

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 536: SR 20 Jct to I-5 Jct (Mt Vernon)

This five-mile long east-west corridor, also known as Memorial Highway, runs between the State Route 20 junction and the Interstate 5 junction in the city of Mount Vernon. The corridor's character is primarily rural with agriculture and some medium-density residential development. Near I-5, within Mount Vernon's city limits, the corridor's character becomes denser with commercial and residential land uses. The density of development is significantly higher on the eastern section of the corridor particularly where it travels through Mount Vernon's historic downtown. Several county government buildings are present on this section of the corridor, including the Skagit County Courthouse. On the western end of the corridor is a large industrial site, which is located near the interchange with SR 20, and the Skagit Regional Airport, which is located just north of the interchange. A portion of the corridor follows the Skagit River with a crossing near I-5. The corridor's terrain is flat with vegetation ranging from open agricultural fields in the rural sections to maintained urban boulevards with trees and decorative landscaping in the urban areas.



Current Function

SR 536 provides an east-west connection between Anacortes, Whidbey Island, and Mount Vernon. The primary role of this corridor is to support the movement of people and goods through downtown Mount Vernon and the Skagit Valley. The corridor also serves as one of the two alternate connections across the Skagit River for I-5. The corridor carries commuter, recreational, and freight traffic. Freight traffic is heaviest across the Skagit River Bridge in downtown Mount Vernon. Major traffic generators for this corridor include employers and attractions in Mount Vernon, industrial areas near the corridor, and the annual Tulip Festival, which draws significant recreational traffic. Skagit Transit provides service along the corridor and operates two park and rides. Amtrak and Greyhound facilities are directly accessible from the corridor providing intercity rail and bus service. Pedestrian and cyclist traffic is present through Mount Vernon including on the Skagit River Bridge. All other areas along the corridor have wide shoulders, which can be utilized by pedestrians and cyclists.

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 536 is a two-lane, undivided highway that expands to four lanes with a right turn lane at the I-5 junction. The corridor also includes a left turn lane at several points. The annual average daily traffic on this corridor is highest at the Curtis Street intersection in Mount Vernon and lowest at the SR 536/SR 20 junction in Mount Vernon.

What's working well?

- The entire corridor operates above WSDOT's adopted congestion threshold.
- There are two park and ride lots and a passenger rail facility on the corridor's eastern end.
- There are three paratransit services providing mobility on the corridor.
- There are no habitat connectivity issues on the corridor.

What needs to change?

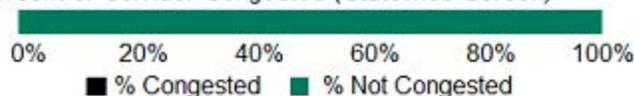
- Roughly 13% of surveyed pavements on the corridor are in poor to very poor condition.
- There is one fish passage barrier located on this corridor. There are three bridge preservation needs on this corridor, including one seismic retrofit.
- The corridor has one, or more, segments with a high climate change vulnerability rating.

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

High	Low	
15,287	3,736	Annual Average Daily Traffic (AADT)
4.7%	3.9%	Bus/Truck Percent
10.94		Number of Lane Miles
7		# of Signalized/Stop Controlled Intersections
\$2,526,000		Corridor Investments (2005-2016)

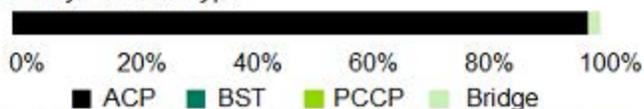
Mobility

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	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	6 BMPs	Retrofit Prioritization in progress
97.4	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
1	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:

- Expressed interest in retrofitting the SR 536 Skagit River Bridge to accommodate waterborne traffic.
- Several partners would like to see improved pedestrian and cyclist facilities on the Skagit River Bridge as the current pedestrian pathways are too narrow.
- Concerns about traffic volumes at the corridor's Kincaid Street intersection and the nearby Kincaid/First Street intersection, especially during peak hours.
- A desire for facilities that increase mobility for the corridor's frequent cyclist and farm-related traffic.
- One partner expressed concern about the at-grade railroad crossing near the I-5 junction's impact on congestion.

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 10% of the corridor.</i>
Structures	<i>WSDOT has identified one Structures action in the next six years encompassing 2% of the corridor.</i>

Safety

Investment	<i>WSDOT has identified three Safety Investment actions in the next six years encompassing 14% 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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