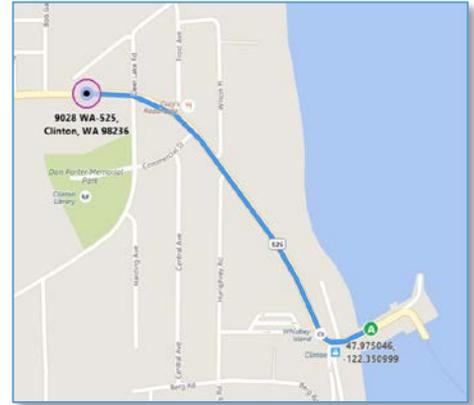


## SR 525 MP 8.48-9.00 (Mobility assessment for segment of Corridor 262)

### Clinton: Ferry to Deer Lake Road

SR 525 is the main north/south connection on Whidbey Island for vehicular traffic. Clinton Ferry provides Island County access to/from Snohomish County. The Ferry to Deer Lake Road segment of the corridor supports both ferry access, and the community of Clinton, which is bisected by the highway. This route experiences a large amount of commuter traffic in the AM and PM, and significant recreational traffic on the weekends and during summer. Traffic demand may exceed ferry capacity during peak use resulting in queues and unpredictable wait times for vehicular traffic.

**Mobility challenges:** Minimize vehicle capacity issues on the ferry by improving modal connections and incentivizing non-vehicular mode use. Improve ease and safety of non-motorized highway crossings in the Clinton Community.



### Corridor Segment Characteristics

- 2015 AADT 8,760, Freight 5.1%
- Ferry access has limited vehicle capacity causing queues to back up on SR 525 as they wait
- Seasonal peaks and commuter demand influence queue lengths
- Ferry ridership in 2016: 4,073,762; serving 2,234,651 vehicle trips
- Highest volume of vehicles on any ferry run in the state
- Full vehicle sailings: January 172 of 1116, May 284 of 1121, August 265 of 1171
- Whidbey Island / Cascade Loop Scenic Byway

### Contributing Factors

- Vehicular (cars/trucks) traffic demand exceeds capacity during times of heavy commuter and tourist use
- Lack of local grid to help circulation
- Limited lighting for pedestrian circulation
- Non-motorized crossings difficult across the highway
- Pulses of ferry traffic (every 30 minutes) create platoons of traffic that can reduce accessibility to businesses
- "Kiss and ride" drop off could facilitate modal connections
- Current Park and Ride facilities are inefficient due to pricing structure. WSDOT facility is full (free facility), while the Port of South Whidbey's facility is at 30% capacity
- Transit service does not meet boat arrival after 7:50 pm, or on weekends
- Bicycle and pedestrian access to ferry heavy in the summer
- Freight for the Island comes through this corridor



SR 525 approaching Clinton/ Mukilteo Ferry Terminal

### Mobility Strategies

#### Operational Improvements

- Improve operational capability of intersections (e.g., consider right-in/right-out and routing traffic to controlled intersections with signals/roundabouts)
- Treatments that calm traffic: (e.g., narrow lanes, define bicycle lanes, and enhance pedestrian access)
- Traveler information that provides information on roadway conditions; including delays, incidents, travel time, weather and emergency alerts
- Access management to address inefficient access locations and turning conflicts

#### Demand Management

- Reduce single occupant vehicle trips by encouraging biking, walking, ridesharing, vanpooling and transit service
- Develop modal connections to employment centers in the Puget Sound region to reduce need for single occupancy vehicles
- Explore vanpool options or public transit
- Implement a pricing study in Clinton to address Park and Ride management
- Match transit connections to ferry arrival
- Consider additional Park and Rides along SR 525 and 20 to facilitate access and reduce congestion at facilities that are at capacity
- Develop complete street vision to support community needs and cross-highway access
- Improve modal access, options and connectivity as well as improve transit connections to ferry arrival
- Implement a commuter destination study to better understand modal needs and latent demand

#### Policy Changes

- Identify WSDOT goals and policies for working with our partners for Park and Ride facility improvement

## SR 20 MP 12.88-13.00 ( Mobility assessment for segment of Corridor 262) Coupeville Ferry approach

Coupeville Ferry provides access to/from Jefferson and Island Counties. Access to the Ferry landing from SR 20 is difficult due to left turn restrictions. To access the landing requires a one mile detour on S. Engle Road to S. Fort Casey Road to make a U-turn to reposition for access. The detour uses two County roads.

