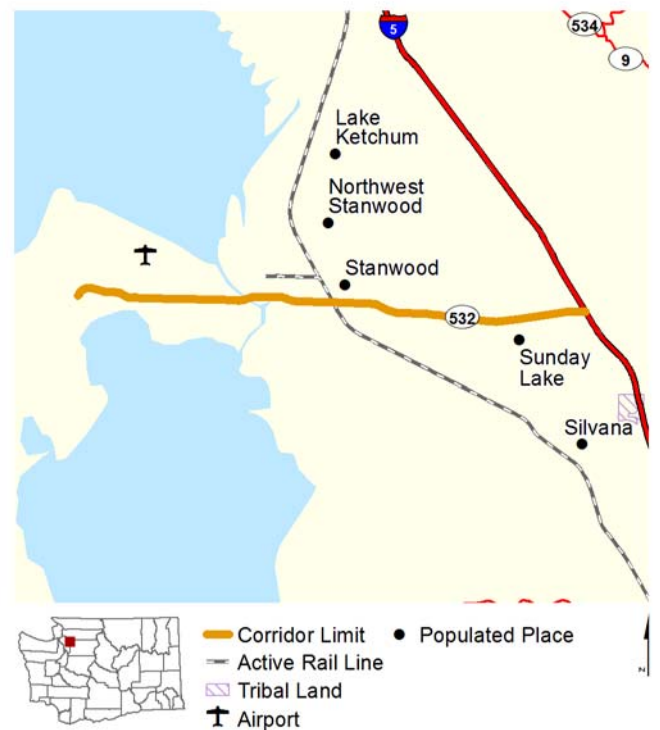


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 532: Camano Island to I-5 Jct (Stanwood)

This 10-mile long east-west corridor runs between Camano Island and the Interstate 5 junction in Snohomish County, providing the only roadway connection to Camano Island in Island County. The corridor connects north Camano Island from Terry's Corner and the city of Stanwood to I-5. The majority of the corridor is rural in character. Land uses on the corridor are comprised of agricultural and natural areas with some residential areas dotting the landscape. Within the city of Stanwood, there are businesses and neighborhood areas. There are rural residential and agricultural areas along the Camano Island section with a few commercial intersections on the corridor until Terry's Corner. The corridor intersects with Pioneer Highway before crossing over the BNSF Railway and over the Stillaguamish River and Davis Slough to gain entry onto Camano Island. The corridor then follows the curve of Livingston Bay reaching the west end at Terry's Corner, ending at the intersection of Northeast Camano Drive and North Sunrise Boulevard. On the island, the corridor parallels Livingston Bay and Skagit Bay.



Current Function

SR 532 spans Snohomish and Island counties, connecting Camano Island to mainland western Washington. The corridor's primary function is to link the island and its communities to the rest of the state. Other corridor uses include freight and commuter traffic. The corridor also provides direct access and functions as a community "main street" for Stanwood. Major corridor users include residential traffic and recreational users accessing the island's two state parks, Cama Beach and Camano Island State Parks. Camano Island Airfield, a privately owned airport, is located north of the corridor. Island Transit operates four active transit routes along the corridor, and Community Transit operates three routes. There are three park and rides, and an active vanpool program in this area. There is also an Amtrak Station in downtown Stanwood. This corridor offers a wide shoulder on sections of the route for bicycle use.

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 532 is a mostly two-lane, undivided, signalized highway that includes a center turn lane, in the Snohomish County section, and occasional turn lanes at intersections in Island County. The corridor expands to three and then four lanes at the I-5 junction. It also occasionally includes a right turn or passing lane in Snohomish County. The annual average daily traffic on this corridor is highest on the Stillaguamish River Bridge and lowest at the I-5 Interchange.

What's working well?

- Over 98% of surveyed pavements on the corridor are in fair or better condition.
- The improved Davis Slough Bridge has decreased flooding on this section of the corridor.
- There is one well-utilized park and ride lot on the corridor by I-5.
- Providing turning and climbing lanes, and implementing intersection improvements on the Snohomish County portion of the corridor has decreased congestion.
- The elimination of several fish passage barriers has improved fish habitat along the corridor.
- There is good frequency and access to Transit, except on weekends when there is no service.

What needs to change?

