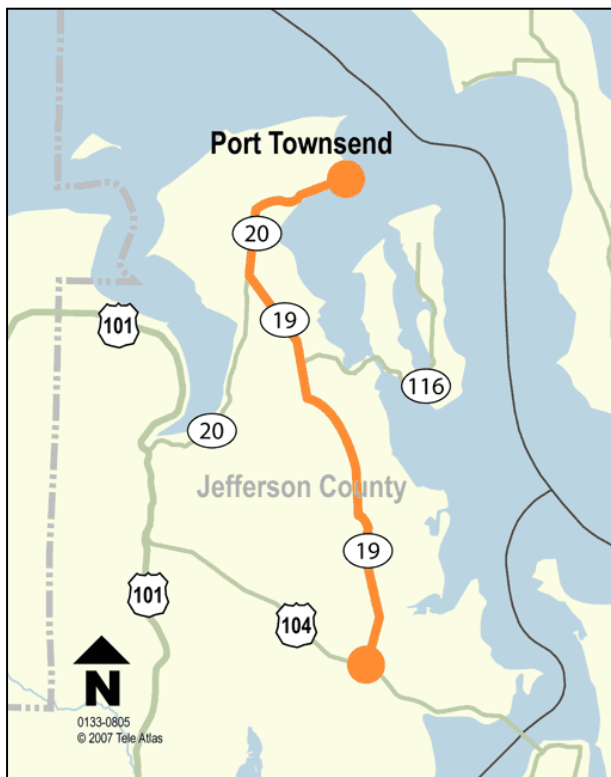


SR 19 / SR 20 CORRIDOR PLAN

SR 104 TO PORT TOWNSEND FERRY TERMINAL



Prepared with the assistance of:

Jefferson County Public Works

City of Port Townsend

Jefferson Transit

Peninsula RTPO

Jamestown S'Klallam Tribe

Port Gamble S'Klallam Tribe

Chimacum School District

East Jefferson Fire & Rescue

Washington State Patrol

Jefferson County Sheriff Department

Jefferson Traffic Safety Task Force

Port Townsend Police Department

Bangor Naval Base / Indian Island

Port of Port Townsend

Team Jefferson

Port Townsend Chamber of Commerce

February 2011



**Washington State
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Paula J. Hammond, P.E.
Secretary of Transportation

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February 28, 2011

A message to the reader,

We are pleased to announce that the Washington State Department of Transportation (WSDOT) has completed the SR 19/SR 20 Corridor Plan. Enclosed is a copy of the document for your information and future reference.

This Corridor Plan outlines a vision for the future development of SR 19 and part of SR 20, from SR 104 to the Port Townsend ferry terminal, by recommending improvement strategies for existing and future deficiencies of the transportation system along the SR 19/SR 20 corridor.

This final version of the SR 19/SR 20 Corridor Plan includes many of the comments and suggestions received from community members, stakeholder representatives, and WSDOT staff during the course of this study. Any future comments or suggestions will be kept on file for future reference.

If you have any questions, please call Nazmul Alam at (360) 357-2722.

Sincerely,

A handwritten signature in blue ink that reads "Ron Landon".

Ron M. Landon, P.E.
Planning and Program Manager
WSDOT, Olympic Region

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
OLYMPIC REGION
TUMWATER, WASHINGTON

SR 19 / SR 20 CORRIDOR PLAN

Project Limits:

SR 19 / SR 104 Intersection to the
Port Townsend Ferry Terminal

SR 19: Mile Post 0.00-14.09

SR 20: Mile Post 7.79-12.56

FEBRUARY 2011

KEVIN J. DAYTON, P.E.
REGION ADMINISTRATOR

RON M. LANDON, P.E.
PLANNING AND PROGRAM MANAGER

Americans with Disabilities Act (ADA) Information

Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling the ADA/504 Compliance Manager, Shawn Murinko at (360) 705-7097. Persons who are deaf or hard of hearing may contact OEO through the Washington Relay Service at 7-1-1.

