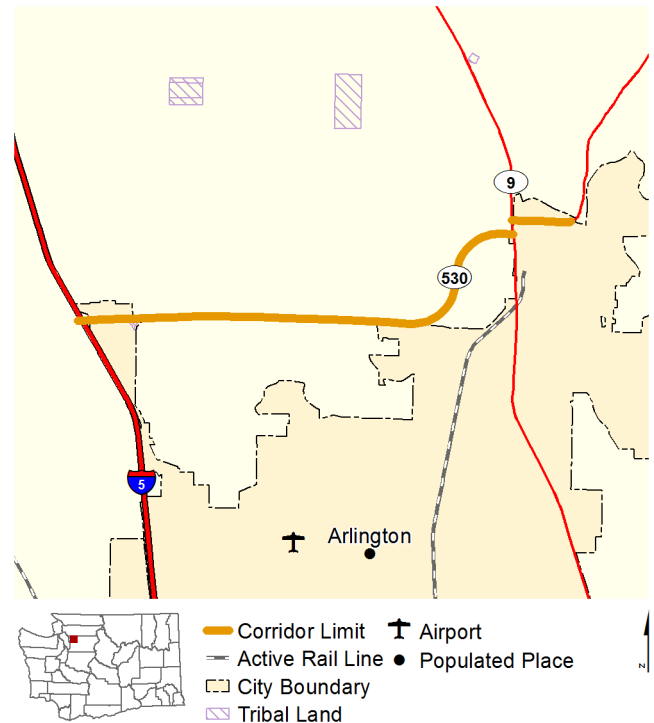


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 530: I-5 Jct to SR 9 Jct (Arlington)

This four-mile long east-west corridor is located in Snohomish County within Arlington's city limits. The corridor runs between the junctions with Interstate 5 and State Route 9. The corridor crosses a commercial area in Arlington and traverses the Stillaguamish River floodplain for a few miles through unincorporated Snohomish County. The corridor is rural in character with land use consisting of farming, including small farm-to-market retail and seasonal harvest stands. Within Arlington, the corridor is suburban in character with commercial and high-density residential land uses present. The Stillaguamish River Bridge crossing and Twin Rivers Park are located just east of the corridor limits.



Current Function

SR 530 is a state highway in Snohomish and Skagit counties, which serves as a rural connector route running between the I-5 interchange near Arlington and SR 20 in Rockport. This section of SR 530 connects the city of Arlington to I-5 and serves the farming communities in the Stillaguamish River floodplain within unincorporated Snohomish County. SR 530 shares a junction with SR 9. The corridor connects to the Arlington Municipal Airport and the Manufacturing and Industrial Center to the south via its junction with Smokey Point Boulevard. There is a BNSF rail line near the Arlington Municipal Airport. The corridor also functions as a freight corridor moving freight between the rural and urban sections near the corridor. Community Transit provides bus service along most of the corridor that connects to the Smokey Point Transit Center located just to the south. There is a mix of sidewalks and shoulder use along the corridor for pedestrians and bicyclists. There are also shared use trails near the corridor including the Whitehorse Trail and Centennial Trail.

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 portion of SR 530 is a two-lane, undivided freeway. There are two signalized intersections with center turn lanes located at the I-5 and SR 9 junctions. The annual average daily traffic on this corridor is highest at the Smokey Point Boulevard intersection and lowest near the SR 9 junction.

What's working well?

- Approximately 99% of surveyed pavements on the corridor are in fair or better condition.
- There are multiple fixed-route transit services available for passenger/commuter use on the corridor.
- The park and ride lot at the east end of the corridor is extremely well-utilized.
- There are no fish passage barriers present on the corridor.

What needs to change?

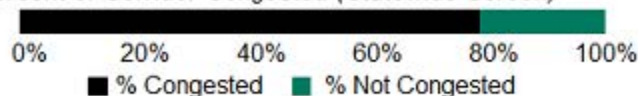
- Roughly 79% of the corridor experiences congestion on a regular basis.
- The corridor has a high climate change vulnerability rating due to its location in Stillaguamish floodplain.
- Separated pedestrian and bicyclist facilities are incomplete and there are no shared-use facilities on the corridor.

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

High	Low	
17,777	10,765	Annual Average Daily Traffic (AADT)
11.0%	8.6%	Bus/Truck Percent
8.82		Number of Lane Miles
4		# of Signalized/Stop Controlled Intersections
\$0		Corridor Investments (2005-2016)

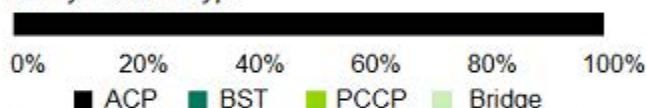
Mobility

Percent of Corridor Congested (Statewide Screen)

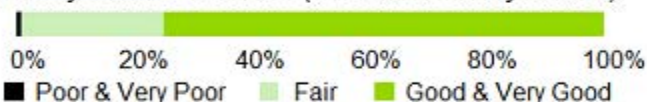


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	100% Passable	0% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	2 High Priority Miles
Stormwater Treatment	4 BMPs	Retrofit Prioritization in progress
98.9	% 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:

- A desire to increase mobility at the following intersections: 211th Place, 59th Ave, Division St, and Burke Ave.
- Partners expressed interest in increased mobility at the Smokey Point intersection and SR 9 junction.
- Concerns about the effects of projected commercial and residential development in Arlington, specifically around the Island Crossing Area where there are concerns about the existing low level of service.
- Partners emphasized importance of researching improvements to mitigate the impact of flooding events on the corridor's operations.
- A desire for a River Trail crossing at approximately MP 18.2 continuing southwest along South Slough.
- Interest in widening SR 530 between the I-5 interchange and Smokey Point Boulevard (Island Crossing Area).

