

East Snohomish SMART Corridor

Corridor Description

The corridor includes rural suburban cities such as Lake Stevens, Monroe and Snohomish, as well as urban and rural portions of unincorporated Snohomish County. This corridor is primarily rural and residential.

Major employers in the corridor include:

- Public School Districts
- WA State Dept. of Corrections

2009 Population Estimate	232,000
2009 Covered Employment Estimates	
Metropolitan Cities: Everett	26
Core Cities	-
Larger Cities: Marysville, Arlington, Monroe	16,662
Smaller Cities: Gold Bar, Index, Sultan, Snohomish,	
Lake Stevens, Granite Falls, Darrington	10,694
Unincorporated Urban	7,248
Rural	8,469
Total	43,099

Existing Congestion and Mobility Conditions

Roadways: The following facilities operate at 70% of the posted speed limit during peak periods and therefore have been identified as a bottleneck and/or chokepoint by WSDOT:

- SR 531 near Arlington Municipal Airport
- SR 92 west of Granite Falls
- SR 528 between I-5 and SR 9
- Segments of SR 9 between SR 522 and SR 92
- SR 204 between US 2 and SR 9
- SR 522/ US 2 interchange

Pavement Conditions¹⁶: The following are the pavement condition index (PCI) scores for the East Snohomish **SMART** Corridor.

¹⁶ Pavement Condition Index (PCI) scores are reported to WSDOT by individual jurisdictions, or are collected by WSDOT in the case of smaller cities, on a biennial basis. PCI scores are a composite measure representing environmental and structural distresses on pavement and measured on 0-100 scale where zero is the lowest. The scores presented in this document are not representative of a jurisdiction's entire roadway network; rather they include the principal and minor arterials for which each jurisdiction has submitted PCI information per requirements of RCW 46.68.113. Scores have been weighted by the length of the measured roadway segments to present a more accurate representation of the condition of the arterial network.

Condition	PCI Range
Excellent	89-100
Good	67-88
Fair	49-66
Poor	21-48
Fail	<20

Jurisdiction	2008 Weighted Avg.* Jurisdiction PCI
Everett	79.2
Marysville	86.9
Arlington	50.5
Monroe	59.3
Gold Bar	Data not available
Index	Data not available
Sultan	Data not available
Snohomish	55.1
Lake Stevens	61.7
Granite Falls	44.1
Darrington	33.5
Unincorporated Snohomish	80.3
Snohomish County Weighted Average*	77.1

* weighted by length of roadway segment (ft)

Roadway Safety: PSRC is building on the safety policy guidance outlined in VISION 2040 and aligning it with the goals, strategies and objectives identified in the Washington State Strategic Highway Safety Plan, *Target Zero*. This plan aims to reduce serious injury and fatality collisions to zero by 2030 by focusing on four priority areas that promote safer and smarter roadways, safer walkways and pathways for bicyclists or pedestrians, enhanced emergency response systems, and improved passenger and driver behavior. The following map identifies the locations of collisions that resulted in a serious injury or fatality in 2007.

Ferries: Not applicable

Transit: Community Transit provides local service within Snohomish County, with routes that travel on portions of US 2, SR 9, and Smokey Point Boulevard. Community Transit operates nine local routes, including four routes that serve Boeing and Paine Field Industrial/Manufacturing area. Sound Transit operates two regional commuter routes between Lake Stevens and Snohomish to Seattle. Large areas of the East Snohomish County corridor are not in the Snohomish County Public Transportation Benefit Area (PTBA). Sound Transit does not operate service in this corridor.

Existing Transit Congestion: From the transit agencies' list of the Top Ten Congested corridors in Snohomish County, the east end of two transit routes were identified as congested: SR 524 as it meets up with SR 522 and SR 531/Smokey Point Boulevard as it meets SR 9. Roadway congestion on SR 9, US 2, and Smokey Point may affect the portions of transit routes that operate on those corridors, with general roadway congestion slowing transit vehicle travel times, along with congestion from bus stop pullouts.

Special Needs Transportation: Community Transit provides Dial-A-Ride Transportation (DART) for its required ADA Paratransit service within ¼-mile of the existing fixed-route bus service.

CT's DART is increasing at twice the population growth rate at 2% annually, but paratransit ridership is only 2% of overall CT ridership in 2007, similar to the regional average.