Title VI Notice to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator, George Laue at (509) 324-6018.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
OLYMPIC REGION

SR 19 / SR 20 CORRIDOR PLAN

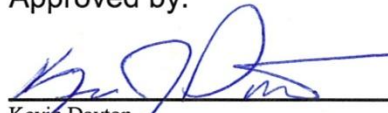
Project Limits:

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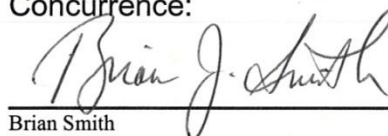
Approved by:



Kevin Dayton
WSDOT Olympic Region Administrator

March 27, 2011
Date

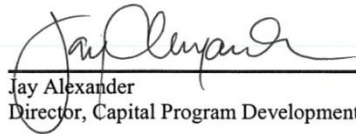
Concurrence:



Brian Smith
Director, Strategic Planning, Headquarters

12 April 2011
Date

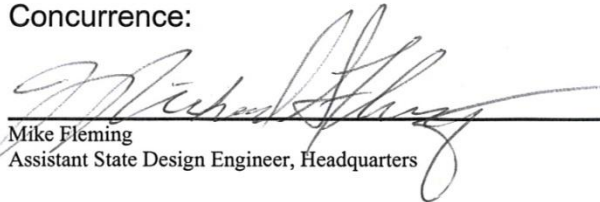
Concurrence:



Jay Alexander
Director, Capital Program Development & Management, Headquarters

4.6.11
Date

Concurrence:



Mike Fleming
Assistant State Design Engineer, Headquarters

4/4/11
Date

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Participating Agencies and Individuals

The following individuals participated in the creation of the *SR 19/SR 20 Corridor Plan* as Corridor Working Group members (stakeholder representatives of their jurisdictions) and project staff.

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Josh Peters, Public Works

City of Port Townsend

Rick Sepler, Community Development

Peninsula RTPPO

David Sullivan, Jefferson County Commissioner & PRTPO Executive Council Representative

Washington State Legislature

Linda Barnfather, Legislative Asst. to Representative Kevin Van De Wege

Jamestown S'Klallam Tribe

Annette Nesse, Chief Operations Officer

Port Gamble S'Klallam Tribe

Marie Hebert, Cultural Resources Director

Jefferson Transit Authority

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Emergency Responders

Chief Boggs, East Jefferson Fire & Rescue

Lt. Clint Casebolt, Washington State Patrol

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Yvette Liufau

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Martha Marrah

EXECUTIVE SUMMARY

The Vision

In July 2008, a Corridor Working Group consisting of transportation stakeholders representing a variety of interests convened to build the vision for the development of SR 19 and SR 20 corridor from the SR 19/SR104 intersection to the Port Townsend ferry terminal. Together they developed a vision statement for the corridor through the year 2031. Their vision, upon which they reached consensus, is:

SR 19/ SR 20 Corridor Vision

A sustainable multi-modal corridor that integrates the movement of people and goods safely and efficiently, enhances regional connections, and contributes to economic vitality and improves quality of life, with minimum environmental impacts.

Over the course of the study, the corridor working group met four times (July 17 and November 7, 2008; July 29 and October 28, 2009). The vision was maintained through direct involvement of the Corridor Working Group in the development and approval of the alternatives evaluation criteria and, ultimately, the corridor plan recommendations. The evaluation criteria were grouped under safety, congestion/mobility, feasibility/constructability, and environmental impact.

The working group's efforts were supported by information gathered about the study area during four public meetings/open houses, and by technical reports prepared and presented by the Washington State Department of Transportation (WSDOT), Olympic Region Planning Office staff. The public meetings occurred on August 28 and December 4, 2008; and August 27 and November 19, 2009 in Chimacum and Port Hadlock. The working group's decisions were made in direct consultation with these WSDOT representatives.

The Study

The SR 19/SR 20 Corridor Plan study area begins in Jefferson County at the intersection of SR 104/19 and follows SR 19 (Beaver Valley Road) through the communities of Beaver Valley, Chimacum, Port Hadlock, Irondale, and Kala Point to the intersection with SR 20. The study area then continues for nearly five miles along SR 20 (Sims Way) through the community of Glen Cove towards Port Townsend concluding at the Port Townsend ferry terminal.

