

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 11: 12th St at Old Fairhaven Pkwy (Bellingham) to I-5 Jct (Bellingham)*

This 1.4-mile long east-west section of State Route 11 is located in the southern portion of the city of Bellingham and runs between Interstate 5 and 12th Street. The corridor is part of the Chuckanut Scenic Byway and passes through the neighborhoods of Happy Valley and Fairhaven. The character of the corridor is primarily suburban with moderately dense residential developments being the primary land use and some commercial uses near I-5. The eastern end of the corridor is more urban with taller buildings and a mix of dense residential and commercial development. The Fairhaven historic and commercial district is located just north of the intersection with 12th Street. There are also several parks located on the corridor as well as the Whatcom County Interurban Trail. Sidewalks and bike lanes generally line both sides of this stretch of SR 11. Plant life ranges from forested parks to maintained urban boulevards.



**Current Function**

SR 11, also called Chuckanut Drive, is primarily a rural access highway that serves Skagit and Whatcom counties and parallels I-5 between Bellingham and Burlington. This section of SR 11, known locally as Old Fairhaven Parkway, supports the movement of people and goods through the city of Bellingham and is also part of the Chuckanut Scenic Byway. The corridor accommodates commuter, freight and recreational traffic as well as a significant number of local trips. Major trip generators for the corridor include the Fairhaven historic and commercial district, the Alaska Ferry Terminal, commuters accessing I-5 from residential areas, and local attractions such as Western Washington University. The area around the corridor has a connected and well-used, non-motorized system with developed pedestrian and bicycle facilities including sidewalks, bike lanes, and the Interurban Trail. Whatcom Transportation Authority provides active transit service and park and rides are easily accessible. This corridor also provides access to the Alaska Ferry Terminal and the Bellingham Amtrak Cascades station.

**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 11 is primarily a two-lane, undivided highway with a center turn lane along most of its length. The average annual daily traffic on this corridor is highest just west of the SR 11/I-5 interchange and lowest at the SR 11/12th Street intersection.

### What's working well?

- All surveyed pavements on the corridor are in fair or better condition.
- This corridor supports a well-used transit service and park and rides.
- Daylighting Padden Creek improved fish passage and drainage.
- This corridor facilitates non-motorized travel well with sidewalks, bike paths and connections to regional trails and transit.
- Access management for a quarter mile by the I-5 interchange improved safety and throughput.
- There are no chronic environmental deficiency sites within the corridor.

### What needs to change?

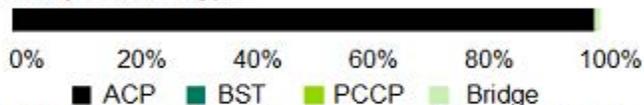
- The entire corridor experiences congestion on a regular basis.
- Congestion occurs during peak periods at the northbound I-5 freeway off-ramp due to skewed intersection layout and use by slower-moving bike traffic.
- There are unfunded fish passage barriers present on this corridor.
- Park and ride located just east of this interchange is often full.

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

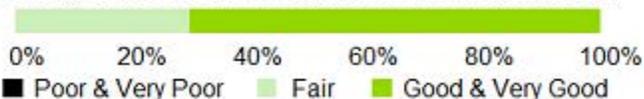
High	Low	
13,347	6,377	Annual Average Daily Traffic (AADT)
3.5%	2.7%	Bus/Truck Percent
3.4		Number of Lane Miles
4		# of Signalized/Stop Controlled Intersections
\$3,750,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



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

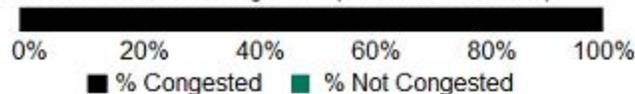


#### Corridor Bridge Preservation Needs



### Mobility

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



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	66.7% Passable	33.3% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	2 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	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:

- I-5 Interchange has an awkward alignment skewing access for both cyclists and vehicles.
- Desire to improve the SR 11/I-5 northbound off ramp and intersection.
- Burlington Northern is looking to increase storage by improving the siding near Fairhaven. This might require an alternative access route to the Marine Terminal and adjacent ferry queuing line.
- Interest in improving rail service by combining access at the Port of Bellingham.

## 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 snow and ice control, rest areas, and pavement repair.</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 11 provides the primary access to Amtrak and the Alaska Ferry Terminal near the waterfront in Bellingham’s Fairhaven neighborhood.

During peak travel periods there is restricted mobility between 30<sup>th</sup> Street and SR 11 intersection and the and the southbound on and off ramps of I-5.

### Corridor Segment Characteristics

- The segment lies within the city limits of Bellingham.
- The average daily traffic on this segment was 13,328 vehicles in 2015. Freight accounted for 3.5% of traffic.
- The speed limit on the segment is 25 mph.
- This segment is an urban east-west corridor with two general purpose lanes and a center turn lane.
- This segment provides access to Fairhaven, Amtrak Terminal, Alaska Ferry Terminal, and Larrabee State Park.
- The segment provides freight access to Port of Bellingham waterfront properties.
- Pedestrian and bicycle facilities are available along the corridor.
- Transit service is available for the segment.

### Contributing Factors

- Signal timing at 30<sup>th</sup> Street results in backups and restricted mobility.
- Pedestrian and bicycle connections are difficult under the I-5 interchange and across ramps discouraging active transportation users.
- Long queues and awkward intersection alignment result in difficult modal connections under I-5.
- Individual private driveways between 30<sup>th</sup> Street and I-5 interchange impact traffic flow.
- There are well developed pedestrian and bicycle facilities along the corridor, but a gap exists at the undercrossing of the I-5 interchange impacting connectivity.

### Mobility Strategies:

#### Operational Improvements

- Install adaptive signal operations to reduce vehicle delays.

#### Demand Management

- Improve pedestrian and bicycle access connectivity at the interchange under I-5 to increase active transportation use.

#### Policy Change

- Adopt additional policies to restrict the number and location of individual driveways to reduce conflict points, maximize the efficiency of traffic movement, and preserve public investment.
- Identify Level of Service measures and standards to address mobility during peak travel periods for all modes.
- Encourage ridesharing, vanpooling, and transit service to reduce single occupancy vehicle trips.



SR 11/ I-5 Fairhaven Exit 250 Interchange

## 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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