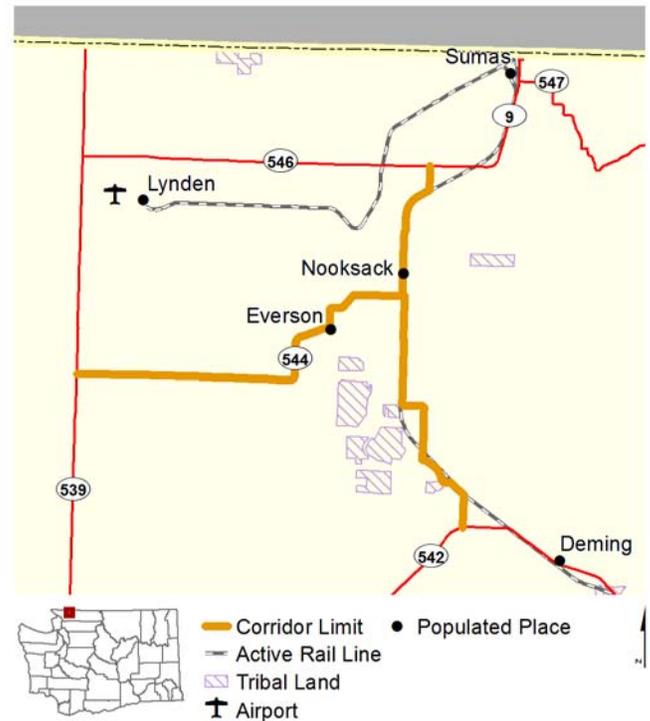


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

SR 9 & SR 544: SR 542 Jct (Deming) and SR 539 Jct to SR 546 Jct

This 19-mile corridor is comprised of two State Routes, SR 9 and SR 544, which converge south of Nooksack. This segment of SR 9 is a narrow, winding highway that travels between Nugent's Corner and an intersection with SR 546 in northern Nooksack. Traveling north, the corridor follows a series of turns in a valley located near the Sumas River, winding towards the city of Nooksack where SR 9 then becomes Nooksack Avenue, crossing over an at-grade rail crossing, until reaching an intersection with SR 546 at the Nooksack Valley High School. Within the city of Nooksack, SR 9 serves residential, commercial, and industrial development. North of Nooksack, SR 9 goes through rural agricultural areas. The second segment, SR 544, also known as Pole Road, connects SR 539 to SR 9 through an agricultural area of central Whatcom County. The corridor heads due east from SR 539 until it meets Everson Goshen Road adjacent to Everson Elementary School and turns north to cross the Nooksack River into the town of Everson. From Everson the route runs down Main Street/Columbia Avenue, where it has a distinct main street feel and vibrant commercial development until reaching the city of Nooksack.



Current Function

The primary role of SR 9 is to support the movement of people and goods between the U.S.-Canada border and Woodinville. SR 544 connects SR 539 at its western terminus and SR 9 at its eastern terminus, supports local and regional connections, and serves as a main street of Everson and part of Nooksack. The primary role of this corridor is to support the movement of people and goods through Whatcom County. The SR 9 segment of the corridor serves residential, commercial, and industrial development. Both segments of this corridor provide links to the cities of Lynden and Bellingham, the U.S.-Canada border, and Vancouver, British Columbia, enabling travelers to get to employment centers, and commercial and recreational areas. There are no sidewalks outside of the cities and communities for pedestrian use, and cyclist use is not permitted along both segments. Whatcom Transit Authority provides service on sections of the 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

SR 9 and SR 544 are both two-lane, undivided, unsignalized highways. SR 544 briefly expands at the Hannegan Road intersection to include a center turn lane and SR 9 includes a right turn lane at the SR 546 junction. The only signalized stop is located at the SR 544/Hannegan Road intersection. The annual average daily traffic on this corridor is highest at the SR 544/Lincoln Street intersection in Everson and lowest at the SR 9/542 junction in Deming.

What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- There is a vanpool program available on the corridor.
- There are no bridge preservation needs on the corridor.
- The corridor has no habitat connectivity issues or chronic environmental deficiencies.

What needs to change?

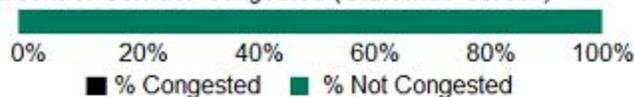
- Roughly 15% of surveyed pavements are in poor to very poor condition.
- Pedestrian and cyclist mobility is limited due to a lack of shared-use facilities and incomplete sidewalks.
- More than one section of SR 544 has a medium climate change vulnerability rating.
- There is one fish passage barrier on the corridor.

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

High	Low	
8,550	2,530	Annual Average Daily Traffic (AADT)
21.1%	7.5%	Bus/Truck Percent
38.86		Number of Lane Miles
7		# of Signalized/Stop Controlled Intersections
\$21,653,000		Corridor Investments (2005-2016)

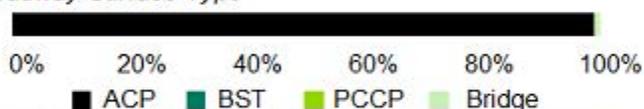
Mobility

Percent of Corridor Congested (Statewide Screen)

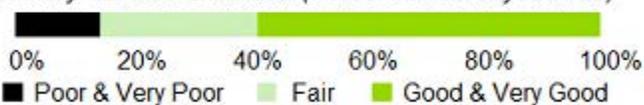


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	80% Passable	20% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	16 BMPs	Retrofit Prioritization in progress
48.6	% 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:

- All partners expressed a desire to improve pedestrian and cyclist facilities in the cities of Everson and Nooksack.
- Access to tribal properties is currently difficult and very limited.
- Concern about the movement of freight traffic onto local streets in order to avoid awkward turn angles and intersections on SR 544 and SR 9.
- A desire to see more trip reduction strategies implemented as the corridor has seen a large increase in commuter traffic from Sumas to Bellingham.
- Interest in developing more connections along the Bay to Baker Trail.
- There is concern over the impact of high levels of gravel freight on the corridor's pavement maintenance.

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>
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Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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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>
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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>
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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:

Todd Carlson

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Planning & Engineering Services Manager
360-757-5980
carlsot@wsdot.wa.gov

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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Información del Acta (ADA) de Estadounidense con Discapacidad

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 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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