WSDOT has studied this corridor in collaboration with Jefferson County Public Works, the City of Port Townsend and other users of the route to identify ways to reduce congestion and increase safety. These routes are identified as Highways of Statewide Significance and provide a regional connection between the Olympic

Peninsula and Island County via the Port Townsend ferry. State Route 20 is part of the National Highway System (NHS).

A corridor plan identifies transportation safety and mobility improvement opportunities and guides WSDOT's investments in the corridor over a 20-year period. The plan targets many of the congestion, safety and roadside issues that travelers often face.

The study process involved review and analysis of technical information such as current and forecast traffic conditions and the collision history on the corridor. Public involvement outreach efforts consisted of four corridor working group meetings and four public meetings/open houses that generated great interest in the community and facilitated public participation. Using the technical analysis provided by WSDOT and the information gathered through the public meeting process, the working group endorsed recommendations to address the forecast deficiencies on the corridor. This corridor plan provides WSDOT with a strategy for improving the corridor through the year 2031, while taking into consideration the plans and preferences of the affected jurisdictions and route users. The end result is a prioritized list of short-, mid-, and long-term projects that can compete for state, regional, and local transportation funds.

The study corridor was divided into six segments, each having its own characteristics and needs. Segment 1, from SR 104 to Chimacum-Center is the rural segment; segments 5 and 6 are the more urbanized city segments; and in between are the urbanizing segments 2, 3, and 4. The "urbanizing" of Segments 2, 3, and 4 relates to the land use becoming more urban rather than rural. Note: that this is not specifically a highway designation of urban over rural. The urban growth Tri-Area of Chimacum, Irondale, and Port Hadlock in Segment 3 contributes to the future urbanization in Segments 2, 3 and 4 because it's centrally located. The 2000 Census data information identifies an urban cluster as a densely settled territory that has a population of at least 2,500 but less than 50,000.

The Recommendations

Projects of Special Interest

Through a stakeholder and public involvement process "Projects of Special Interest" were identified and adopted (**Figure S-1**). These projects resonated with the community and received the most interest and support.

Projects of special interest were derived from lists of recommendations developed for the six identified corridor segments through stakeholder and public input and through technical analysis and evaluation of improvement options using alternatives evaluation criteria adopted by the Corridor Working Group.

Recommendations were broken out by tiers and Transportation Demand Management (TDM) strategies. These are the Tier 1, Tier 2, Tier 3, and TDM lists of recommendations.

Tier 1 Recommendations

TIER 1 recommendations focus on low-cost projects that may deliver a high return on capital investment and have short delivery schedules (**Figure S-2**). These include incident management, Intelligent Transportation System, access management, ramp modifications, turn lanes and intersection improvements.

Tier 2 Recommendations

TIER 2 recommendations focus on moderate to higher cost improvements that reduce congestion on both highways and local roads (**Figure S-3**). These include improvements to parallel corridors (including local roads), adding auxiliary lanes, and direct access ramps.

Tier 3 Recommendations

TIER 3 recommendations focus on the highest-cost projects that can deliver corridor-wide benefits (**Figure S-4**). These include adding general purpose lanes, and, interchange modifications.

Transportation Demand Management (TDM) and Intelligent Transportation Systems (ITS)

TDM is an umbrella term for strategies that reduce vehicle trips or shift use of the roadway to off peak periods (**Figure S-5**). Intelligent Transportation Systems is the application of computers, communications & sensor technology to surface transportation.

Next Steps

The SR 19/SR 20 CPS identifies corridor needs that are based on adopted Washington State Department of Transportation (WSDOT) thresholds and proposes actions to address those needs. While this alone does not guarantee implementation funding, the plan allows future consideration for funding requests to be focused on areas of greatest need in this corridor. These identified areas will compete with other similar locations around the state for future funding based on performance outcome.

