



Welcome

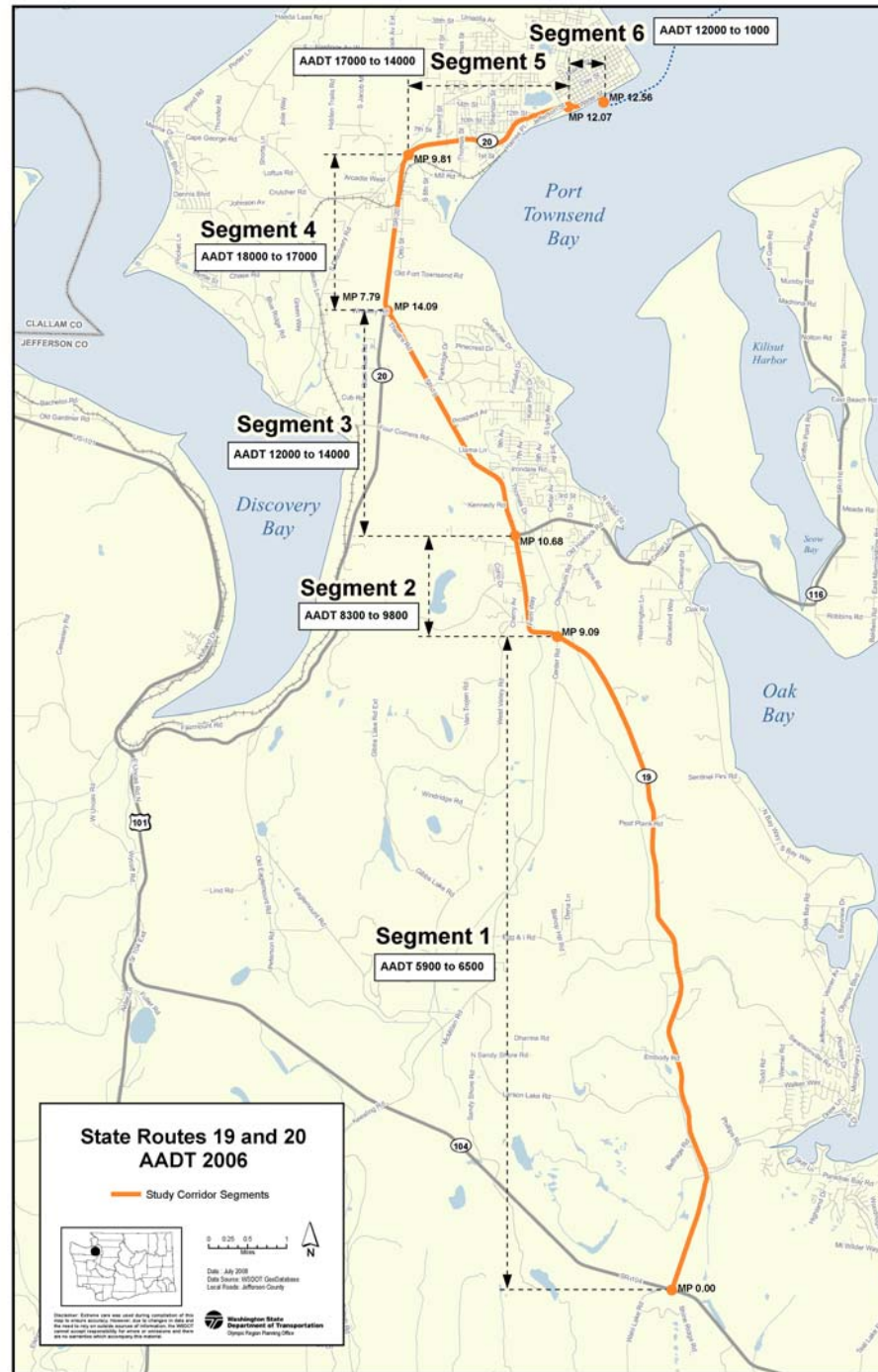
SR 19/20 Corridor Plan
OPEN HOUSE

November 19, 2009
3:30 – 6:30 p.m.

