

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 19/20/116: West Access to WSF (Port Townsend)

This 37-mile long corridor is located in Jefferson County. The corridor is comprised of three State Routes on the northeast corner of the Olympic Peninsula, SR 19, which extends between SR 104 and SR 20; a portion of SR 20, which travels between US Route 101 and the Port Townsend Ferry Terminal; and SR 116, which extends between SR 19 and Fort Flagler State Park on the northern tip of Marrowstone Island. The corridor is surrounded by waterways including Puget Sound, Discovery Bay, and Port Townsend Bay. The majority of the corridor is rural in character with open space, rural residential, and a military base being the most prominent land uses. There are also spots of agricultural use, as well as the Jefferson County International airport and a U.S. Naval Magazine Base. There are some developed areas on the corridor which are urban to suburban, such as in the city of Port Townsend and the Port Hadlock-Irondale urban growth area. Residential, industrial, and commercial land uses are present within these areas. The landscape around the corridor ranges from forested slopes and water views to maintained urban landscapes in the more developed areas.



Current Function

SR 19 and SR 116 provide regional connections on the northeast corner of the Olympic Peninsula. SR 20 serves as a key transportation corridor across northern Washington between US 101 and the Idaho border at the city of Newport. The portion of SR 20 that the corridor runs along serves as the connection between US 101 and the Port Townsend ferry terminal. A substantial portion of trips originate outside this corridor. The primary trip generators within the corridor include Port Townsend, Port Hadlock-Irondale, and Port Ludlow. Jefferson County International Airport is accessed from SR 19. The SR 116 portion of the corridor provides the only land access to Indian Island Naval Reservation and Fort Flagler State Park. Sidewalks are available in Port Townsend for pedestrian use, as is an adjacent trail which can be used by both pedestrians and cyclists. Outside of these facilities, pedestrian and cyclist use is permitted on the corridor's shoulders. Jefferson Transit provides local service along a majority of the corridor as well as intercity connections to Port Angeles, Olympia, and Seattle.

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 19, SR 20, and SR 116 are all two-lane, undivided highways. There are multiple signalized and stop-controlled intersections along the corridor some of which expand to include turn lanes. SR 20 expands to include four lanes with a right-hand turn lane approaching the Washington State Ferry terminal in Port Townsend. The annual average daily traffic on this corridor is highest at the SR 19/SR 20 intersection and lowest at the Port Townsend ferry terminal.

What's working well?

- Approximately 99% of surveyed pavements on the corridor are in fair or better condition.
- There are no chronic environmental deficiencies issues on the corridor.
- The Washington State Ferry reservation system has reduced off-site traffic congestion.
- Walking and cycling are permitted on shoulder and multiple shared-use facilities are available.

What needs to change?

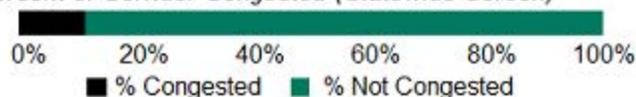
- About 12% of the corridor experiences significant congestion on a regular basis.
- The Port Townsend sidewalk system and the corridor's shared-use trails are both missing portions.
- SR 19 and 116 have a medium to high climate change vulnerability rating due to rising sea levels.
- There are fish passage barriers and habitat connectivity issues present on the corridor.

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

High	Low	
17,763	996	Annual Average Daily Traffic (AADT)
8.5%	2.6%	Bus/Truck Percent
73.17		Number of Lane Miles
14		# of Signalized/Stop Controlled Intersections
\$9,118,000		Corridor Investments (2005-2016)

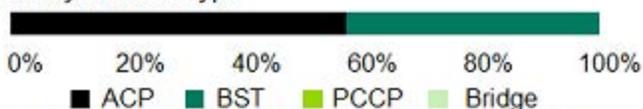
Mobility

Percent of Corridor Congested (Statewide Screen)

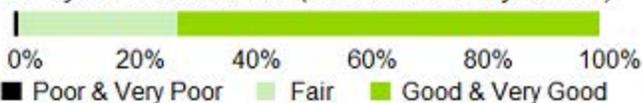


Preservation

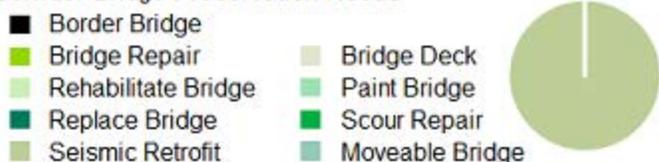
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	23.5% Passable	76.5% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	0 Structures in Place	7 High Priority Miles
Stormwater Treatment	2 BMPs	Retrofit Prioritization in progress
95.4	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
1	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 greatly expand the corridor's shared-use facilities by improving continuity and safety for existing facilities. Partners would also like to consider adding new trails to the corridor as well.
- Concern about increasing pedestrian and cyclist mobility along SR 116 due to urban development in the Port Hadlock area.
- Concern about congestion exacerbated by off-loading traffic at the intersections surrounding the Port Townsend ferry terminal.
- Partners would like to research ways to improve the park and ride lots along the corridor as a strategy to reduce congestion.
- Interest in widening the roadway in order to reduce congestion on the corridor.

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 six Pavement actions in the next six years encompassing 68% of the corridor.</i>
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Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years at a single location on this corridor.</i>
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Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 25% 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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SR 20 is an east-west corridor between US 101 and the Port Townsend Ferry Terminal which enters into the city of Port Townsend near the Mill/Discovery Road intersection. It accommodates rural, urban, recreational, and freight traffic.

