

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: Sharpes Corner (Anacortes Vic) to I-5 Jct (W Burlington)

This 11-mile long east-west corridor runs along State Route 20, between Sharpes Corner near Anacortes and a point just west of the Interstate 5 interchange in Burlington. The corridor is primarily rural with agriculture being the main land use. There is also a significant amount of industrial and commercial development on Fidalgo Island, such as the Shell/Tesoro Puget Sound Refineries as well as some residential areas throughout. The western end of the corridor passes through a portion of the Swinomish reservation and the Swinomish Casino and Lodge. The city of Anacortes and the Washington State Ferries Anacortes ferry terminal are just west of the corridor via the SR 20 spur. The very eastern end of the corridor near I-5 has some suburban development with moderately dense residential uses. The Skagit Regional Airport, Port of Skagit and the Bayview Industrial Park are north of SR 20 in this section of the corridor. The landscape around the corridor is a former delta of the Skagit River, with very flat terrain and multiple channels draining to Padilla Bay and the Salish Sea. The corridor passes over the Swinomish Slough and former tidal flats of the Skagit valley.



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 forms a portion of the 400 miles Cascade Loop Scenic Byway. This corridor's primary function is to support the movement of people and goods in Skagit County between communities on Whidbey, Fidalgo, and San Juan islands, the Swinomish Reservation, and Burlington. As part of the Strategic Highway Network, this corridor supports access to the Whidbey Naval Air Station, which employs 10,000 employees and supports 88% of the county's economy. This corridor also connects the mainland and the island ferries including the Port Townsend/Coupeville ferry and Anacortes/San Juan/Sydney B.C. ferry. The corridor is used for recreational travel, farm-to-market, commuting to industrial and employment centers, and associated freight movement. A rail line that serves the refineries at March's Point follows the corridor. US Bike Route 10 is located on sections of this corridor. Skagit Transit provides bus service along the corridor and a park and ride connecting to Island Transit service.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same. WSDOT has a programmed project to improve operations at Sharpes Corner which is expected to greatly reduce congestion and improve safety and access.

Highlights and Performance

This section of SR 20 is mainly a four-lane highway. It expands to include turn lanes at the frequent intersections with local streets many of which are signalized. The annual average daily traffic on this corridor is highest at the Berentson bridge over the Swinomish Channel near the Swinomish Casino and lowest at the west end of the corridor.

What's working well?

- About 95% of surveyed pavements on the corridor are in good to very good condition.
- The corridor has many multimodal opportunities, including ferry, air, and freight rail access.
- Recent four-lane capacity expansion improved throughput, access and safety.
- There are no chronic environmental deficiency sites located within the corridor.
- Effective tribal and city coordination has resulted in investments that have improved safety and access, by extending turn lanes to the Casino, trail connections in Anacortes and intersection improvements in the city of Burlington.

What needs to change?

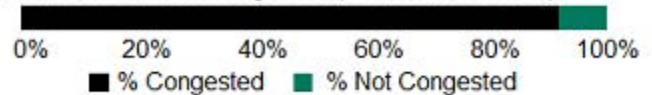
- Roughly 93% of the corridor experiences congestion on a regular basis.
- The entire corridor has a high climate change vulnerability rating.
- The frequency of traffic signals and signal duration results in congestion along this corridor.
- Pedestrian connectivity alongside and across the highway is limited.
- The Sharpes Corner intersection experiences long queues due to high traffic volumes.
- There are missing links in bicycle facilities on the corridor notably at the Sharpes Corner intersection.

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

High	Low	
32,774	18,974	Annual Average Daily Traffic (AADT)
7.8%	5.5%	Bus/Truck Percent
46.8		Number of Lane Miles
10		# of Signalized/Stop Controlled Intersections
\$139,569,000		Corridor Investments (2005-2016)

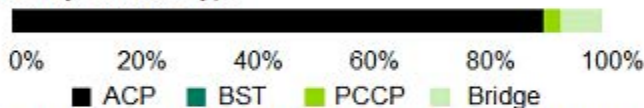
Mobility

Percent of Corridor Congested (Statewide Screen)

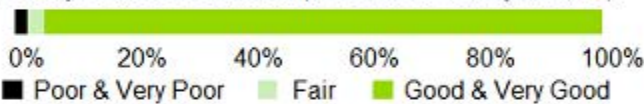


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	None	100% 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	58 BMPs	Retrofit Prioritization in progress
100.0	% of Corridor with high potential for increased Climate Impacts	
1	Wetland Mitigation Locations	
None	Historical Bridges	

What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- There is concern over the accessibility of planned improvements to the Swinomish Indian Reservation.
- The Swinomish Tribe would like to explore ways to dampen the impact of freight rail noise on the reservation's properties.
- Desire to expand fixed-route transit access, which is currently restricted to Swinomish Casino and Lodge patrons.
- A desire to see mobility improvements made to the corridor's major local street intersections, particularly the ones around the Casino and March's Point Road such as acceleration and deceleration lanes.
- The hindered mobility of pedestrian and bicycle traffic on the corridor is a major concern.

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>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>
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Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 8% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 38% 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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This 11-mile segment of SR 20, starts as a “T” intersection at Sharpes Corner, the busiest intersection in Skagit, Island, and San Juan counties, with a volume of almost 40,000 vehicles and serving almost 2,000 truck trips a day. This segment of SR 20 supports access to Anacortes, and the San Juan Ferries and Whidbey Island. This corridor has recently been expanded to a four-lane facility with six signalized intersections.

Corridor throughput is limited and congestion occurs during peak travel periods.

Corridor Segment Characteristics

- The segment includes the Berentson Bridges over the Swinomish Slough.
- The average daily trips were 32,540 vehicles in 2015. Freight accounted for 6% of traffic.
- The speed limit on the segment is 55 mph.
- The segment includes six signalized intersections.
- The segment is comprised of four general purpose lanes (two eastbound and two westbound), 12-feet in width, with eight to 10 foot wide shoulders.
- The segment serves refineries at March’s Point, the largest employers in Skagit County.
- Commercial, industrial, and marine industry cargos are shipped to and from Anacortes, Whidbey Island, and San Juan, via the Washington State Ferry.
- Segment provides access to significant national, state, and county historic sites, monuments, parks and reserves.
- Transit service is available on this segment.

Contributing Factors

- Heavy traffic can overwhelm the traffic signals, particularly during peak periods of travel resulting in backups and delay.
- Limited bicycle and sidewalks facilities are available, reducing the number of multimodal users on the corridor.
- Lack of storage for cars needing to make left turn results in back ups on the segment.

Contributing Factors Continued...

- Rail traffic can impede turns off of highway to the north, creating backups on SR 20 east of Berentson Bridges.
- Duration and frequency of rail traffic is expected to increase, which has the potential to increase the need for more queue storage.

Mobility Strategies: Operational Improvements

- Implement adaptive signal operations to improve traffic flow.
- Provide traveler information on roadway conditions including delays, incidents, travel time, weather, emergency and train present alerts, and marine bridge closing alerts for boating traffic under the Berentson Bridge to reduce potential delays.
- Develop areas for car queues at intersections impacted by rail activity to prevent backups.

Demand Management

- Improve parallel bicycle facilities to encourage multimodal use.
- Improve modal access, options, and connectivity to reduce the number of single occupancy vehicle trips.
- Support inter-county transit connector from Island County to encourage use of public transportation and reduce the number of single occupancy vehicle trips.

Demand Management

- Encourage bicycling, walking, ridesharing, vanpooling, and transit service to reduce single occupant vehicle trips.



SR 20 Looking east from Sharpes Corner

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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