Chimacum Middle School
Chimacum

Project Overview

Study Corridor Segments



What is a Corridor Plan?

- 20-year plan for a safe and efficient transportation system developed in collaboration with the affected jurisdictions and the users of the route
- Identifies improvements that can compete for state transportation funds
- Updates, supports and refines the Highway System Plan
- Enables local agencies to consider the state system when building or revising local Comprehensive Plans
- A tool to define route continuity, access management and multimodal improvements
- Prioritized list of recommended improvements

Study Purpose

- Improve safety and reduce congestion
- Recommend short, mid, long term improvements
- Guide WSDOT and local investments
- Guide investments in the transportation system and build community support

Vision Statement

SR 19/20 Corridor

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.

Alternative Evaluation Criteria

Safety

- Does the alternative address an identified or envisioned safety problem for both the number and severity of collisions for people, motorcycles, cars, buses & trucks?
- Does the alternative address an identified or envisioned safety problem for non-motorized travelers? How well does the alternative address ADA issues and support all transportation users?

Mobility

- Does the alternative address a capacity problem and meet LOS standards?
- Does the alternative reduce delay at intersections?
- Does the alternative improve movement of freight?
- Does the alternative improve non-motorized travel?
- Does the alternative balance mobility with access needs?

Feasibility

- What is the estimated cost of the alternative? How well does the community favor the alternative?
- Does the alternative support development of an integrated system?
- Does the alternative impact, or have the potential to impact historic or cultural resources?

Environmental Impact

- How will the alternative impact wetlands, steep slopes and other critical areas?
- Does the alternative reduce vehicle emissions?
- Will the alternative impact residential areas?
- Does the alternative impact business or affect access?

Corridor Working Group

Jefferson County

City of Port Townsend

Peninsula Regional Transportation Planning Organization (PRTPO)

Jefferson Transit

Port of Port Townsend

Bangor Naval Base/Indian Island

Jamestown S'Klallam Tribe

Port Gamble S'Klallam Tribe

"Team Jefferson" WSU Extension Jefferson County

Port Hadlock Chamber of Commerce

Port Townsend Chamber

Chimacum School District

Port Townsend School District

Washington State Patrol

Port Townsend Police Department

Jefferson County Traffic Safety Task Force

Jefferson County Sheriff Office

East Jefferson Fire-Rescue

Port Ludlow Fire and Rescue

Port Townsend Bicycle Association

Washington State Representative Kevin Van De Wege

Recap Meetings/Open House

Star voting results

PROJECTS OF SPECIAL INTEREST*
(from north to south)

Project Number	Description of Potential Improvement Option	Star-Vote
65	SR 20/Kearney Street Intersection Control***	3
51a	SR 20/Port Townsend Entryway Study (Discovery-Mill/Jacob Miller Vicinity)	12
41	SR 19 and SR 20 Intersection Control***	1
35	SR 19/Prospect Avenue Intersection Control***	17
31	SR 19/Irondale Intersection Control***	3
23	SR 19/SR 116 Intersection Control***	10
18	SR 19/West Valley Intersection Control***	2
3b	SR 19/SR 104 Intersection Control***	8

*Corridor Working Group Recommendations

***Signal or Roundabout

Stakeholder and public comments

SR 19/SR 116 Intersection

- left turn from SR 116 onto SR 19 difficult
- Intersection control would make left turns easier
- It takes me an average of 6-15 minutes to get out of my driveway during school “Rush hours”
- roundabout would be wonderful as everyone would have to slow down
- crosswalks and brighter street lights would be wonderful
- right turn lane and possibly a traffic light
- signal preferred

SR 19/Prospect Ave

- Prospect should have a traffic activated signal
- deceleration lanes for right turners

Port Townsend Entryway

- Change to roundabout

Stakeholder and public comments (cont.)

