

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 520: Cross-Lake Corridor*

This seven-mile long east-west corridor crosses Lake Washington in King County. The corridor spans between Interstate 5 in Seattle and I-405 in Bellevue. From its western terminus at the I-5 interchange, the corridor heads in an easterly direction while it crosses Portage Bay and passes through the Seattle neighborhoods of Roanoke and Montlake, Foster Island, and the Washington Park Arboretum before crossing Union Bay and Lake Washington. The corridor continues through the cities of Medina, Clyde Hill, and the towns of Hunts Point and Yarrow Point. The corridor includes the State Route 520 Floating Bridge, which at 1.5 miles long is the world's longest floating bridge. The corridor is urban in character and land use on both ends of the bridge includes low- and high-density residential, office, commercial, and light industrial development. Thickets of evergreen trees and shrubs are visible in the developed areas. Low-lying wetlands surround the corridor on the west end.



**Current Function**

SR 520 connects Seattle and the communities on the east side of Lake Washington. The corridor is a major commuter and freight route in the central Puget Sound region due to its proximity to urban, residential, and employment centers and major roadways. The route provides local access to growth centers in the Seattle uptown, downtown, and South Lake Union areas. This corridor connects directly with I-5 and I-405 and is the primary alternative route for I-90. Prominent destinations for corridor users include local employment and commercial centers like Seattle and Bellevue, University of Washington, UW Medical Center, and the Microsoft campus. Attractions along the corridor include the Washington Park Arboretum, marinas, and multiple parks. The corridor accommodates heavy commuter traffic including personal vehicles, vanpools, and bus transit operated by King County Metro and Sound Transit, as well as private bus transit provided by major employers like Microsoft. There are three transit stations located directly on the corridor. Shared use trails are present near the north end of the corridor.

**Future Function**

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

## Highlights and Performance

This portion of SR 520 is a divided, unsignalized highway with a variable number of lanes. The corridor fluctuates between four and six lanes throughout its course. On the eastern half, several acceleration/deceleration lanes are present and HOV lanes are present on both sides from 84th Avenue NE in Medina to the I-405 junction in Clyde Hill. The annual average daily traffic on this corridor is highest at the I-405 junction in Clyde Hill and lowest at the I-5 junction in Seattle.

### What's working well?

- Approximately 94% of surveyed pavements on the corridor are in fair or better condition.
- A shared use path on the north side of the corridor connects to regional trails on either side of Lake Washington.
- Traffic volumes have decreased on this corridor with the opening of the new tolled facility.

### What needs to change?

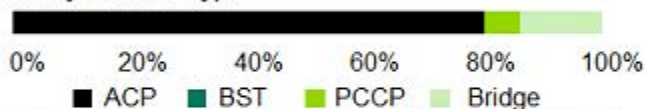
- Roughly 97% of the corridor experiences congestion on a regular basis.
- There are multiple fish passage barriers surrounding the corridor's I-405 junction.

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

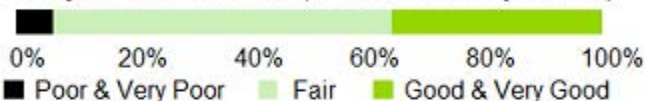
High	Low	
108,530	47,823	Annual Average Daily Traffic (AADT)
4.1%	4.1%	Bus/Truck Percent
33.63		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$1,124,427,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



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



#### Corridor Bridge Preservation Needs



### Mobility

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



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	92.3% Passable	7.7% 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	1 BMPs	Retrofit Prioritization in progress
	Zero % of Corridor with high potential for increased Climate Impacts	
	1 Wetland Mitigation Locations	
	1 Historical Bridges	

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

### What we heard from our partners

WSDOT collected feedback agency partners. Key themes included:

- Support for continued bicycle and pedestrian access along the whole SR 520 corridor.
- Interest expressed to improve and expand HOV and bus access.
- Support for future light rail.

## Strategies

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

### Policy Goals / Strategies Description and Near-Term Actions

#### **Economic Vitality**

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

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

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

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on sweeping and cleaning, catch basins, and snow and ice control.</i>
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Structures	<i>WSDOT has identified one Structures action in the next six years encompassing 42% 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 7.06-mile segment of SR 520 is a principal arterial that begins at I-5 in Seattle and ends at I-405 in Bellevue. SR 520 is a critical regional highway facility that links Seattle and the eastern suburbs of Bellevue, Kirkland, Kenmore, Redmond, Issaquah, and Renton. This route supports a large amount of commuter traffic in the morning and evening.

This corridor experiences heavy congestion up to 15 hours per day on weekdays and nine hours per day on weekends.

### Corridor Segment Characteristics

- The average daily traffic on the segment was 49,000 vehicles near the I-5/SR 520 interchange in 2016.
- The segment is classified as a T-2 freight route with an annual tonnage over 9,430,000 in 2015.
- Congestion is expected to worsen as population and employment continue to increase along the segment.

### Contributing Factors

- Large amount of commuters traveling from Bellevue, Kirkland, Kenmore, Redmond, Issaquah, and Renton into downtown Seattle, and vice versa.
- Geographic constraints such as Lake Washington funnel users onto 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

- Utilize Information Transportation Systems strategies to provide traveler information on roadway conditions to reduce delay.

### Demand Management

- Continue employing variable tolling to manage congestion by reducing single occupancy trips.
- Increase transit and HOV priority improvements to decrease single occupancy trips.

### Further Study

- Additional strategies to improve mobility may be determined through the Puget Sound Regional Council's regional planning processes.
- Explore developing BRT service along SR 520 to encourage mode shift.



## 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.

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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