

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 20: I-5 Jct (Burlington) to Sedro-Woolley (Fruitdale Rd)*

This eight-mile long east-west corridor is located in Skagit County and runs along a portion of State Route 20 between the cities of Burlington and Sedro-Woolley. The Skagit River is directly south of the corridor. The character of the corridor is a mix of higher-density urban areas in the two cities and lower-density suburban and rural communities in the surrounding areas. Residential development is the most common land use along the corridor. Agriculture also makes up a significant portion of the surrounding area. PeaceHealth United General Hospital is located directly on the corridor between Burlington and Sedro-Woolley. The urban areas of the corridor also feature significant commercial uses and some industrial use as well as schools and elder care facilities. A BNSF rail line parallels a majority of the corridor. The surrounding terrain is flat in the Skagit River Valley with views of the Cascade foothills. Vegetation along the corridor ranges from maintained urban landscaping, to open agricultural fields, and densely forested areas with trees and shrubs particularly near Hart Island.



**Current Function**

SR 20 connects communities across northern Washington between Port Townsend and Newport at the Idaho Border. The highway is the northernmost route across the Cascade Mountain Range in Washington and is part of the 400-mile Cascade Loop Scenic Byway. This corridor provides a connection between Interstate 5, Burlington, and Sedro-Woolley in the heart of the Skagit Valley approaching the North Cascades. The corridor is used by commuters accessing employment in urban areas, freight traffic, and recreational users seeking the many attractions in the Skagit Valley and North Cascades. This section of SR 20 is the western gateway to the North Cascade Scenic Byway. The corridor also provides access to the easternmost hospital in Skagit County, large regional shopping centers, and agricultural areas. Skagit Transit provides bus service and park and ride facilities the corridor. Pedestrians are present on the corridor particularly in the city areas where there are sidewalks. SR 20 is part of US Bike Route 10 and there are also wide shoulders, shared use facilities, and the Highway 20 and Cascade Trails available for cyclist use along this corridor.

**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 20 is primarily a two-lane undivided highway with turn lanes at major intersections some of which are signalized. It also frequently includes a center turn at several points, two holding lanes at the railroad crossing in Burlington and a couple roundabouts in Sedro-Wooley. The section in Burlington is a four-lane, undivided facility. The annual average daily traffic on this corridor is highest just west of the I-5 interchange in Burlington and lowest at the eastern end of the corridor in Sedro-Woolley.

### What's working well?

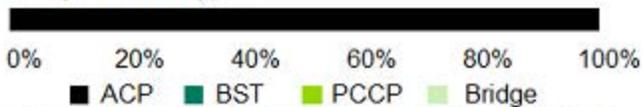
- Approximately 92% of surveyed pavements on the corridor are in fair or better condition.
- Multiple projects on SR 20 have improved conditions for traffic and pedestrians on the corridor.
- The corridor provides extensive sidewalk systems and two shared-use trails for pedestrians and cyclists.
- There are no chronic environmental deficiencies or habitat connectivity issues on the corridor.

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

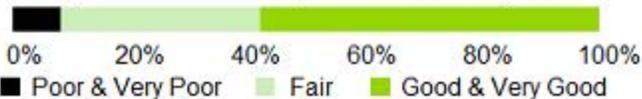
High	Low	
27,941	11,660	Annual Average Daily Traffic (AADT)
11.0%	4.2%	Bus/Truck Percent
24.68		Number of Lane Miles
19		# of Signalized/Stop Controlled Intersections
\$104,519,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



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



#### Corridor Bridge Preservation Needs

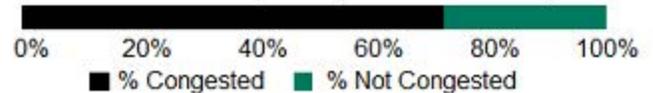


### What needs to change?

- Roughly 87% of the corridor experiences congestion on a regular basis.
- Missing links in shared-use facilities and a lack of ADA facilities in urban areas limit non-motorized mobility.
- The corridor has is rated high for climate change vulnerability due to the Skagit River floodplain.
- There are truck freight mobility issues in the corridor, particularly in Sedro-Woolley.

### Mobility

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



### Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	33.3% Passable	66.7% 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	14 BMPs	Retrofit Prioritization in progress
100.0	% 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:

- Major concern over the impact of severe flooding events, especially on SR 20, local arterial streets, and PeaceHealth United General Hospital.
- Desire to see improvements to existing shared-use facilities by filling in missing links and increasing access points as well as expanding facilities in Burlington and Sedro-Woolley.
- A desire to consider options for improving motorized freight mobility, particularly the height restrictions imposed by existing railroad undercrossings on the corridor.
- Both Burlington and Sedro-Woolley have concerns about mobility at the corridor's urban intersections.

## 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>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, pavement repair, and vegetation control.</i>
Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 89% of the corridor.</i>

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#### **Safety**

Investment	<i>WSDOT has identified six Safety Investment actions in the next six years encompassing 67% 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 20 is the main east-west connection in Skagit County and is located in the city of Burlington. The segment sees heavy retail traffic and recreational users during spring and summer months. There is a major employment center located on the east end of the segment and commercial development throughout the city.

### Mobility Strategies: Operational Improvements

- Implement adaptive signal operations to reduce delay and clear queues at rail crossings.
- Install traveler information that provides information on roadway conditions including incidents, travel time, and emergency information to reduce delays.
- Implement access management techniques that reduces conflict points and increases throughput.

### Demand Management

- Develop options to support local trips on local network to reduce number of vehicles on segment.
- Improve non-motorized access across the highway to encourage pedestrian and cyclist users.
- Improve modal access, options, and connectivity to reduce single occupancy vehicle trips.
- Improve non-motorized facilities or designate alternative parallel bicycle routes to facilitate connectivity.

### Policy Changes

- Investigate Level of Service options for all modes.
- Work to leverage funding for mutually beneficial improvements on local and state system.
- Encourage biking, walking, ridesharing, vanpooling, and transit service to reduce single occupancy vehicle trips.
- 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.

### Further Study

- Look into route jurisdiction transfer for Cook Road, serves as vital east/west connection.

### Corridor Segment Characteristics

- The segment lies within the city limits of Burlington.
- The average daily traffic on the segment ranged from 27,941-12,986 vehicles in 2015. Freight accounted for 4.2% to 11%.
- The speed limit on this segment is 30-55 mph.
- There are seven signalized intersections and two at-grade rail crossing on the segment.
- There are two 90 degree turns and 70 degree veer/merges.
- Highway separates residential from commercial areas.
- Transit service is available along the segment.
- The segment runs along a Scenic Byway and is used heavily by recreational users.
- Segment provides connection to downtown and other commercial areas.

### Contributing Factors

- High pedestrian activity with limited highway crossings and sidewalk gaps create difficulties for users.
- Segment has at-grade rail crossing conflicts and longer gate down time due to train switching operations which result in delays.
- Lack of local street network and connectivity issues results in more demand on the corridor.
- Lack of left lanes create traffic backups.
- Non-right angle intersection alignments create difficulties for users.
- Inefficient signals operations at seven closely spaced signals reduce throughput.
- Many drivers along the segment create congestion.
- Traffic diverting to Cook Road reduces demand.



SR 20, Cook Road Realignment and Extension

## 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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