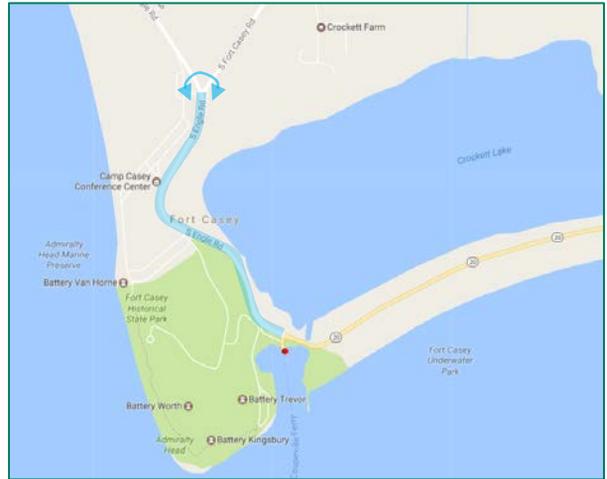
**Mobility challenges:** It is difficult to access the Ferry line off of SR 20 due to left turn restrictions. Ferry service demand sometimes causes long queues to develop along roadway or onto adjacent state park facilities.

### Corridor Segment Characteristics

- 2015 AADT 8,760, Freight 5.1%
- Ferry capacity for vehicles is limited causing queues to back up on SR 20 as they wait
- Seasonal peaks, as well as commuter demand influences the queue length
- Ferry ridership in 2016: 819,285 serving 372,130 vehicles
- Full vehicle Sailings: January 39 of 299, May 131 of 341, August 222 of 472
- Ferry reservation system is in place and has improved predictable travel

### Contributing Factors

- High auto/freight traffic demand exceeds capacity during times of heavy tourist use
- Limited vehicle storage and high walk-on demand
- Parking for walk-ons – Parking along the shoulders of S. Engle Road, and at the State Park boat launch, reduces bicycle and pedestrian access
- Access to ferry line requires a one mile detour through State Park on County Roads
- Trucks have high centered making the U-turn – on S. Engle Road
- West bound traffic approaching the Ferry doesn't always use the signed U-turn, causing back ups
- Farming equipment has problems navigating around ferry traffic queues
- To avoid detour, trucks and vehicles coming from the north use S. Main Street in Coupeville to S. Engle Road as direct access to the Ferry. Departing ferry traffic also use this route to avoid a difficult left turn at SR 20/Race Road junction. Use of the city/county roads increases traffic by Coupeville schools as well as by commercial/farming and residential areas
- Reservation system working well
- Transit service available on weekdays



### Mobility Strategies

#### Operational Improvements

- Address left turn access to ferry queue
- Provide traveler information on roadway conditions including delays, incidents, travel time, weather, ferry schedules, and emergency alerts
- Analyze traffic conditions to determine north/south origin of ferry riders to determine ferry access vehicle storage improvements

#### Demand Management

- Improve transit/non-motorized access options and connectivity
- Coordinate ferry-transit schedules
- Reduce single occupant vehicle trips by encouraging biking, walking, ridesharing, vanpooling and transit service
- Designate bicycle facilities adjacent to ferry facility and along roads serving as vehicle storage

#### Strategic Capacity Improvements

- Consider right-of-way improvements to address ferry vehicle storage along S. Engle Road



SR 20/ Coupeville Ferry Terminal in Keystone Harbor

## SR 525 MP 18.92-19.09 ( Mobility assessment for segment of Corridor 262) Island County/ Freeland/ Bush Point Road Intersection

SR 525/SR 20 is the transportation backbone for Whidbey Island vehicular traffic connecting to local communities and for off-island connections to Skagit County and ferries. This system is heavily used by commuter traffic in the AM and PM, and recreational users on the weekends.

**Mobility challenges:** The Freeland unincorporated UGA includes growing commercial and residential development that access SR 525. An outcome of this growth is the presence of queues/delays during peak periods at the intersection with Bush Point/Honeymoon Bay. The Level of Service on County Roads is forecast to fall below the acceptable thresholds with anticipated growth.