Available revenue to implement the identified improvements is very limited. Specific actions that should be taken to position the corridor plan proposed improvements for future implementation include:

- Incorporate the SR 19/SR 20 Corridor Plan recommended improvements in the State's Highway System Plan (HSP) and the Peninsula Regional Transportation Organization's (PRTPO) regional transportation plan.
- Incorporate the SR 19/SR 20 Corridor Plan recommended improvements, as appropriate, in county and city comprehensive plans.

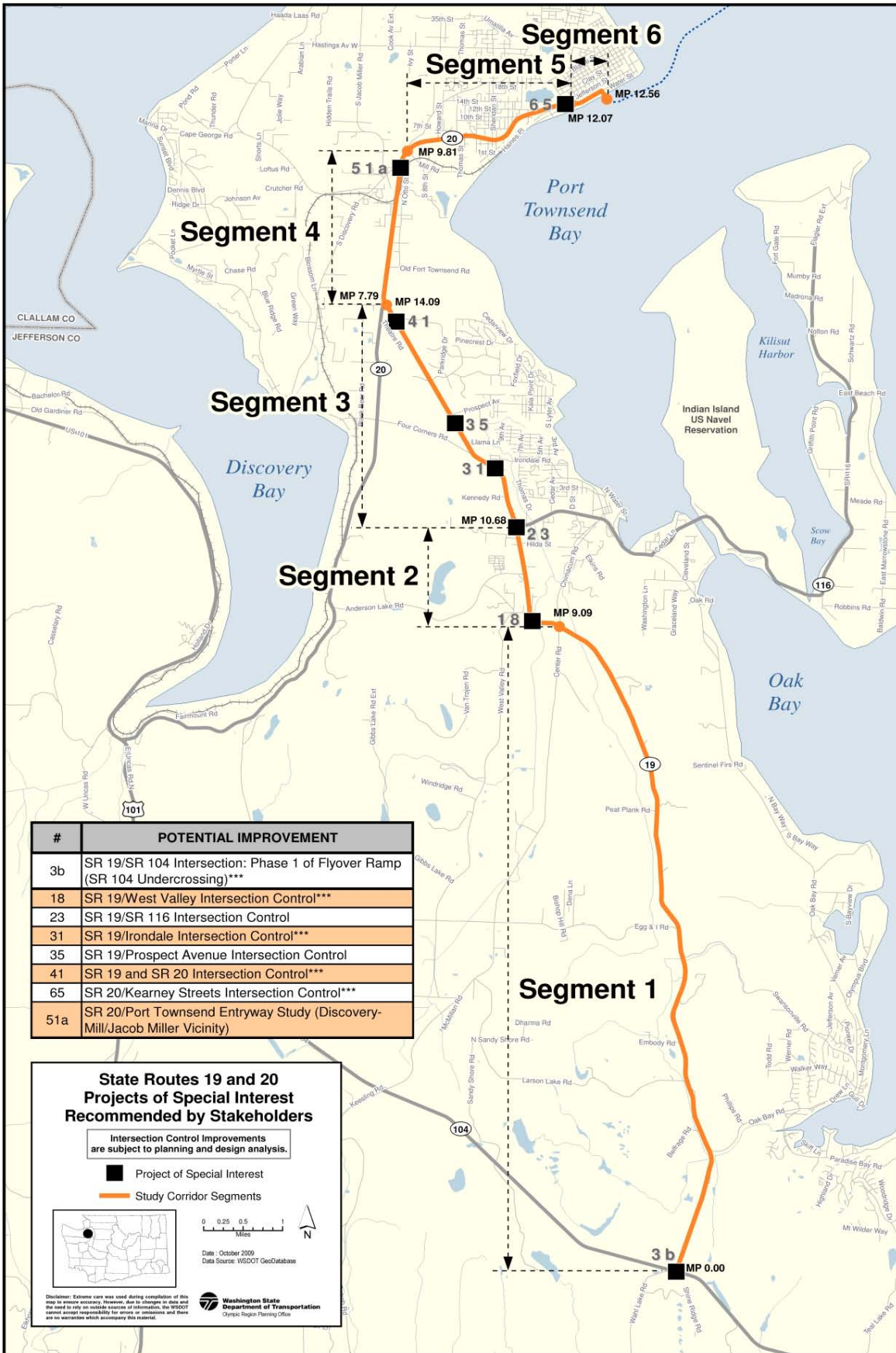


Figure S-1: Projects of Special Interest

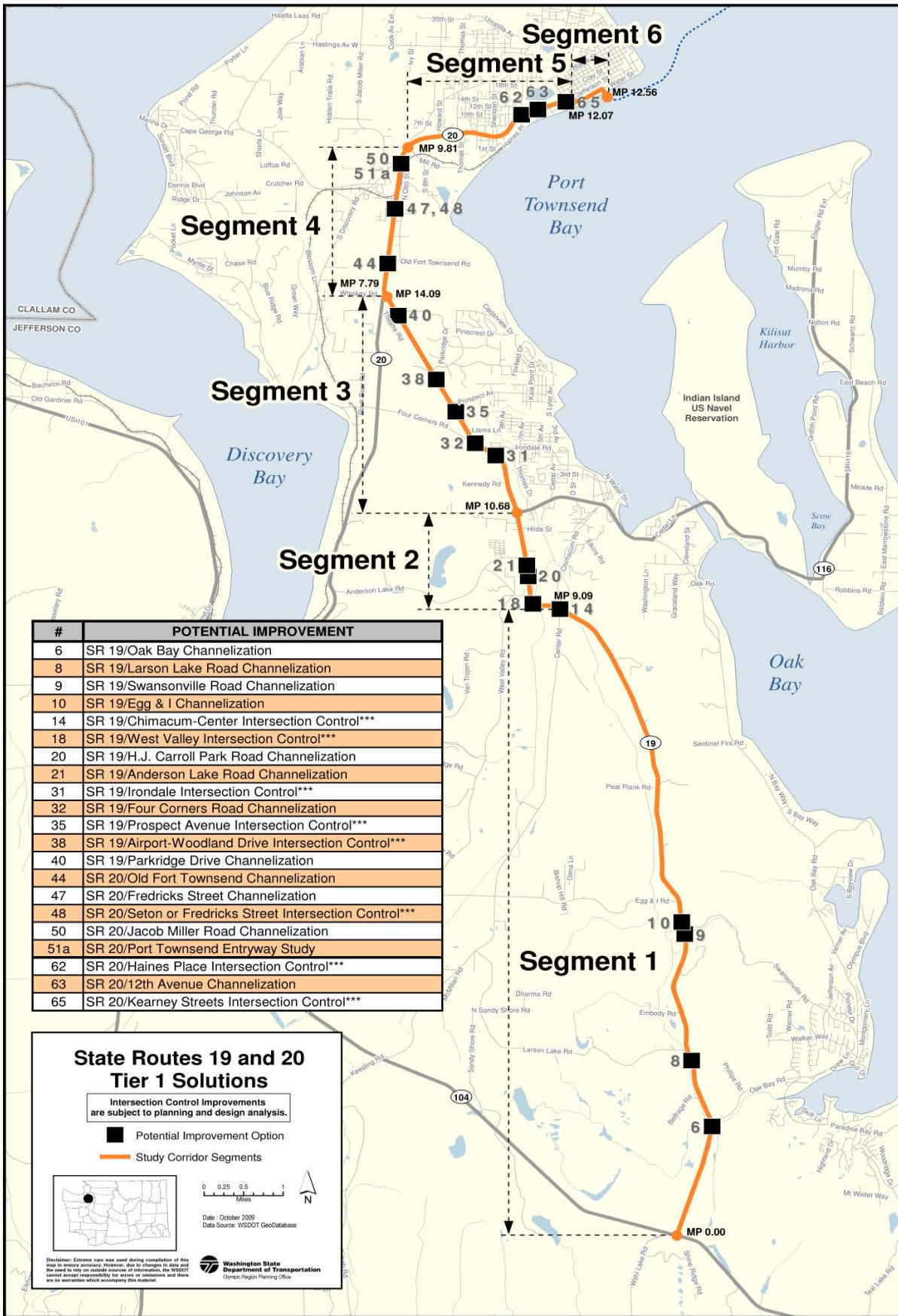


Figure S-2: Tier 1 Solutions

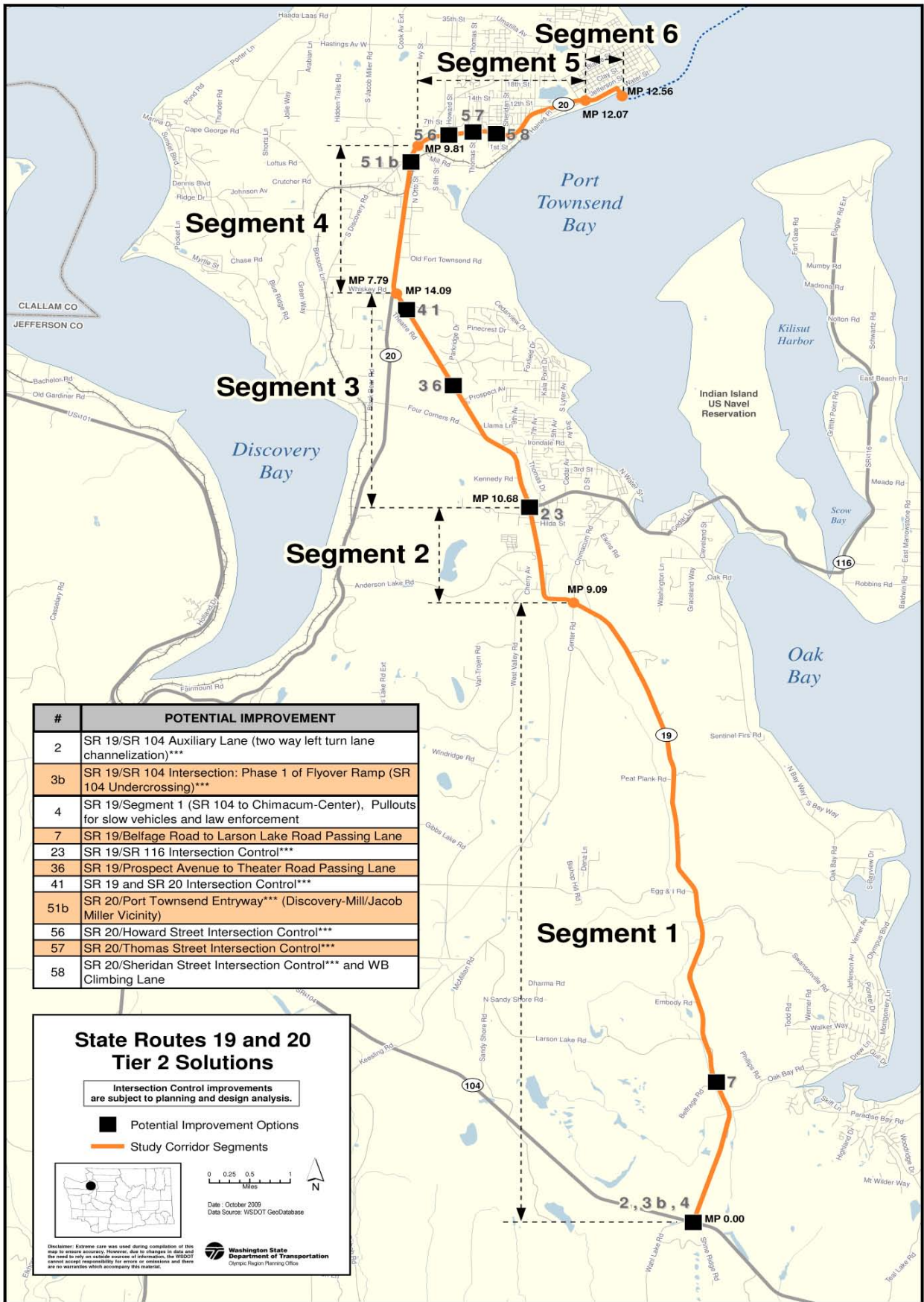


