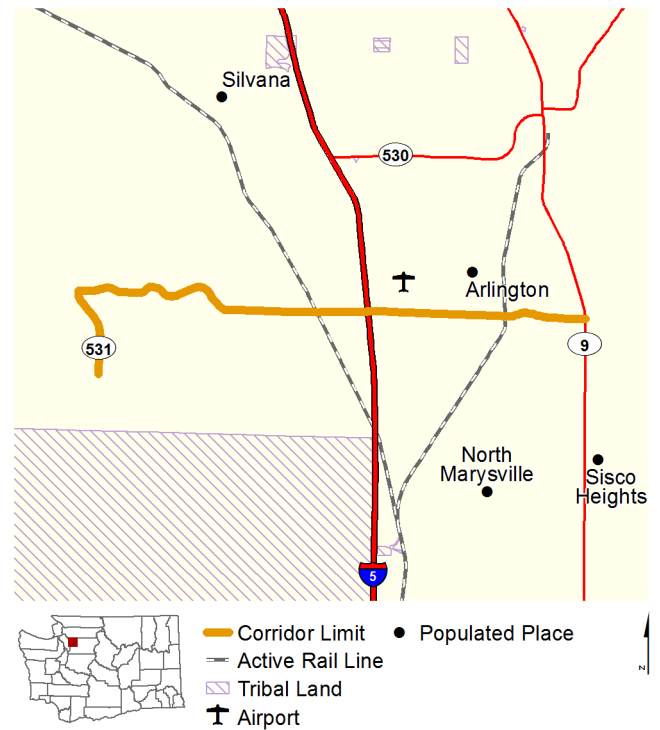


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 531: Wenberg County Park to SR 9 Jct (Arlington)

This 10-mile east-west corridor runs between Lake Goodwin within unincorporated Snohomish County, continues east, through the city of Marysville until reaching the junction with State Route 9 within the city of Arlington. The corridor passes through the communities of Lake Goodwin and Smokey Point. The corridor is primarily suburban in character with residential land uses. Throughout the section nearest to I-5, the corridor is urban with commercial businesses and tightly knit housing throughout. The corridor travels past Lake Shoecraft, Lake Goodwin, Lake Ki, and Crabapple Lake. The Arlington Municipal Airport is located near the eastern terminus within Arlington. Martha Lake and Lake Howard are located near the western terminus. This corridor crosses over two BNSF Railways and Cougar Creek. Most of the corridor travels over level terrain.



Current Function

SR 531 is a short highway connecting Wenberg County Park and Arlington. The corridor functions as an east-west corridor connecting urban and rural Snohomish County, the community of Lake Goodwin in the west, and the city of Arlington. The highway serves local, regional, and freight-related travel along the corridor as well as to and from I-5 and SR 9. This route also provides urban and rural residential access west of I-5 to Wenberg County Park. East of the I-5 interchange, the corridor provides access to the Arlington-Marysville Manufacturing Industrial Center, Arlington Municipal Airport, and residential neighborhoods. Recreational commuters use the corridor to travel to multiple lakes and state parks. Community Transit, DART, and Stillaguamish Tribal Transit Services all provide service along this route. Two park and rides are easily accessible off SR 531 with locations on Smokey Point Boulevard and Spring Lane Avenue. There are designated bike lanes within Marysville.

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 531 is a mostly two-lane, undivided, signalized highway. The corridor expands to five divided lanes from the I-5 junction to the eastern Arlington city limits then again narrows to two lanes. It also includes two bicycle lanes and a center turn lane through the city of Arlington. The annual average daily traffic on this corridor is highest at the I-5 junction in Arlington and lowest at the highway's western terminus.

What's working well?

- Approximately 91% of surveyed pavements on the corridor are in fair or better condition.
- The corridor has several transit services that provide elderly, ADA, and veteran mobility.
- There are two shared-use trails and sidewalks on urban portions of the corridor.
- The corridor has a low climate change vulnerability rating.

What needs to change?

- Roughly 42% of the corridor experiences congestion on a regular basis.
- There is a missing link between shared-use trails and the bike lanes in Arlington.
- There is no fixed-route transit service covering the entire corridor.
- 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:

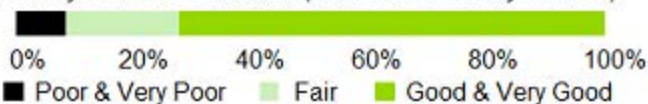
High	Low	
33,322	2,422	Annual Average Daily Traffic (AADT)
9.1%	3.4%	Bus/Truck Percent
22.22		Number of Lane Miles
12		# of Signalized/Stop Controlled Intersections
\$6,087,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

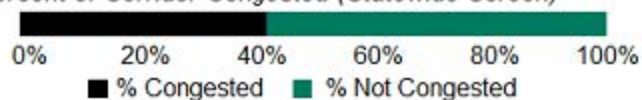


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	16.7% Passable	83.3% 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	14 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:

- Mobility at the 35th Avenue NE intersection is a major concern for the city of Arlington.
- Concerns about the effects of current signalization on motorized mobility at the corridors intersections with 43rd Avenue NE, 51th Avenue NE/Airport Boulevard, 59th Avenue NE, and 67th Avenue NE.
- A desire to increase the accessibility of Wenberg State Park at the corridor's western end.
- Partners expressed a willingness to explore improvements to pedestrian and bicyclist mobility.

