

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 Spur (Anacortes)/Access to San Juan Islands

This eight-mile long east-west corridor is located in Skagit County and is entirely within the city limits of Anacortes. The corridor travels between the State Route 20 Sharpes Corner intersection, and the Anacortes Washington State Ferry Terminal roughly following the Fidalgo Bay and Guemes Channel shoreline. The character of the surrounding area changes throughout the length of the corridor. The southeastern end of the corridor is rural with mainly low-density residential land uses. Denser urban residential areas and commercial developments are present in the northwest portion of the corridor. There is also a regional medical facility, several major marinas, and an industrial area including the Port of Anacortes. The Anacortes Airport is located just south of SR 20 at the corridor's northwestern end. The landscape along the corridor ranges from forested hillsides and flat maintained urban areas.



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. This corridor is a spur of SR 20 which serves as the primary route through the city of Anacortes. The corridor also provides a connection to the San Juan Islands and Sydney, British Columbia via the Washington State Ferry system. This corridor is an active commerce route and main street for Anacortes, as well as a commuter route, recreational route, industrial access route, and marine access route. The corridor also provides access to medical services for the region. Major traffic generators for the corridor include recreational opportunities both in Anacortes and the San Juan islands, and employment centers in the area like the Shell/Tesoro Puget Sound refineries industrial area east of Sharpes Corner. Cyclists and pedestrians use the corridor to access the community and ferry. Skagit Transit also provides bus service on the corridor and to the ferry.

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

The SR 20 spur is a divided, four-lane highway between Sharpes Corner and Anacortes. In Anacortes, the facility narrows to an undivided, two-lane highway with multiple signalized intersections and often includes center or right turn lanes. At the Anacortes Ferry Terminal, it expands to accommodate ferry traffic. The annual average daily traffic on this corridor is highest at the Sharpes Corner intersection to lowest at the Anacortes Ferry Terminal.

What's working well?

- There are three fixed-route transit services operating in the corridor.
- Flights from Seattle airports to the San Juan Islands and the ferry reservation system reduce congestion.
- The city-constructed Commercial Avenue roundabout increased access and serves as a gateway to the commercial core.
- The ferry reservation system has greatly reduced long queues of travelers waiting at the Anacortes terminal.
- Anacortes "R" Avenue serves as a parallel freight corridor with direct access to the Port and industrial areas.

What needs to change?

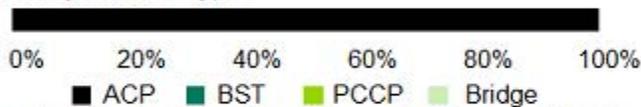
- Roughly 90% of the corridor experiences congestion on a regular basis.
- About 25% of surveyed pavement on the corridor is in poor to very poor condition.
- Ferry route capacity to San Juan Island and Sidney, BC is limited, resulting in backups onto the corridor.
- The Commercial Street segment of the corridor in Anacortes lacks signage to identify downtown attractions that help clarify routes for tourists.
- The Guemes Trail is currently incomplete limiting parallel non-motorized route options.

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

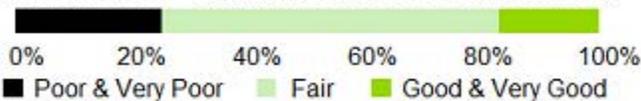
High	Low	
24,738	2,333	Annual Average Daily Traffic (AADT)
11.2%	4.4%	Bus/Truck Percent
21.64		Number of Lane Miles
10		# of Signalized/Stop Controlled Intersections
\$0		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

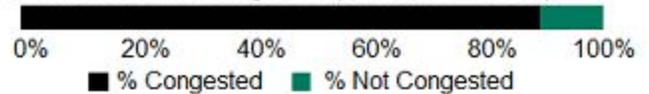


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	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	2 BMPs	Retrofit Prioritization in progress
Zero % of Corridor with high potential for increased Climate Impacts		
1 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:

- The city of Anacortes expressed concern about drainage and puddling on sections of the SR 20 Spur.
- Concerns about developing more modal access and a main street aesthetic along Commercial Street section of the corridor.
- Partners would like to see improved signage aimed at delineating preferred freight routes and providing attraction information to recreational traffic.
- There is a strong desire to increase pedestrian and bicycle use by improving and expanding pedestrian crossings on the corridor connecting to the existing and expanding network.
- The frequency and timing of fixed-route transit and placement of transit stops need to be improved.

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 three Pavement actions in the next six years encompassing 94% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified three Safety Investment actions in the next six years encompassing 52% 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 segment of the SR 20 Spur is part of the main east-west connection between I-5, the San Juan Islands ferries, and the city of Anacortes.

There is congestion along Commercial Street, as well as difficulty accessing from the local street system due to ferry traffic. The segment experiences seasonal peaks in traffic during weekends, spring, and summer months which impact the already busy morning and evening commutes.

Mobility Strategies: Operational Improvements

- Adaptive signal operations to reduce vehicle delay.
- Intersection geometric improvements to facilitate pedestrian access.
- Provide traveler information to drivers on roadway conditions to manage congestion.
- Access management that reduces conflict points and increases throughput.

Demand Management

- City development of a “complete street” vision that improves modal access, options, and connectivity for bicycle, pedestrians, and transit.
- Develop a signage plan to clarify location of downtown destinations to assist tourists in wayfinding and reduce potential congestion.

Policy Change

- Adopt additional policies to restrict the number and location of individual driveways in order to reduce conflict points, maximize the efficiency of traffic movement, and preserve public investment.
- Encourage biking, walking, ridesharing, vanpooling, and transit service to reduce single occupant vehicle trips.



The SR 20 Spur/Commercial Avenue (left) in Anacortes looking north.

Corridor Segment Characteristics

- This segment runs within the city limits of Anacortes and connects residential areas and the commercial core.
- The average daily traffic on this segment was 24,738 vehicles in 2015. Freight accounted for 5.1% of traffic.
- The segment functions as the community’s “mainstreet” and has sidewalks, parking, no bicycle lane, and unmarked crossings at several key intersections.
- The corridor segment supports access to the San Juan Islands via the Washington State Ferries.
- In 2016 there were 2,009,438 riders and 947,064 vehicles who used the WSF San Juan Islands route.
- In January of 2016, eight of 448 sailings were at capacity for vehicles, in May it was 95 of 450, and in August 118 of 545.
- The segment is on the freight corridor that serves San Juan Islands.
- There is transit service available on the segment.

Contributing Factors

- The segment experiences heavy pulses of ferry traffic and visitors on the weekends and spring and summer months which impact the already busy morning and evening commutes.
- High demand, closely spaced signals, access points, street parking, and commercial activity result in congestion and modal limitations along Commercial Street.
- Narrow shoulder along sections of Oakes Avenue limits comfortable bicycle and pedestrian access.
- R Avenue is used for both heavy freight and local access resulting in traffic conflicts.
- SR 20 Spur to R Avenue is restricted due to developed parking lot reducing ability to provide better system connectivity and mobility.
- Left turn movements result in reduced throughput for many residential access points between Commercial Avenue and the ferry.
- Pedestrian network connections are not always marked crossings making connections less convenient.
- Tourists not familiar with area can cause delays.

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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