Figure S-3: Tier 2 Solutions

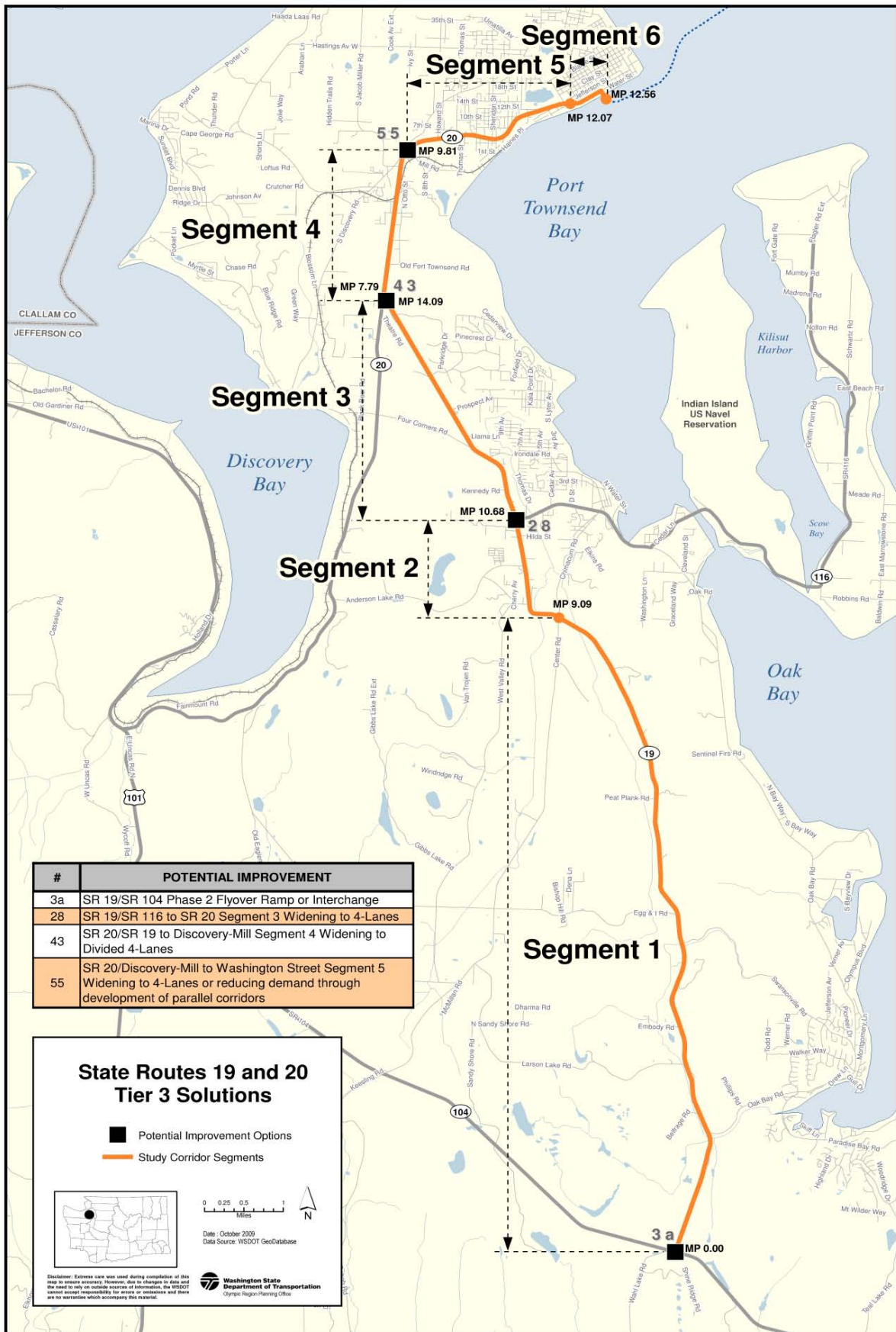


Figure S-4: Tier 3 Solutions

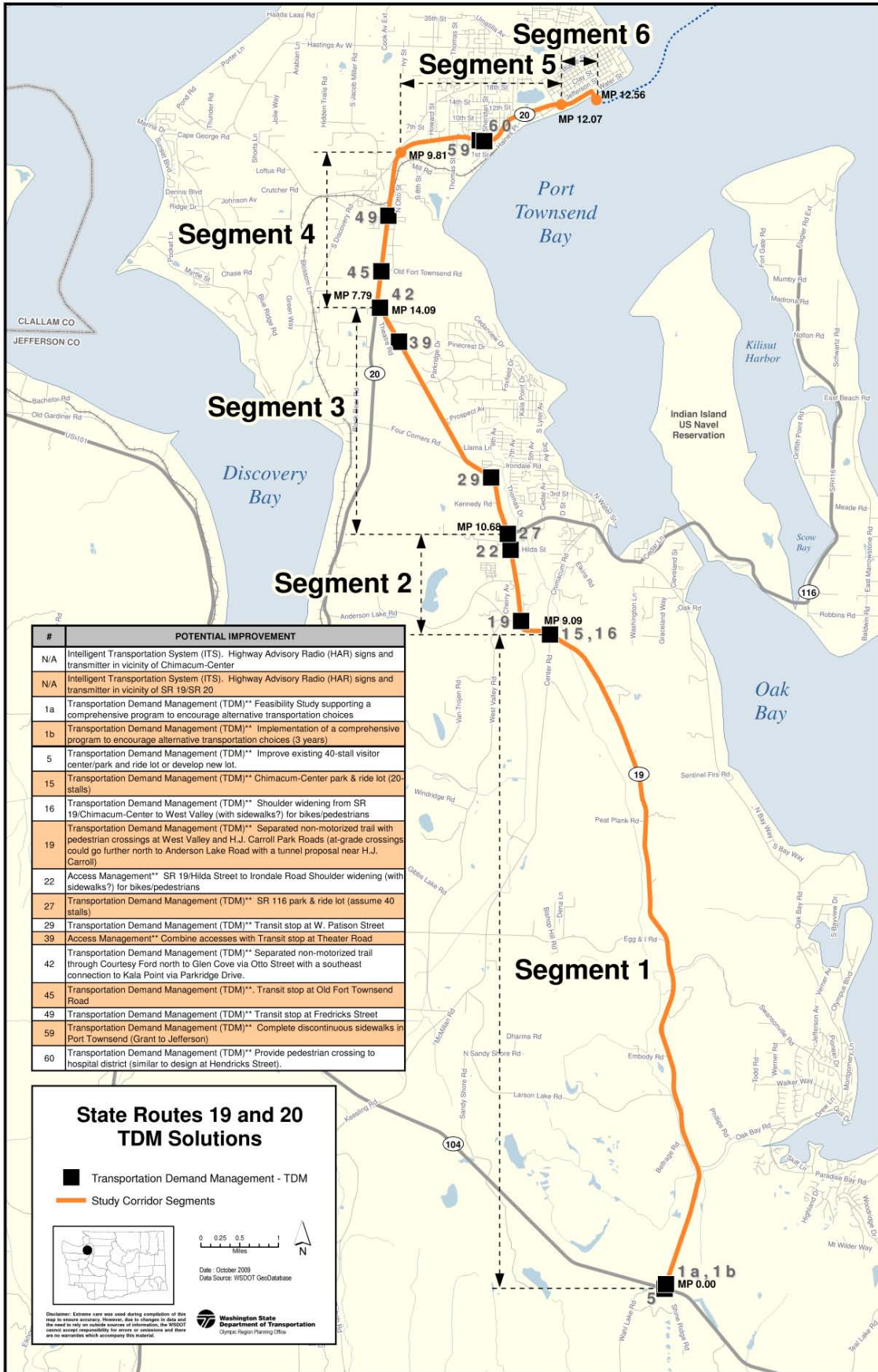


Figure S-5: TDM Solutions