### Corridor Segment Characteristics

- 2015 AADT 11,151, Freight 6.4%
- Located just north of the second largest UGA on Whidbey Island, after Oak Harbor
- Whidbey Island/Cascade Loop Scenic Byway
- Main access to SR 525 from rural residential development
- Limited access on residential side of highway
- Transit service available only on weekdays

### Contributing Factors

- Bush Point/Honeymoon Bay Road confluence with SR 525
- Non-motorized challenges due to lack of facilities linking land uses
- Transit stop locations require pedestrians to cross the highway with no focused locations to make those crossings
- Night illumination is very sparse or absent altogether (e.g., SR 525/Woodard Bay Road where people are walking from Nichols Brothers to Trinity Park and Ride)
- Pulses of traffic from the ferries
- Largest unincorporated area on the Island (Pop. 2,300) – if incorporated would be the 2<sup>nd</sup> largest city (behind Oak Harbor)
- Challenging grade for northbound trucks (slow climbing) and southbound where some trucks lose their loads
- Employment dynamics at shipyard (increases/decreases)

### Mobility Strategies

#### Operational Improvement

- Improve operational capability of key intersections
- Traveler information that indicates roadway conditions including delays, incidents, travel time, ferries, weather and emergency alerts

#### Demand Management

- Improve non-motorized access to existing transit routes and Park and Ride options.
- Improve non-motorized routes between land use activity, travel generators and new development
- Reduce single occupant vehicle trips by encouraging biking, walking, ridesharing, vanpooling and transit service
- Address pedestrian/bicycle access across highway to reach residential and commercial areas

#### Policy Changes

- Evaluate Level of Service measures and standards during peak demand



SR 525/ Bush Point Road/ Honeymoon Bay intersection

## SR 20 MP 30.45-34.33 (Mobility assessment for segment of Corridor 262)

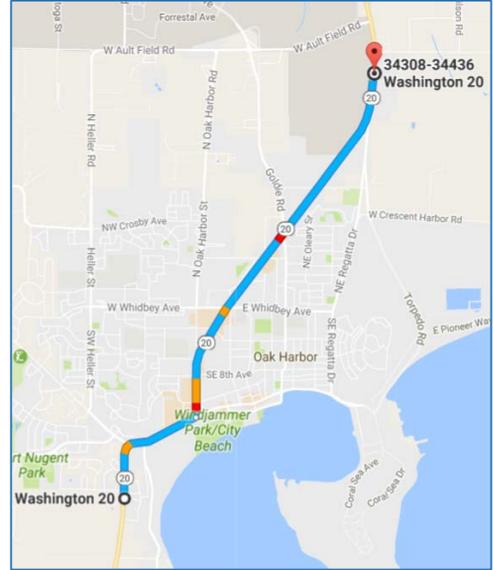
### Oak Harbor Swantown Road to Ault Field Road

SR 20 is the transportation backbone for north/south travel on north Whidbey Island. Heavy commuter use in the AM and PM, and recreational users on the weekends and summer months congest the corridor. Regional growth in traffic, along with expected population growth in Oak Harbor, will lead to higher traffic volumes on SR 20.

**Mobility challenges:** This segment of the corridor is forecast to experience intersection delay. The city also wants to improve the corridor aesthetics to enhance community identity and support economic vitality, and other modes.

#### Corridor Segment Characteristics

- City limits of Oak Harbor
- 2015 AADT 20,575, Freight between 4-5.5%
- 10 signalized intersections
- Highway bisects major regional commercial district
- Whidbey Island / Cascade Loop Scenic Byway
- Transit service available



#### Contributing Factors

- Lane drops from two to one southbound, approaching Swantown intersection and northbound just past Goldie and NE Midway Blvd, contributing to delay
- Healthy commercial core with vehicle conflicts at access points
- Schools located on either side of SR 20. Many students walk across the highway for afterschool programs and in 2017 a reconfiguration of the middle schools will increase the need for students to cross the highway in both directions
- NAS Whidbey, the major employer, significantly contributes to peak traffic
- Trucks struggle to stay at speed limits up hill southbound into Swantown and northbound leaving Oak Harbor
- SR 20 and Swantown Road converge creating a bottle neck
- Signal operation / back ups reduce flow
- Heavy traffic can overwhelm the traffic signals, particularly during heavy tourist use and peak travel
- Limited bicycle options, but high demand due to most direct route
- Traffic volumes have changed little since 1999, volumes would need to grow by 40% before intersections fall below LOS E.