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>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 two Pavement actions in the next six years encompassing 95% of the corridor.</i>

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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This segment of SR 530 is primarily an east-west principal arterial running adjacent to the city of Arlington. The route is primarily used by commuter traffic in the morning and evening, as well as manufacturing-related freight traffic.

Congestion occurs on this segment in the morning and evening peak periods when there are high volumes of commuter and freight traffic.

Corridor Segment Characteristics

- The corridor is designated as a T-2 freight corridor, and carried 6,070,000 tons of cargo in 2015.
- This segment of the corridor is served by local transit routes provided by Community Transit.
- The corridor is currently configured as a two-lane highway of local interest.

Contributing Factors

- Population and employment growth in this region is resulting in additional demand on the corridor.
- Bottlenecking occurs at the I-5 and SR 9 interchanges due to traffic lights.
- Lack of local road networks forces additional trips onto the corridor.
- The roadway is constrained by the Stillaguamish River to the north.
- Nearby manufacturing and industrial center contributes to heavy freight traffic on the corridor.

Mobility Strategies:

WSDOT compiled these strategies based on available information and existing plans. The agency will conduct engagement with its partners to further develop strategies for the corridor.

Demand Management

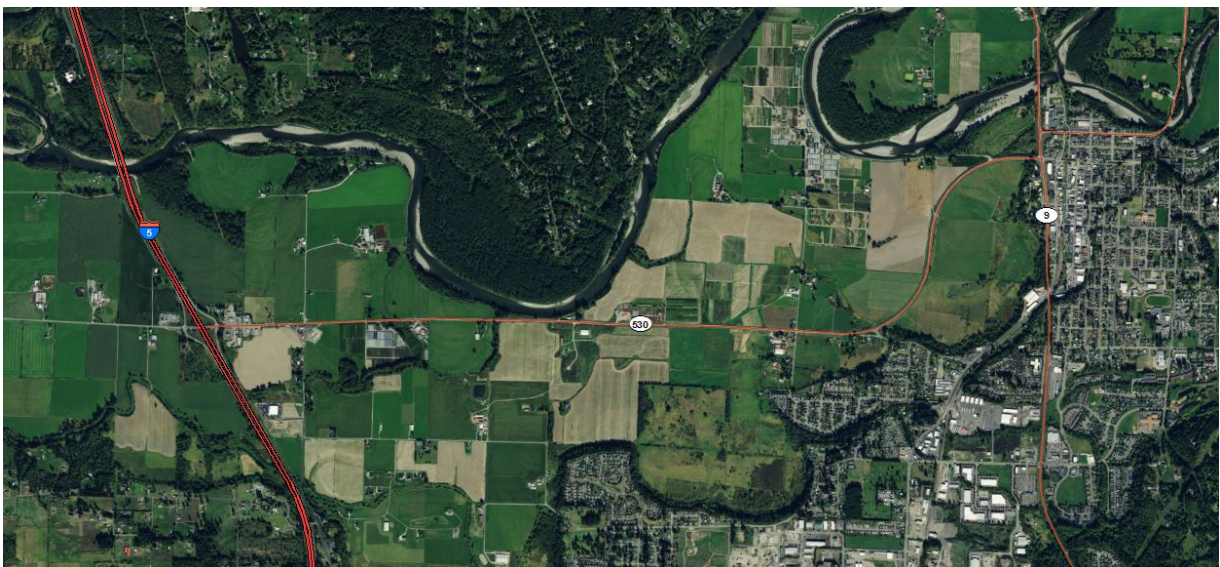
- Encourage employers and residents to utilize Commute Trip Reduction programs to reduce single occupancy vehicle trips and to incentivize more HOV, transit, and vanpool use.

Policy Change

- Identify policies to prioritize freight movement or reduce conflict between freight and commuters to increase mobility on the corridor.

Further Study

- Develop options to improve operational capability of intersections and manage congestion during periods of high use near I-5 and SR 9.
- Additional strategies to improve corridor performance may be identified through the Puget Sound Regional Council's regional planning processes.
- Work with local jurisdictions to improve local road network to provide adequate alternative routes.
- Using a Practical Solutions lens, review the City of Arlington's recommendation that WSDOT re-channelize the corridor in order to improve mobility.



For more information

To find out more information about this corridor or how to get involved, please contact:

Nazmul Alam

WSDOT Management of Mobility Division

Corridor Planning Manager

206-464-1267

alamn@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.

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