In addition to the transit agency's paratransit service, there is the Transportation Assistance Program (TAP), which brings rural special needs riders to urban areas to access the fixed-route service network. Due to the rural nature of East Snohomish County, numerous community organizations provide door-to-door volunteer services. The limited bicycle and sidewalk networks outside of the urban centers and state routes limit access for mobility-impaired individuals outside of their homes. VanGo, Volunteer Drivers through Catholic Community Services, and Job Access Training Program and Driver Training are other non-transit coordinated efforts to provide special needs transportation within East Snohomish County.

TDM Programs: Compared to other corridors identified through the Congestion Management Process, the East Snohomish County SMART Corridor has few Commute Trip Reduction-affected employers. Those that are impacted are located along SR 522 and in the city of Monroe. The corridor currently does not contain any Growth and Transportation Efficiency Centers (GTEC), but does produce a moderate number of vanpools. The "Curb the Congestion" program on 20th street in Lake Stevens is managed by Community Transit and funded by Snohomish County through TDM impact fees and grants. This program works with residents and employers in a corridor to remove peak-hour trips through individualized marketing, transportation incentives and subsidies, vanpool assistance, and other strategies.

Transportation System Management and Operations: Intelligent Transportation Systems are limited within in this corridor. Improved multi-agency coordination of communications, signal control would benefit corridor mobility. East Snohomish is included in various regionwide ITS programs such as 511, transit trip planning and the ORCA regional transit fare card.

Bicycle and Pedestrian Facilities: East Snohomish County has a major walking/biking trail, the Centennial Trail, that provides a commuter connection north-south. The 18-mile Centennial Trail provides a safe alternative transportation route and currently connects Snohomish, Lake Stevens, Arlington, and points between.

Working with Snohomish County, the local transit agency, Community Transit, hosts the website with the Snohomish County Area Bicycling and Trail Map, which also lists locations of bike lockers at park-and-rides, and has an extensive Bike to Work webpage with a listing of events. The 2010 Bike Commute Challenge for Snohomish County had over 750 participants with new commuters making up 36% of the teams.

Bicycle and Pedestrian Safety: In fall 2010, school districts in Everett, Monroe, Snohomish and Granite Falls all made significant reductions to bus service. In general, the changes mean fewer bus stops on existing routes, and no service for most students within a mile's radius of school. With the resulting traffic congestion becoming a common complaint from families who lost their bus and are now driving their students to class, as well as the health benefits of having students walk to school, the Granite Falls School District has developed a handout on safety tips

for families that walk or bike to school. In addition, both of the elementary schools in the district have safety patrols.

Freight: All of the major facilities identified as a part of the CMP network within the East Snohomish **SMART** Corridor are significant to freight and are classified as either T1 or T2 on the State of Washington’s freight tonnage classification system, each moving more than 4-10 million tons per year.

Park-and-Ride Lots: The East Snohomish **SMART** Corridor contains six smaller park-and-ride lots (fewer than 250 stalls) and no major lots (over 250 stalls). Collectively, the corridor contains 530 stalls with an average utilization rate of 52% (2009).

Park-and-Ride Lot	2009 Capacity	2009 Occupancy	2009 Utilization
Arlington P&R	25	20	80%
Goldbar	28	9	32%
Lake Stevens Transit Center	207	145	70%
Monroe P&R	102	75	74%
Snohomish P&R	104	43	41%
Sultan	64	8	13%

Security and Emergency Management: According to the Regional Transportation Recovery Plan three potential disruption scenarios have been identified in East Snohomish. The following describes the potential system disruption/closure and the most likely reroutes. See Maps and Alternate Routing Plan for specific and additional information.

Snohomish County Closure of SR 9 over Snohomish River

For the closure of SR 9 over the Snohomish River, traffic would be diverted from SR 9 onto SR 96 to I-5 and from I-5 use US 2 at Everett to SR 204 back onto SR 9.

