

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 9: SR 20 Jct (Sedro-Woolley) to SR 542 Jct (Deming)

This 23-mile long north-south corridor, also known as Valley Highway, is located in the northwest corner of Washington passing through Skagit and Whatcom counties. The corridor travels between the State Route 20 junction in the city of Sedro-Woolley and the SR 542 junction in the town of Deming. In addition to Sedro-Woolley and Deming, this segment passes through the town of Acme. The corridor's character is generally rural with land uses being comprised of agriculture and open space. Within the town of Deming, the character of the corridor is suburban with residential and some civic facilities. Within Sedro-Woolley, the corridor's character is dense suburban with mainly residential housing accounting for the primary land use. The route crosses multiple creeks and rivers including Thunder Creek, Samish River, and both the North and South Fork Nooksack Rivers. The corridor passes through rolling terrain as the route travels along the foothills of the North Cascades. The corridor crosses both the Lake Whatcom Railway and BNSF tracks multiple times.



Current Function

SR 9 is a rural connector highway that travels through Snohomish, Skagit, and Whatcom counties, and functions as a north-south commuter route for the local communities in Snohomish and King counties. This corridor primarily serves local commuter, regional recreational, and freight-related traffic. The route functions as a freight corridor in the region, carrying 2.2 tons of freight per year and as many as 530 trucks daily. The corridor serves as a tourist route to rural Whatcom County, Mt Baker-Snoqualmie National Forest, and other nearby recreational areas. There is no public transit in this area. The Nooksack Tribe provides limited public transportation service for their members. Three park and rides are located along the corridor, as well as vanpool service. Sidewalks are intermittent along the corridor and bicyclists primarily share the roadway with vehicles.

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 9 is primarily a two-lane, undivided, unsignalized highway occasionally transitioning to three lanes. The annual average daily traffic on this corridor is highest at the junction with SR 20 in the city of Sedro-Woolley and lowest in the town of Acme.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 84% of surveyed pavement on the corridor is in fair or better condition.
- The railroad crossing at Van Zandt has been working well.

What needs to change?

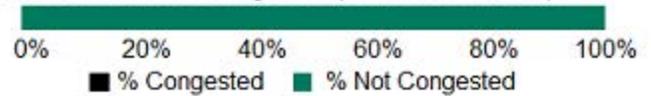
- Three bridge preservation needs have been identified on the corridor.
- A portion of the corridor's north end near the Nooksack River has a high impact vulnerability rating.
- Trucks that want to avoid the weigh station are using this corridor.
- There are fish passage barriers present on the corridor.

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

High	Low	
8,484	2,234	Annual Average Daily Traffic (AADT)
18.2%	5.0%	Bus/Truck Percent
44.78		Number of Lane Miles
4		# of Signalized/Stop Controlled Intersections
\$10,536,000		Corridor Investments (2005-2016)

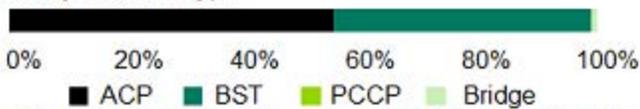
Mobility

Percent of Corridor Congested (Statewide Screen)

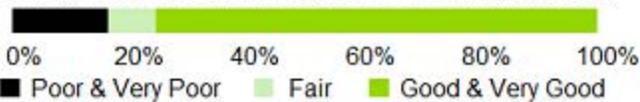


Preservation

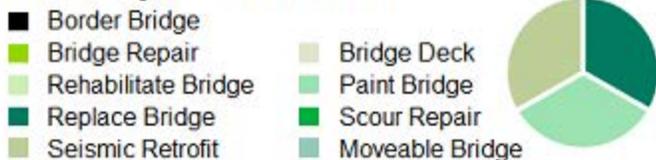
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	28.6% Passable	71.4% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	5 High Priority Miles
Stormwater Treatment	17 BMPs	Retrofit Prioritization in progress
1.7	% of Corridor with high potential for increased Climate Impacts	
1	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 Nooksack Tribe expressed concern that the lack of transit isolates their members.
- The citizens in Acme want to plan a better approach to accommodate visitors to the river.
- A portion of pavement is below expectation and there is a desire for it to be addressed.
- Interest in turn lanes at the intersection of SR 9/SR 20 which would facilitate growth and enhance safety and access.
- Interest in removing an abandoned rail and ties and change segment to become a trail.
- Interest in multiple bike and pedestrian improvements within the city of Sedro-Woolley.

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

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 one Pavement action in the next six years encompassing 4% of the corridor.</i>
Structures	<i>WSDOT has identified one Structures action in the next six years at a single location on this corridor.</i>

Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 4% 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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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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