

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

This 20-mile long north-south corridor is located in Whatcom and Skagit counties between the Interstate 5 junction, just north of the city of Burlington, and the intersection with Old Fairhaven Parkway in Bellingham. This corridor accounts for almost all of State Route 11, and closely parallels the BNSF route. The corridor is predominantly rural, providing farm and residential access as it meanders through the Skagit Valley towards the Chuckanut Mountains and is known as the Chuckanut Drive Scenic Byway. The southern half of this corridor is relatively flat with mostly agricultural lands. The northern section of the corridor is a rugged, winding, scenic coastal route following the Samish Bay shoreline along cliffs with adjacent forests. Land uses here are largely agricultural and view-focused residential developments overlooking Samish Bay. The most northern end of the corridor is in Bellingham and is more urban with dense commercial, residential, and some industrial land uses. Western Washington University in Bellingham is just northwest of this section of the corridor.



**Current Function**

SR 11 is primarily a rural access highway that serves Skagit and Whatcom counties and parallels I-5 between Bellingham and Burlington. This corridor's primary function is to support the movement of people and goods to rural Skagit and Whatcom communities. The corridor also provides access to recreational opportunities including Larabee State Park and Samish Bay, which are major traffic generators for the corridor. Residential users access the highway to job centers in Bellingham and Burlington, as well as farm transport and recreational users, that are also seasonally active traffic generators. Skagit Transit provides service on sections of the corridor and Whatcom Transportation Authority provides service in the city of Bellingham. This corridor is part of the Chuckanut Scenic Byway. Bicyclists use the highway shoulder while traveling along the flat terrain of the valley, as the road narrows and the highway winds up the steep scenic terrain approaching Chuckanut Mountain, the shoulder is no longer an option causing bicyclists to use travel lanes.

**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 11 is a two-lane, undivided, unsignalized highway which includes two roundabouts at the I-5 junction in Burlington. There are also multiple vehicle turnouts at the many trailheads along the steep and winding portion of this scenic corridor. The annual average daily traffic on SR 11 is highest at the 30th Street intersection in Bellingham by I-5 and lowest near the Whatcom-Skagit county line.

### What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- Roughly 98% of surveyed pavements on the corridor are in fair or better condition.
- There are no habitat connectivity sites on the corridor.
- The Chuckanut Scenic Byway has an approved Scenic Byway Management Plan.
- There are no chronic environmental deficiency sites on the corridor.

### What needs to change?

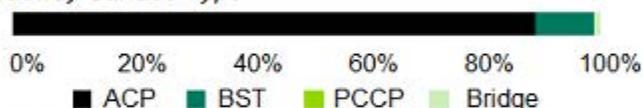
- The corridor is prone to extreme weather closures related to flooding and rockslides.
- This corridor has one bridge with a performance gap for seismic retrofitting.
- There are pedestrian accessibility issues with regards to the corridor's multiple trailheads.
- The corridor contains seven fish passage barriers, three which are subject to federal court injunction.

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

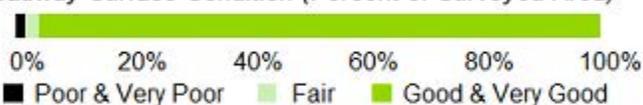
| High         | Low   |   |
|--------------|-------|---|
| 13,328       | 2,187 | Annual Average Daily Traffic (AADT)           |
| 7.7%         | 2.7%  | Bus/Truck Percent                             |
| 42.25        |       | Number of Lane Miles                          |
| 3            |       | # of Signalized/Stop Controlled Intersections |
| \$26,855,000 |       | Corridor Investments (2005-2016)              |

### Preservation

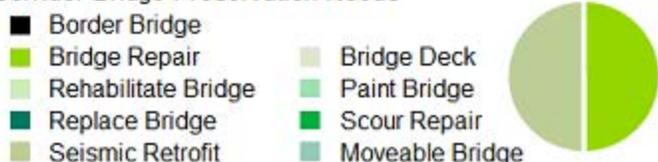
#### Roadway Surface Type



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

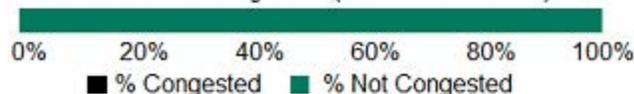


#### Corridor Bridge Preservation Needs



### Mobility

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



### Environment

|                                    | Protect               | Restore/ Enhance/ Assess  |
|------------------------------------|-----------------------|---|
| Fish Barriers                      | 53.3% Passable        | 46.7% 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               | 11 BMPs               | Retrofit Prioritization in progress                             |
|                                    | 45.2                  | % 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:

- State Parks wants defined pedestrian crossings over the highway for access to waterside trails.
- Desire to decrease shoulder parking opportunities.
- This is a popular bicyclist route, but there are no facilities available outside of the highway lane on the narrow Chuckanut Mountain section of the corridor.

## 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 <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>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, rest areas, and pavement repair.</i> |
| Pavement    | <i>WSDOT has identified two Pavement actions in the next six years encompassing 77% of the corridor.</i>  |

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#### **Safety**

|            |   |
|------------|---|
| Investment | <i>WSDOT has identified one Safety Investment action in the next six years at a single location on this corridor.</i> |
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#### **Stewardship**

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|----------|---|
| 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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## 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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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](mailto: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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