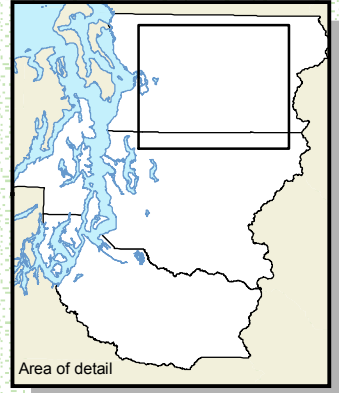
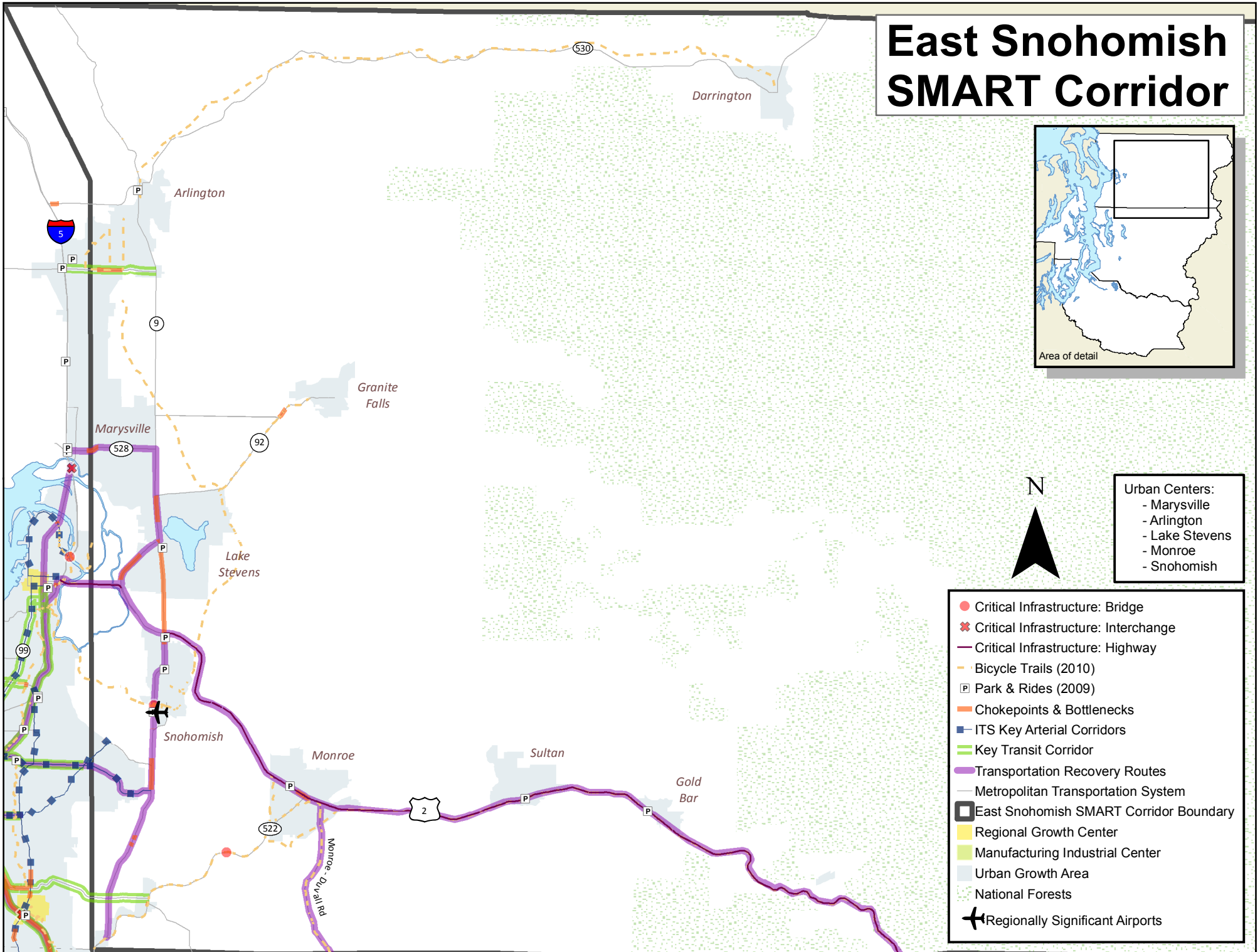
Snohomish County Closure of SR 522 over the Snohomish River

For the closure of SR 522 over the Snohomish River, there are two alternate routes identified. The primary route entails rerouting traffic onto SR 9 to US 2 then back onto SR 522. If the primary route is deemed impassable, the secondary route entails diverting traffic from I-405 to I-5 to US 2 back onto SR 522.

Snohomish County Closure of US 2 from SR 9 to King County Line

For the closure of US 2 from SR 9 to the King County line east-west traffic will be diverted from US 2 onto US 97 Southbound, SR 970, I-90, I-405, I-5 and back to US 2 Eastbound (Stevens Pass Highway). West-east traffic will be diverted from US 2 onto I-5, I-405, I-90, SR 907, US 97 and back to US 2 Westbound.