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 *WSDOT will continue to work with partners in developing strategies to address economic vitality.*

Environment

Protect and Maintain *Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).*

Enhance or Restore *Enhance or restore natural areas and environmental functions associated with the multimodal transportation system. WSDOT has a planned Stormwater Retrofit action on this corridor.*

Fish Barrier Retrofit *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>.*

Mobility

Assessment *Further information about the proposed strategies can be found attached at the end of this document.*

Preservation

Maintenance *Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, clean stormwater, and pavement repair.*

Pavement *WSDOT has identified two Pavement actions in the next six years encompassing 34% of the corridor.*

Safety

Investment *WSDOT has identified one Safety Investment action in the next six years at a single location on this corridor.*

Stewardship

Planning *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.*

This segment of SR 531 is primarily an east-west principal arterial running through the city of Arlington. The surrounding land uses are primarily suburban residential and commercial to the east and west, agricultural to the south, and the Arlington Municipal Airport to the north. This route is primarily utilized by commuter traffic in the morning and evening, as well as airport related freight and commercial traffic.

There is significant traffic congestion on the segment.

Corridor Segment Characteristics

- The corridor is designated as a T-2 freight corridor, carrying 5,550,000 tons of cargo and 1,600 trucks daily in 2015.
- This segment of the corridor is not served by transit.
- The Average Daily Traffic was 24,000 vehicles in 2015 at 43rd Avenue NE.

Contributing Factors

- Lack of local road networks forces additional trips onto the corridor.
- Bottlenecking occurs at the I-5 interchange and the freight rail crossing near 67th Avenue NE.
- Proximity to Arlington Municipal Airport contributes to heavy freight traffic on the corridor.
- There has been significant population and employment growth in this part of the region, resulting in significant traffic congestion on the corridor. Growth is expected to continue into the future and may contribute to additional traffic congestion.

Mobility Strategies:

WSDOT compiled these strategies based on available information and existing plans. The agency will conduct engagement with its M3 teams to further develop strategies for the corridor.

Operational Improvements

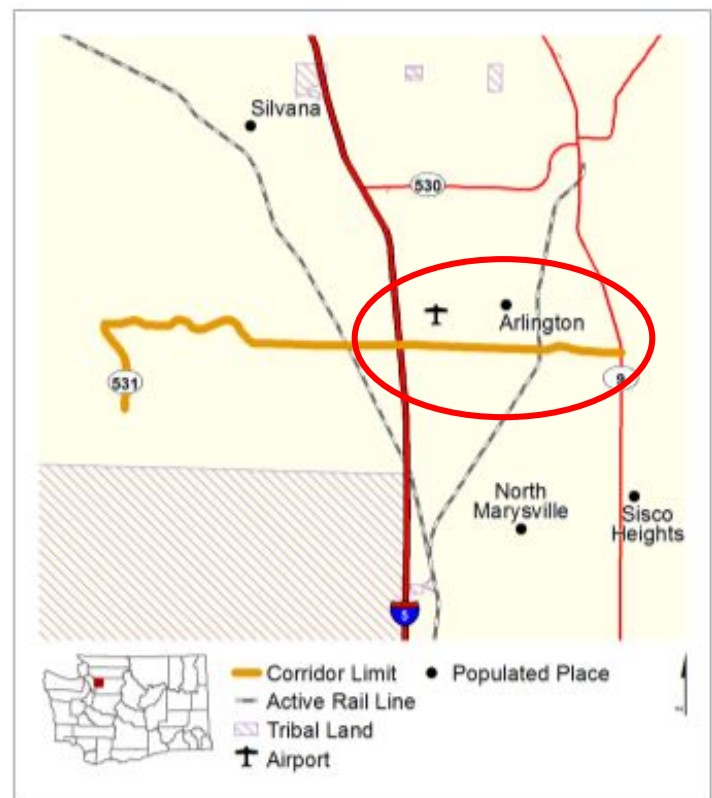
- Implement additional intersection improvements to improve operational capability of intersections and manage congestion during periods of high use near I-5 and the freight rail crossing near 67th Ave NE.

Demand Management

- Work with Community Transit to explore potential service changes to add transit routes to this segment of the corridor and increase mode options.
- Identify policies to prioritize freight movement or reduce conflict between freight and commuter travel.

Further Study

- Participate in Puget Sound Regional Council's regional planning processes to determine potential strategies to improve mobility.
- Explore working with local jurisdictions to improve alternative routes.
- Examine the 2010 Corridor Study to explore potential solutions which could improve performance and encourage mode shift.



For more information

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

Nazmul Alam

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WSDOT Management of Mobility Division
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.

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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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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