



## SR 525/Clinton: *Issue Identification Analysis*

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The results of our analysis of existing and future conditions are positive for Clinton. We found that the number of vehicle collisions recorded in the corridor is low, and traffic is expected to operate without congestion well into the future. However, other problems remain – particularly compliance with posted speed limits and the need for improvements to the ferry pick-up/drop-off area. Although WSDOT implemented several measures in recent years to address these problems, we recognize that additional opportunities exist to slow travel speeds and enhance the roadway. Our final report documents our findings and identifies opportunities for future improvements.

### Results

The report lists the following recommendations based on our analysis of the corridor:

- Implement special emphasis patrols to enforce the speed limit (Washington State Patrol);
- Seek funding for location analysis, geotechnical analysis, and preliminary engineering and design for an improved pick-up/drop-off area at the Clinton terminal (Washington State Ferries);
- Seek funding for additional transit service to provide public transportation in the evenings after 7:50 p.m. and on Sundays (Island Transit).

### Other options for addressing community concerns

There are few collisions and little or no congestion in Clinton, and our analysis shows that it is expected to stay this way well into the future. Nevertheless, Clinton has unique transportation challenges as a ferry community and gateway to the Whidbey Island Scenic Byway. Although WSDOT implemented several measures in recent years to address challenges in the corridor, we recognize that additional opportunities exist to slow travel speeds and enhance the roadway.

Unfortunately, financial constraints limit our ability to take advantage of those opportunities. We are faced with a highly competitive set of needs on state highways, and it would be irresponsible for us to ignore other corridors in the region where collisions and congestion are much more prevalent. While we are unable to contribute funds for the effort at this time, we remain a committed partner in helping Clinton residents achieve both traffic calming and economic development objectives.

As part of this partnership, we worked with the Clinton Advisory Team to identify a list of corridor improvements that could be pursued for SR 525. The group agreed that the items should be identified in the report as the *Clinton Community Action Plan*, even though the improvements are beyond WSDOT's recommendations for the corridor.

## Clinton Community Action Plan

Community members could pursue the following improvement provided that: 1) funding is secured for design, construction and ongoing maintenance; 2) design and construction plans meet state standards and are approved by WSDOT; and 3) a maintenance agreement is established according to WSDOT requirements.

Partner with appropriate agencies to implement low-cost traffic-calming measures such as:

- Placement of the Island County Sheriff's office mobile speed indicator equipment;
- Pedestrian flags at crosswalk

Seek funding for traffic-calming opportunities such as:

- Raised pavement markers at Deer Lake crosswalk
- Additional crosswalk warning signs
- Pedestrian-activated flashing light at Deer Lake crosswalk

Seek funding for improvements in downtown Clinton that would create a more aesthetically pleasing and pedestrian-friendly corridor. Options:

- Banners
- Hanging flower pots
- Street lighting
- Community entrance marker (such as a sign or raised median)

Seek funding to develop a master plan for the Clinton Ferry Terminal. This plan would review the building of a separate pedestrian loading/unloading access to the ferry vessels. Pedestrian and automobile loading should be a priority with a focus on convenient pedestrian and motorist access.

## Timeline

We released the first draft of our report, SR 525/Clinton Issue Identification Analysis on April 4, 2008. The project team met with community members on May 6 to discuss their comments and pending revisions, and again on June 6 to present additional analysis. We revised the report in response to feedback we received and will make it available for public comment in July. A final report will be issued in Fall 2008.

## **Public involvement**

Your thoughts and opinions are important to us. If you have questions or comments on the draft report, please contact Elizabeth Sjostrom at 360-757-5984 or [sjostre@wsdot.wa.gov](mailto:sjostre@wsdot.wa.gov).

## **Contact information**

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