East Snohomish SMART Corridor

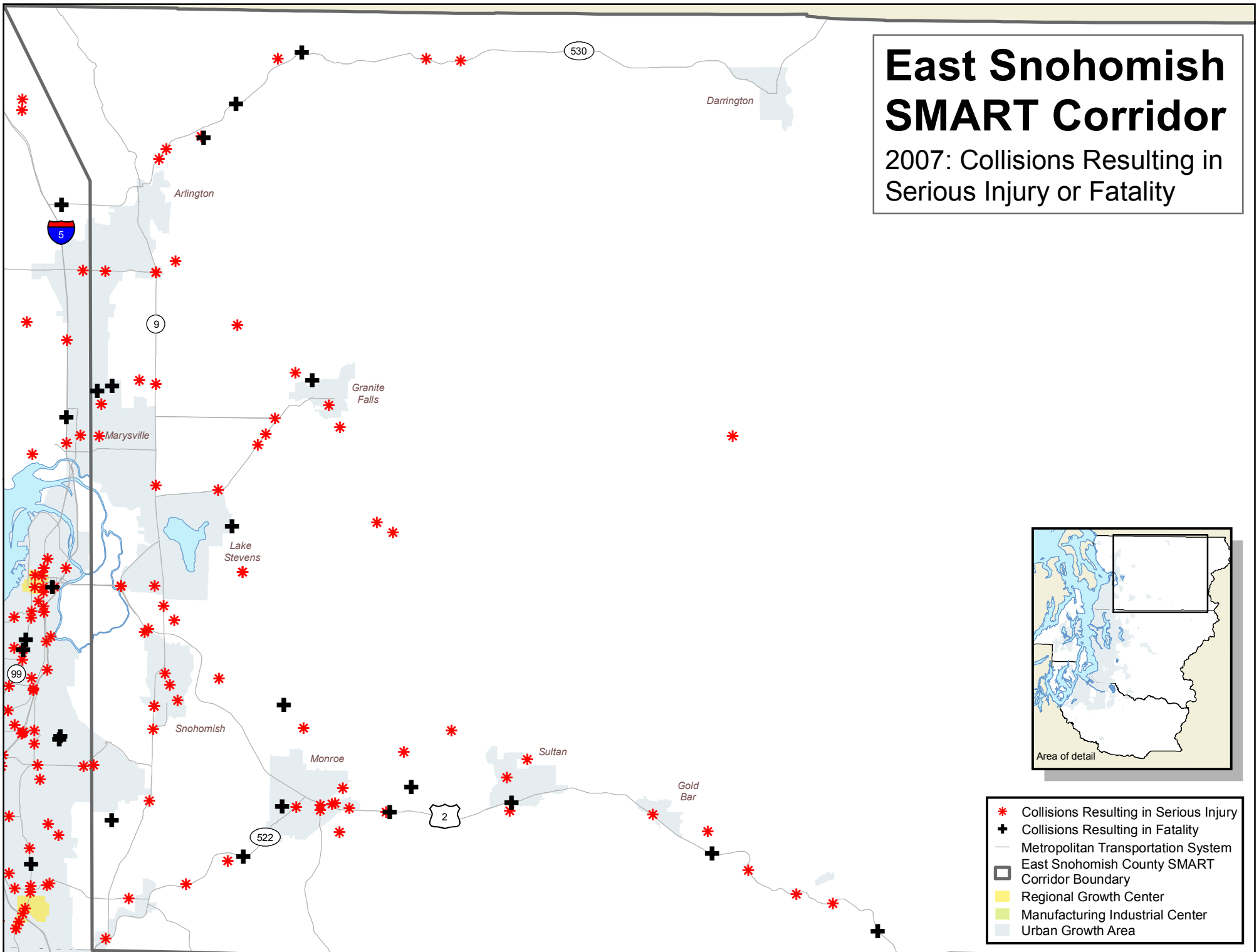


- Urban Centers:**
- Marysville
 - Arlington
 - Lake Stevens
 - Monroe
 - Snohomish

- Critical Infrastructure: Bridge
- ✕ Critical Infrastructure: Interchange
- Critical Infrastructure: Highway
- - - Bicycle Trails (2010)
- P Park & Rides (2009)
- Chokepoints & Bottlenecks
- ITS Key Arterial Corridors
- Key Transit Corridor
- Transportation Recovery Routes
- Metropolitan Transportation System
- ▭ East Snohomish SMART Corridor Boundary
- Regional Growth Center
- Manufacturing Industrial Center
- Urban Growth Area
- National Forests
- ✈ Regionally Significant Airports

East Snohomish SMART Corridor

2007: Collisions Resulting in Serious Injury or Fatality



Note: Collision data provided to PSRC by WSDOT Transportation Data Office

East Snohomish SMART Corridor

Freight & Goods Transportation System