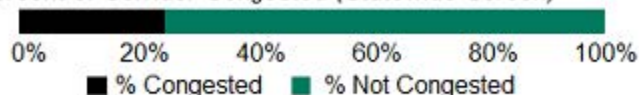
- About 25% of the corridor experiences congestion on a regular basis.
- There is one critical seismic retrofit need on the corridor and it is the corridor's single access point for Camano Island.
- There are four fish passage barriers present on the corridor.
- The corridor has a medium habitat connectivity rating.

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

High	Low	
19,671	14,612	Annual Average Daily Traffic (AADT)
3.6%	3.6%	Bus/Truck Percent
21.32		Number of Lane Miles
7		# of Signalized/Stop Controlled Intersections
\$107,349,000		Corridor Investments (2005-2016)

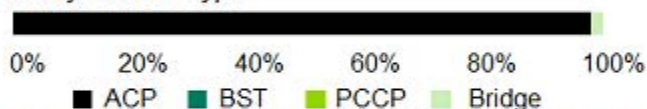
Mobility

Percent of Corridor Congested (Statewide Screen)

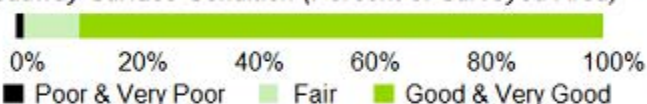


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	42.9% Passable	57.1% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	2 High Priority Miles
Stormwater Treatment	5 BMPs	Retrofit Prioritization in progress
99.1	% of Corridor with high potential for increased Climate Impacts	
4	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 collected feedback from agency partners. Key themes included:

- The City of Stanwood predicts peak hour congestion at SR 532, at the 64th, 98th, and 270th intersections, will increase with regional growth resulting in backups in the surrounding area, potentially blocking driveways and adjacent intersections.
- An active transportation network gap between 95th Avenue and Pioneer Highway, and the city of Stanwood is seeking improvements to the pedestrian and bicycling network to encourage active transportation.
- The I-5 park and ride is always full and there is a desire for it to be expanded.

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 http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>
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Mobility

Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</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, pavement repair, and vegetation control.</i>
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Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 25% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 17% 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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SR 532 is the only connection to Camano Island from the mainland. Nearly all employment is off the island.

The segment experiences heavy commuter traffic in the morning and evening.

Corridor Segment Characteristics

- Average daily traffic on the segment was 18,909 vehicles in 2015. Freight accounted for 3.6% of traffic.
- The speed limit on the segment is 45 mph.
- Seasonal peaks, as well as commuter demand influence the demand on the segment.
- The segment is a two-lane road.
- Lane width on the segment is 11-feet, shoulders range from six to eight feet.
- There are seven bus pullouts on the segment.

Contributing Factors

- The segment links the residential community to employment centers resulting in two daily peaks, one in the morning and one in the evening.
- The segment is the only link to Camano Island resulting in potential delays during events requiring bridge closures, such as extreme weather or collisions.
- There are eight intersections with county roads with challenging left turns causing delays.
- I-5 park and ride is always full in the early mornings discouraging transit ridership.
- Over-reliance on personal motor vehicle for most trips due to a lack of multimodal options along segment.
- Modal options limited to infrequent transit available only on weekdays, has resulted in increased single occupancy vehicle trips.
- Bicycle and pedestrians use on (often narrow) shoulder can discourage use of active transportation on this segment.
- Limited non-motorized crossing opportunities at transit stops, as well as other county road intersections make it difficult for users to utilize transit stops.

Mobility Strategies:

Operational Improvements

- Improve intersection geometrics for greater throughput.
- Implement access management strategies that reduces conflict points and increases throughput.
- Provide traveler information to drivers on roadway conditions such as incidents, travel time, weather, emergency, and alternatives to manage delay.

Demand Management

- Improve transit, cycling, walking, ridesharing, and vanpooling options to meet peak commuter demand.

Policy Change

- Identify WSDOT goals and policies for working with our partners for park and ride facility improvement.

Further Study

- Study effectiveness of the Stanwood Park and Ride/ Boeing Shuttle.
- Collect traveler information to help understand transit use gaps.
- Collect park and ride use data to help understand frequency and service to increase ridership.



SR 532 Camano Gateway and Davis Slough Bridge

For more information

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

Todd Carlson

NW Mt. Baker Area Planning Office
Planning & Engineering Services Manager
360-757-5980
carlsot@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.

Americans with Disabilities Act (ADA) Information

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.

Title VI Statement to Public

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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