This segment of SR 20 experiences delay during peak travel times ranging from one hour to up to 14 hours of daily weekday and weekend congestion.

Corridor Segment Characteristics

- The segment is primarily a two-lane urban highway with posted speeds ranging from 25 to 40 mph in the city with 50 mph outside the city limits.
- Discovery Road roughly parallels SR 20-Sims Way beginning at the Mill-Discovery Road intersection and through the city of Port Townsend.
- The highest average daily traffic volumes on SR 20 are between SR 19 and the city of Port Townsend ranging from 17,000 vehicles to 18,000 vehicles per day in 2016.

Contributing Factors

- There are five signals and two roundabouts within this segment which reduce mainline capacity.
- The city of Port Townsend and the Washington State Ferry's Port Townsend-Coupeville Ferry generate recreational and freight traffic on SR 20.
- Fort Worden Historical State Park and Kah Tai Lagoon Nature Park are located in Port Townsend attracting recreational users to the corridor.
- WSDOT expects regional growth, along with expected population growth in Port Townsend and nearby Port Hadlock and Irondale Urban Growth Area, will lead to higher traffic volumes on SR 20.



Mobility Strategies:

Operational Improvements

- Implement pedestrian timing at SR 20/Haines Place intersection and add missing sidewalk connections and striping to encourage pedestrian use.

Demand Management

- Fill missing sidewalk gaps within the city of Port Townsend and outside of the city limits to Larry Scott/Pacific Northwest Trail near Mill Road-Discovery Road Intersection to encourage pedestrian use.
- Implement bike access from Washington Street to Kearney Street to encourage cyclist use.
- Work with Jefferson Transit to add transit stops at Old Fort Townsend Road intersection and Fredricks Street intersection, increase transit access.
- Install a pedestrian crossing at Benedict Street.

Local Network Improvements

- Connect the Olympic Discovery Trail from Haines Places intersection, through Port Townsend, to the Kearney or Washington Street Vicinity to increase use of trail.
- The city of Port Townsend does not want to widen SR 20-Sims Way into a four-lane facility, and instead would like to redirect traffic towards Discovery Road as a parallel facility.

Policy Change

- Consider lower posted speed limit from SR 19 to Seton Road intersection and from Jacob Miller Road Vicinity to Mill Road Vicinity to create a more pedestrian friendly environment.

Further Study

- Look into methods to help redirect traffic headed to Fort Worden Historical State Park and downtown Port Townsend at the Mill Road/Discovery Road intersection (use Discovery Road instead of SR 20).
- Develop options to address left turn sight distance issues at Sheridan Street.
- Look into potential solutions for confusing access way and ferry queuing lane at Washington Street.
- Look into ways to improve pedestrian-friendliness on SR 20 between Logan and Kearney streets.
- Study options for pedestrian facilities between SR 19 to Mill Road Vicinity.
- Evaluate system capacity options to reduce congestion on this segment.

SR 19 is a north-south corridor between SR 104 and SR 20 which passes through the communities of Port Hadlock, Irondale, and Chimacum and intersects with SR 116. It accommodates rural, recreational, and freight traffic.

Stop-controlled intersections with minor streets are failing or beginning to fail during the evening peak commute hour. The existing signal at SR 20 experienced one hour of weekday and weekend mainline congestion on SR 19 in 2015.

Mobility Strategies: Operational Improvements

- Add illumination and northbound right turn channelization at Prospect Avenue intersection to improve visibility and traffic flow.
- Implement left turn with acceleration receiving lane, and right turn channelization at Woodland Drive/Airport Road intersection in order to reduce delay.
- Install centerline and shoulder rumble strips, between Prospect Avenue and SR 20 with low noise wave pattern and four-foot effective shoulder for bicyclists.
- Implement traffic calming at Prospect Avenue and Woodland Drive/Airport Road Intersections through the use of advanced warning signage and paint striping to improve traffic flow and improve environment for non-motorized users.

Demand Management

- Increase transit options to reduce congestion.

Further Study

- Look into options for intersection control at Prospect Avenue Intersection.
- Study options for truck reducing impacts of slow freight vehicles on other traffic due to slopes between Prospect Avenue and SR 20.
- Look into options at Prospect Avenue or Woodland Drive intersections to address stop controlled intersection delays and improve safety.
- Evaluate system capacity and options to reduce congestion on this segment.

Corridor Segment Characteristics

- This segment is a two-lane rural highway with a 50 mph speed limit.
- There are five stop-controlled public intersections on this segment.
- The nearby Irondale and Port Hadlock Urban Growth Area is a designated Rural Village Center.
- The segment is classified as a Class 3 Access Management Control between Chimacum Road and SR 20.
- Jefferson County International Airport and Port Townsend Aero Museum is accessed by Airport Road.
- Kala Point Village accesses SR 19 by Prospect Avenue and is a timeshare resort. Prior input during Phase 1 indicate drivers on Prospect Avenue may include senior citizens.

Contributing Factors

- Port Townsend and Washington State Ferry's Port Townsend-Coupeville Ferry generate recreational and freight traffic on SR 19.
- Prospect Avenue exceeded a signal warrant threshold in 2005 (volume, interruption, and combination warrants met).



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.

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