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-Wooley. 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-Wooley 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.

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.

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

### Mobility

<table>
<thead>
<tr>
<th>Percent of Corridor Congested (Statewide Screen)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0%</td>
</tr>
</tbody>
</table>

- % Not Congested
- % Congested

### Environment

<table>
<thead>
<tr>
<th>Protect</th>
<th>Restore/Enhance/Assess</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fish Barriers</td>
<td>33.3% Passable</td>
</tr>
<tr>
<td>Noise Walls</td>
<td>0% Built</td>
</tr>
</tbody>
</table>

### Roadway Condition (Percent of Surveyed Area)

<table>
<thead>
<tr>
<th>Poor &amp; Very Poor</th>
<th>Fair</th>
<th>Good &amp; Very Good</th>
</tr>
</thead>
<tbody>
<tr>
<td>0%</td>
<td>20%</td>
<td>40%</td>
</tr>
</tbody>
</table>

- ACP
- BST
- PCCP
- Bridge

### Corridor Bridge Preservation Needs

- Border Bridge
- Bridge Repair
- Bridge Deck
- None
- Paint Bridge
- None
- Scour Repair
- Seismic Retrofit
- Moveable Bridge

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**

<table>
<thead>
<tr>
<th>Economic Vitality</th>
<th>Description and Near-Term Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under Development</td>
<td><em>WSDOT will continue to work with partners in developing strategies to address economic vitality.</em></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Environment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Protect and Maintain</td>
</tr>
<tr>
<td>Enhance or Restore</td>
</tr>
<tr>
<td>Fish Barrier Retrofit</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mobility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assessment</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Preservation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance</td>
</tr>
<tr>
<td>Pavement</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Safety</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Stewardship</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
</tr>
</tbody>
</table>
Mobility assessment for segment of Corridor 279
SR 20: I-5 Jct (Burlington) to Sedro-Woolley (Fruitdale Rd)

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.

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.

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.

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:

Todd Carlson
NW Mt. Baker Area Planning Office
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.

Americans with Disabilities Act (ADA) Information
Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number), by (insert date-usually two weeks advance notice). Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

Title VI Statement to Public
It is the Washington State Department of Transportation’s (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT’s Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO’s Title VI Coordinator at (360) 705-7098.

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.

Notificación de Titulo VI al Público
Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Titulo VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Titulo VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Titulo VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con le Coordinador de Titulo VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.

Corridor 279 - SR 20: I-5 Jct (Burlington) to Sedro-Woolley (Fruitdale Rd) Summary