SR 20 Oak Harbor looking north

#### Mobility Strategies

##### Operational Improvements

- Adaptive signal operations to reduce vehicle delay
- Traveler information that provides information on ferries and roadway conditions including delays, incidents, travel time, weather and emergency alerts
- Address access management to reduce conflict points and increases throughput on SR 20 and key intersections

##### Demand Management

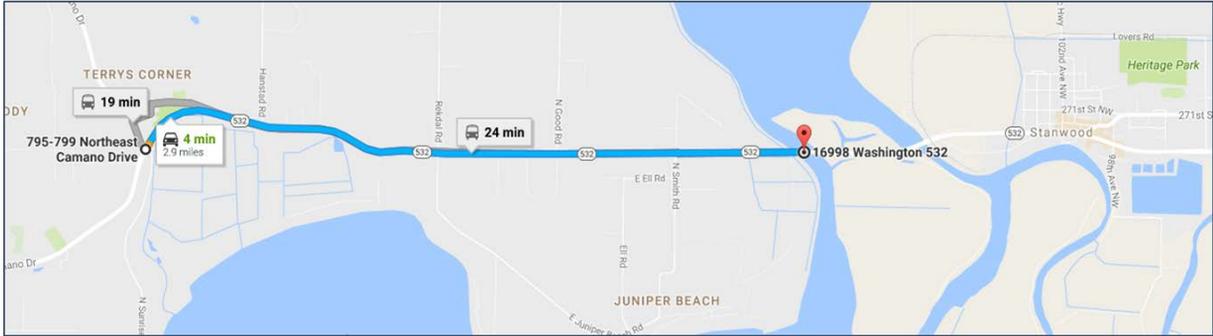
- Transit service modifications to accommodate shift changes and flexible work hours at the Naval Air Station (NAS) Whidbey
- Access management to address turning conflicts
- Improve integration between available park and ride facilities, bus shelters / transit services and facilities.
- Explore expansion or addition of park and ride facilities to reduce single occupancy vehicle trips.
- Reduce single occupant vehicle trips by encouraging biking, walking, ridesharing, vanpooling and transit service
- Improve modal access, options and connectivity
- Evaluate SR 20 pedestrian crossing accommodation for all ages and abilities
- Designate bicycle facilities along or parallel to SR 20

## SR 532 MP 0-2.91 (Mobility assessment for segment of Corridor 476)

### Island County/ Bridge to Island Crossing

SR 532 is the only connection to Camano Island from the mainland. Nearly all employment is off the island, which results in heavy commuter traffic in the AM and PM.

**Mobility challenges:** Relieve congestion and increase throughput during peak demand. Increase modal options.



#### Corridor Segment Characteristics

- 2015 AADT 18,909, Freight 3.6%
- Speed limit 45 mph
- Seasonal peaks, as well as commuter demand influences the demand.
- Two lane segment NB/SB
- Lane width 11 feet, shoulder 6-8 feet

#### Contributing Factors

- Bedroom community users have two peaks, AM and PM
- Only access to Island
- 8 intersections with county roads - left turns challenging
- 7 bus pullouts
- Park and Ride at Terry's Corner is at capacity with planned expansion still pending
- I-5 Park and Ride - always full in AM
- Over-reliance on personal motor vehicle for most trips
- Modal options limited to infrequent transit
- Bicycle and pedestrians use (often narrow) shoulder
- Limited non-motorized crossing opportunities at transit stops as well as other County road intersections

#### Note:

- Right of way available in Stanwood for bicycle and pedestrian improvements
- Many capacity improvements made to the Snohomish side of the highway
- Transit service available on weekdays

#### Mobility Strategies

##### Operation Improvements

- Intersection geometric improvements
- Access management that reduces conflict points and increases throughput
- Traveler information that provides information on roadway conditions including delays, incidents, travel time, weather and emergency alerts

##### Demand Management

- Improve transit, biking, walking, ridesharing, and vanpooling options to meet peak commuter demand
- Collect traveler information to help understand transit use gaps
- Collect Park and Ride use data to help understand how frequent/how convenient does service need to be to increase ridership
- Study effectiveness of the Stanwood Park and Ride/ Boeing Shuttle

##### Policy Changes

- Identify WSDOT goals and policies for working with our partners for Park and Ride facility improvement



SR 532 Camano Gateway and Davis Slough Bridge