

Appendix M: Highway/Ferry Linked Solutions

Coordination for highway and ferry needs for corridor links in King, Pierce, Kitsap and Snohomish Counties is accomplished between the Urban Planning Office (UPO) and WSF. Planning for highway and ferry links in Puget Sound in other than these four counties is accomplished by Northwest and Olympic Region with WSF.

Highway	Region	Ferry Route
SR 104	UPO/Northwest	Edmonds-Kingston (Edmonds Ferry Terminal)
		<p><i>Need(s):</i> Traffic volumes exceed existing terminal capacity causing severe impacts to local traffic, therefore a new terminal is being designed in a new location south of the existing terminal. This new terminal will be accessed by what is now a City Street (Pine Road). Additional capacity will be necessary to handle existing local traffic and platoons of ferry traffic.</p> <p><i>Solution(s):</i> Solutions include the following, operational improvements to SR 104 and additional capacity to Pine Road.</p>
SR 525	UPO/Northwest	Mukilteo-Clinton (Mukilteo Ferry Terminal)
		<p><i>Need(s):</i> A new terminal to the north of the existing terminal location has been funded out of the Nickel gas tax.</p> <p><i>Solution(s):</i> There are currently two options to access this new terminal: 1) continue to access the new terminal via SR 525 and make improvements to the existing highway to accommodate the additional boat trip that is being planned. This could require some highway widening plus implementing operational improvements throughout the corridor. The other option is to build a new roadway down an environmentally sensitive drainage called Japanese Gulch. This is the City's preferred alternative as it would reroute all the ferry traffic to the north freeing up capacity on SR 525 and allowing free movement of their city streets which become impassable when the ferry platoon is off loading.</p>
SR 20	Olympic	Port Townsend-Keystone (Port Townsend Ferry Terminal)
		<p><i>Need(s):</i> SR 20 from SR 19 to the Ferry Terminal is approaching maximum throughput capacities (Level of service E/F). Local "stop controlled" side street intersections have short "gaps" in traffic to make left and right turns because of heavy mainline traffic volumes. When ferry traffic arrives and departs from the ferry terminal in "surges" or vehicle "platoons" there are less "gaps" in traffic for side street "stop controlled" intersections which can "trap" local and emergency vehicles. Left turn storage lanes on mainline at major "stop controlled" intersections may also exceed capacity during peak periods.</p> <p><i>Solution(s):</i> Capacity improvements based upon a 1991 City of Port Townsend Gateway Development Plan (e.g. WB truck climbing lane, EB holding lane, improving parallel route, widening to multilane, and access management). Because of a desire to preserve "rural character" the City of Port Townsend and local citizens prefer improvements that don't lead to multilane widening (e.g. Intersection channelizations, new traffic signals, improving parallel corridors). Both WSDOT and the City of Port Townsend agree that the existing signal system at Kearney functions poorly due to a five-leg intersection.</p>
SR 104	UPO/Olympic	Kingston-Edmonds (Kingston Ferry Terminal)
		<p><i>Need(s):</i> During summer weekend peaks, SR 104 experiences long vehicle queues by cars waiting to board the ferry system. These long queues "block" access to the local intersections in the Kingston community.</p> <p><i>Solution(s):</i> Develop a Kingston Circulation Plan. Potential solutions may include adding capacity to SR 104, Park and Ride expansion or remote holding lot for ferry traffic.</p>

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Highway	Region	Ferry Route
SR 160	UPO/Olympic	Southworth-Fauntleroy (Southworth Ferry Terminal) <i>Need(s):</i> In 2030 the segment between SR 16 and Long Lake Road will be approaching maximum throughput capacity (LOS E/F). Bethel Road, which is between SR 16 and Long Lake Road, is a major local north-south corridor with existing and proposed private developments. <i>Solution(s):</i> Widening to a four lane roadway with sidewalks, bike lanes, and a raised median in this segment. Development of park and ride lot near the interchange of SR 16 and SR 160 is also recommended. If a lot was constructed at this location, vehicle demand along Sedgwick Road could be reduced by capturing ferry-bound vehicles before they enter the SR 160 corridor and by providing transit service to the terminal. In the out years of the RDP, the addition of HOV treatments and signal preemption, HOV lanes and separate bus loading facilities at the Ferry Terminal is mentioned.
SR 163	UPO/Olympic	Point Defiance-Tahequah (Point Defiance Ferry Terminal) <i>Need(s):</i> Development plans by the City of Tacoma Parks, for the Point Defiance Park may generate additional traffic volumes on SR 163. Traffic impacts to SR 163 are unknown at this time. <i>Solution(s):</i> Signal timing and coordination are possible solutions. WSDOT will want to review the Park Traffic Impact Analysis (TIA) for traffic impacts when it becomes available.
SR 304	UPO/Olympic	Bremerton-Seattle (Bremerton Ferry Terminal) <i>Need(s):</i> In 2030 SR 304 will be approaching maximum throughput (LOS E/F). The interchange at SR 3 and SR 304 has an existing bottleneck and chokepoint where SR 3 southbound necks down from two lanes to one lane under SR 304. This causes long traffic queues to develop in the peak periods. <i>Solution(s):</i> Solutions to these identified needs are under development or study to find the appropriate balance of investments to best serve the local community.
SR 305	UPO/Olympic	Winslow-Seattle (Winslow Ferry Terminal) <i>Need(s):</i> SR 305 on Bainbridge Island is approaching maximum throughput capacity and pedestrian/bicycle issues exist at the intersection of Winslow Way and SR 305. <i>Solution(s):</i> Solutions to these identified needs are under development or study to find the appropriate balance of investments to best serve the local community.