

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 538: I-5 Jct (Mount Vernon) to SR 9 Jct (E. Mount Vernon)

This four-mile east-west corridor runs between the Interstate 5 junction and a roundabout with State Route 9. The corridor is located almost entirely within the city limits of Mount Vernon. The corridor runs through a heavily urbanized area with commercial strips, crossing over an active BNSF railroad line, approximately half a mile from I-5. The corridor runs perpendicular to both I-5 and SR 9. Heading east from the railroad line, the corridor travels up a gently sloping hill edged by commercial strips until it levels at LaVenture Road. The corridor then continues past high density residential development and the Skagit Valley College, before progressing for over a mile through low-density residential and undeveloped, grassy land, farmland, and heavy tree cover until reaching the eastern terminus. Major employers on the corridor include Skagit County Government, PACCAR Technical Center, Skagit Publishing, and Sierra Pacific Industries.



Current Function

SR 538 is a state highway, also known as College Way, located within the northern area of the Mount Vernon city limits and urban growth boundary. The corridor is made up entirely of SR 538, and provides an important east-west link between I-5 and SR 9. The primary function of this corridor is to support the movement of people and goods through Mount Vernon, both locally and regionally. The corridor is a heavily used freight route connecting I-5 to SR 9. This route also serves as the main access way to the commercial, educational, and residential areas along the corridor. The corridor is served by Skagit Transit with bus stops located along this route. There is also a freight commodity terminal and Amtrak stations along the corridor. There are pedestrian facilities along the entire length of the highway; this includes five- to six-foot-wide sidewalks on both sides of the corridor and a multi-use trail. There are no designated cyclist facilities on the corridor, but cyclists are able to use the road or existing sidewalks.

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 538 is a four-lane, undivided, signalized highway with a center turn lane. Upon leaving the Mount Vernon city limits, the corridor becomes a two-lane highway without a center turn. It expands again to include a center and right turn lane approaching the SR 9 junction. The annual average daily traffic on this corridor is highest at the I-5 junction and lowest at the N Martin Road/N Waugh Road intersection.

What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
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- There are several fixed-route and on-demand transit options available in the corridor.
- The Kulshan Trail and an extensive sidewalk system provide good pedestrian and cyclist mobility.
- Recent improvements to the local road network have led to a 10% to 35% decrease in the corridor's congestion.

What needs to change?

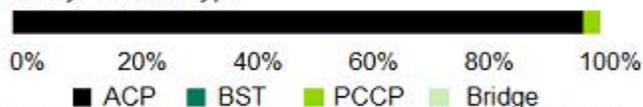
- About 16% of surveyed pavements on the corridor are in poor to very poor condition.
- The at-grade railroad crossing has a major impact on traffic mobility on the corridor.
- There are currently no ADA considerations with regard to pedestrian facilities.
- There are fish passage barriers present on the corridor.

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

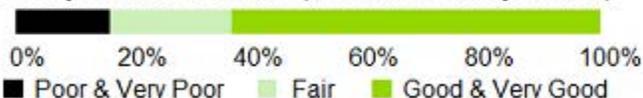
High	Low	
26,443	8,362	Annual Average Daily Traffic (AADT)
4.3%	3.3%	Bus/Truck Percent
11.79		Number of Lane Miles
9		# of Signalized/Stop Controlled Intersections
\$1,840,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

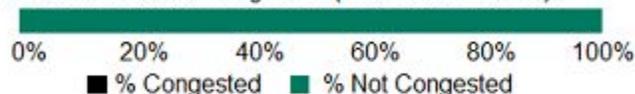


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	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	0 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:

- There is concern over the mobility of traffic at the 30th Street and LaVenture Road intersections, especially during peak traffic times.
- The City of Mount Vernon would like to see improvements made to pedestrian and cyclist facilities to create ease-of-access to the Kulshan Trail and improve pedestrian safety.
- There is a strong drive to improve mobility on the local street network in order to ease congestion on College Way/SR 538.
- A desire to change the configuration of the at-grade railroad crossing in Mount Vernon in order to mitigate backups on 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 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, pavement repair, and vegetation control.</i>
Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 64% of the corridor.</i>

Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 58% 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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