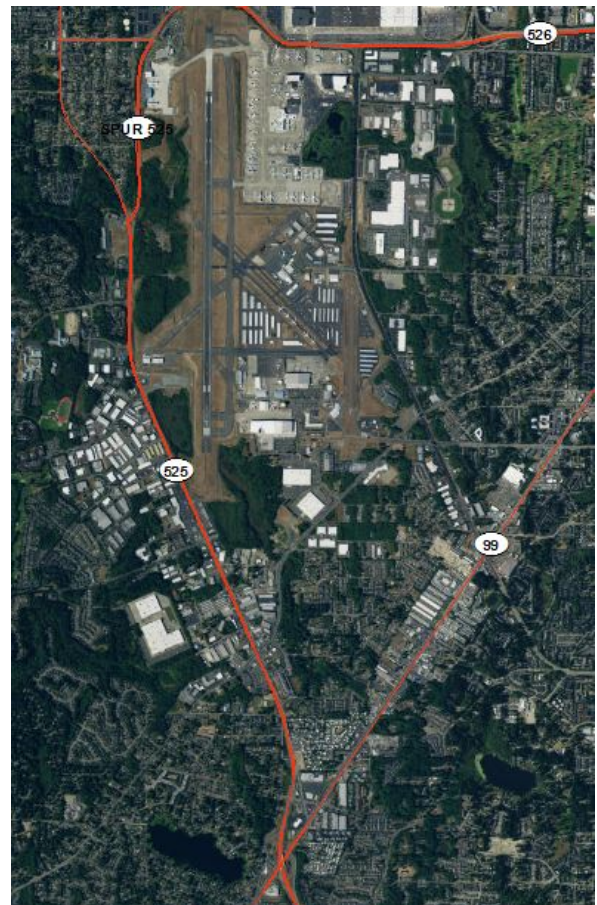
- Improve intersections and turn lanes at 88th St SW and Front St in the city of Mukilteo to manage congestion during periods of high use.
- Provide traveler information on roadway conditions to reduce delay.

Demand Management

- Encourage employers, like Boeing, and residents to utilize Commute Trip Reduction programs to reduce single occupancy trips.

Further Study

- Additional strategies to improve mobility may be determined through the Puget Sound Regional Council planning processes.
- Work with local jurisdictions to make road network improvements.



For more information

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

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Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

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