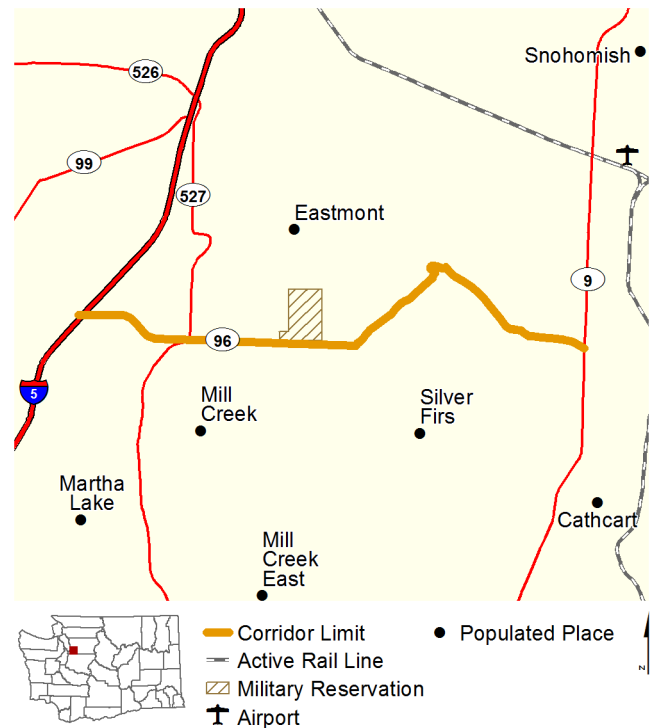


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 96: I-5 Jct to SR 9 Jct

This seven-mile east-west corridor runs between the Interstate 5 interchange near the city of Everett and the State Route 9 intersection south of the city of Snohomish. The corridor passes through Everett, Martha Lake, Mill Creek, and Snohomish. The corridor is suburban in character with moderate density evenly distributed throughout the length of the route. The primary land use along the corridor is residential, with commercial, recreation, and open space scattered throughout. At the eastern terminus of the corridor, density decreases significantly and the land adjacent to the route is agricultural farmland to the north, and single-family, large-lot, residential to the south. This segment crosses over North Creek on the western end of the corridor and Thomas Creek on the eastern end. Terrain on the corridor is rolling with a mix of deciduous street trees and conifers along the sections of open space.



Current Function

SR 96 is a state highway located within Snohomish County. The route links I-5 to SR 9 providing an east-west connection between both major north-south corridors, as well as SR 527. This corridor functions as a commuter corridor, providing travelers a route to access employment sites, such as Boeing, and connecting to other highways. This corridor serves as an alternative route for SR 524, which runs parallel to SR 96 in the south and a number of local roads including Seattle Hill Road, 148th Street SE and 116th Street SE. Additionally, the route provides commuters the only available access into some of the more rural communities along East Lowell-Larimer Road and Seattle Hill Road in unincorporated Snohomish County. This corridor is not a designated freight corridor. Two Amtrak stations, one in Edmonds and one in Everett, are located southwest and to the north of the corridor, respectively. Community Transit provides service on a portion of the route near I-5 and two park and rides are easily accessible near I-5 and in the middle corridor. Sidewalks and bike lanes are present intermittently throughout the corridor.

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

SR 96 is a four-lane, undivided, signalized highway with a center turn lane from the I-5 junction to the 132nd Street SE intersection. The corridor includes a bike lane through the city of Mills Creek ending at the eastern city limits, where it narrows to two lanes. The highway also expands to add an extended right turn lane at several intersections. The annual average daily traffic on this corridor is highest at the I-5 junction and lowest near the Lowell-Larimer Road/Marsh Road intersection.

What's working well?

- Fixed-route transit is available in the urban portion of the corridor.
- Two park and ride lots and two vanpool programs are available.
- There are no chronic environmental deficiency sites on the corridor.
- There are no habitat connectivity sites on the corridor.

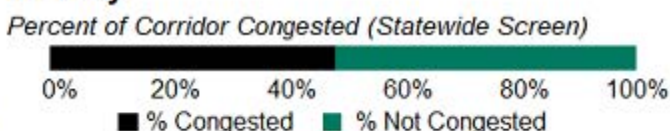
What needs to change?

- Roughly 49% of the corridor experiences congestion on a regular basis.
- About 28% of surveyed pavements on the corridor are in poor to very poor condition.
- The corridor's sidewalk and bike lane networks are incomplete.
- There are multiple fish passage barriers present on the corridor.

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

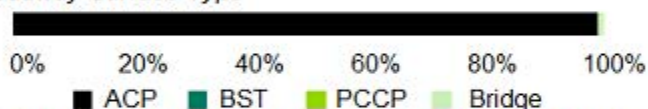
High	Low	
47,290	5,713	Annual Average Daily Traffic (AADT)
4.9%	3.6%	Bus/Truck Percent
20.06		Number of Lane Miles
12		# of Signalized/Stop Controlled Intersections
\$2,543,000		Corridor Investments (2005-2016)

Mobility

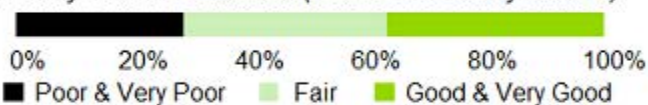


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	33.3% Passable	66.7% to Do
Noise Walls	100% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	5 BMPs	Retrofit Prioritization in progress
	37.8 % of Corridor with high potential for increased Climate Impacts	
	3 Wetland Mitigation Locations	
	None Historical Bridges	

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

What we heard from our partners

WSDOT is interested in collecting feedback from our partners. To provide feedback on this corridor, please contact the office indicated on the last page of this document.

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 two Pavement actions in the next six years encompassing 99% of the corridor.</i>

Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 49% of the corridor.</i>
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Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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This segment of SR 96 is primarily a four-lane roadway that runs along the northern boundary of the city of Mill Creek and also cuts through the unincorporated area of Martha Lake near I-5. This segment provides access to not only low-density and high-density residential development but also provides access to the Murphy's Corner commercial center near SR 527 and the East Gateway Urban Village near Seattle Hill Rd. In addition to serving local traffic, it also accommodates regional cut through and freight traffic to I-5 and SR 527.

This segment experiences congestion primarily at the interchange with I-5 and at the intersections with Dumas Road, SR 527, and 35th Ave SE.

Corridor Segment Characteristics

- The corridor is designated as a T-2 freight corridor, carrying 9,650,000 tons of cargo in 2015.
- Sidewalks are present on the segment.
- The corridor is served by high frequency, all-day transit.
- There has been significant growth in the areas around the corridor. Growth is expected to continue into the future and may contribute to additional traffic congestion.

Contributing Factors

- Lack of local road networks forces additional trips onto the corridor.
- Regional cut through traffic contributes to congestion on the corridor.
- Bottlenecking occurs at the SR 516 interchange with additional spillover traffic from SR 167 contributing to congestion.
- Heavy freight use on the corridor contributes to additional congestion.
- There has been significant population and employment growth in this part of the region, resulting in increased use.
- SR 181 and SR 167 both intersect SR 516 in close proximity, resulting in additional congestion.
- There are no bicycle facilities between I-5 and SR 527 increasing the number of single occupancy vehicle trips on the corridor.

Mobility Strategies:

WSDOT compiled these strategies based on available information and existing plans. The agency will conduct engagement with its M3 teams to further develop strategies for the corridor.

Operational Improvements

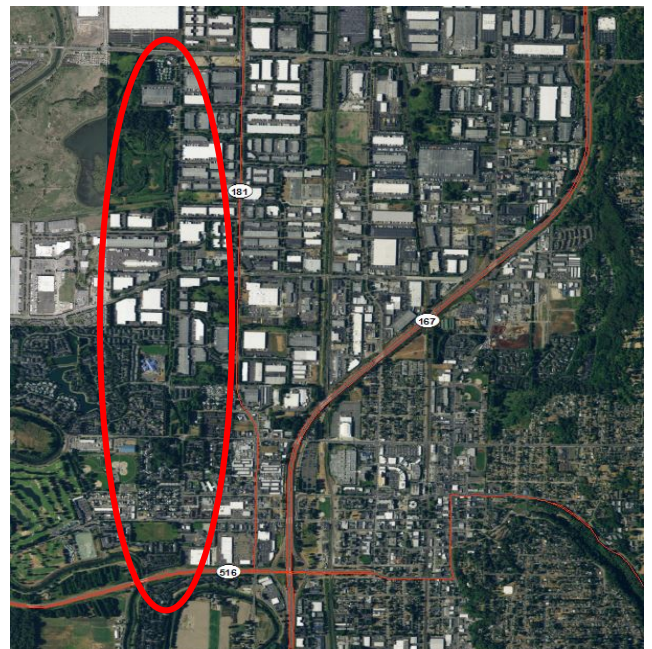
- Implement additional intersection improvements or ramp metering to improve operational capability of intersections and manage congestion during periods of high use near the SR 516 interchange.

Demand Management

- Identify policies to prioritize freight movement or reduce conflict between freight and commuter travel.
- Invest in bicyclist infrastructure to provide first-mile, last-mile connections to transit alternatives to encourage mode shift.

Further Study

- Additional strategies to improve mobility may be identified through the Puget Sound Regional Council's regional planning processes.
- Explore the possibility of the corridor becoming a candidate for additional study.
- Examine the need for expanded transit service along this segment in conjunction with the future Sound Transit light rail station at the I-5 interchange with SR 96 and 128th Street NW in order to reduce single occupancy vehicle trips.



For more information

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

Nazmul Alam

Corridor Planning Manager
WSDOT Management of Mobility Division
206-464-1267
alamn@wsdot.wa.gov

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

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number, by (insert date-usually two weeks advance notice. Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

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

Información del Acta (ADA) de Estadounidense con Discapacidad

Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en wsdotada@wsdot.wa.gov o llamando gratis, 855-362-4ADA (4232. Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

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