SR19/SR 104 Intersection

- Long term – the only good solution is to make it an interchange with an overpass taking SR 19 over SR 104 to merge eastbound on SR 104. Any short term solutions should take into account the long term solution – an overpass.

SR 19/Oak Bay Road

- southbound left turn lane should be a high priority

SR 20/Sheridan

- Traffic light needed at Sheridan to create a break in traffic. Roundabout won't do it.

SR 19/Airport-Woodland Dr

- Please reconsider intersection control. This is a 50 mile an hour corridor and it is very hard to get in and out of the airport and Woodland Dr.
- Signal preferred

Stakeholder and public comments

Left turn channelization

- left turn lanes should be a high priority; they are a 'relatively' low cost improvement that provides high returns of increased safety and higher capacity

Maintenance issues

- Fog line painting more often on SR 116 It lasts about 6 month and then is not visible
- put up no passing signs

Transportation Demand Management & non-motorized transportation

- support for implementing projects that enhance non-motorized transportation
- include TDM & non-motorized concepts in all projects
- better utilization of transit

Other

- maintain the scenic and cultural values of the area
- maintain the farming valley and historic city of Port Townsend
- reduce VMT/GHG emissions

Study Recommendations and Priorities

Tier 1 Solutions

Tier 2 Solutions

Tier 3 Solutions

Transportation Demand Management (TDM) Strategies

Projects of Special Interest



What do Tier I, II and III mean?

Tier I – Focuses on low-cost projects that deliver a high return on capital investment and have short delivery schedules.

These include incident management, ITS, access management projects, ramp modifications, turn lanes and intersection improvements.

Tier II – Focuses on moderate to higher-cost improvements that further reduce congestion on both highways and local roads.

These include improvements to parallel corridors (including local roads), adding auxiliary lanes, and direct access ramps.

Tier III Focuses on the highest-cost projects that can deliver corridor-wide benefits.

These include commuter rail, HOV/HOT lanes, adding general purpose lanes and interchange modifications.

Tier 1 Solutions

No change from last open house



SR 19 AND SR 20 CORRIDOR PLAN PRIORITIES

TIER 1 - Focuses on **low -cost** projects that deliver a **high return** on capital investment and have **short delivery schedules**

These include incident mangement, ITS, access management projects, ramp modifications, turn lanes and intersection improvements.

*** Subject to Planning and Design Analysis

TIER 1 PRIORITY RANKING

Priority with all scores	Score based on likely Benefit Cost	Project Number	TOTAL SCORE	Description of Potential Improvement Option	* Tiered Solution Number	State Route	Corridor Segment	Begin Milepost	End Milepost	Estimate Cost (low range in 2009 dollars)	Estimated Cost (high range in 2009 dollars)
1	5	35	79	SR 19/Prospect Avenue Intersection Control***	1	19	3	12.32	12.43	\$1,156,500	\$1,542,000
2	5	65	76	SR 20/Kearney Streets Intersection Control***	1	20	5	12.01	12.01	\$939,600	\$1,252,800
3	1	14	74	SR 19/Chimacum-Center Intersection Control***	1	19	2	9.09	9.09	\$2,061,900	\$2,749,200
3	1	18	74	SR 19/West Valley Intersection Control***	1	19	2	9.43	9.61	\$2,107,800	\$2,810,400
4	5	6	72	SR 19/Oak Bay Channelization	1	19	1	1.53	1.73	\$936,900	\$1,249,200
5	1	31	71	SR 19/Irondale Intersection Control***	1	19	3	11.52	11.76	\$1,527,300	\$2,036,400

No change from last open house

*** Subject to Planning and Design Analysis

Tier 2 Solutions

2 changes from last open house



SR 19 AND SR 20 CORRIDOR PLAN PRIORITIES

TIER 2 - Focuses on **moderate to higher cost** improvements that further reduce congestion on both highways and local roads

These include improvements to parallel corridors (including local roads), adding auxiliary lanes, and direct access ramps.

*** Subject to Planning and Design Analysis

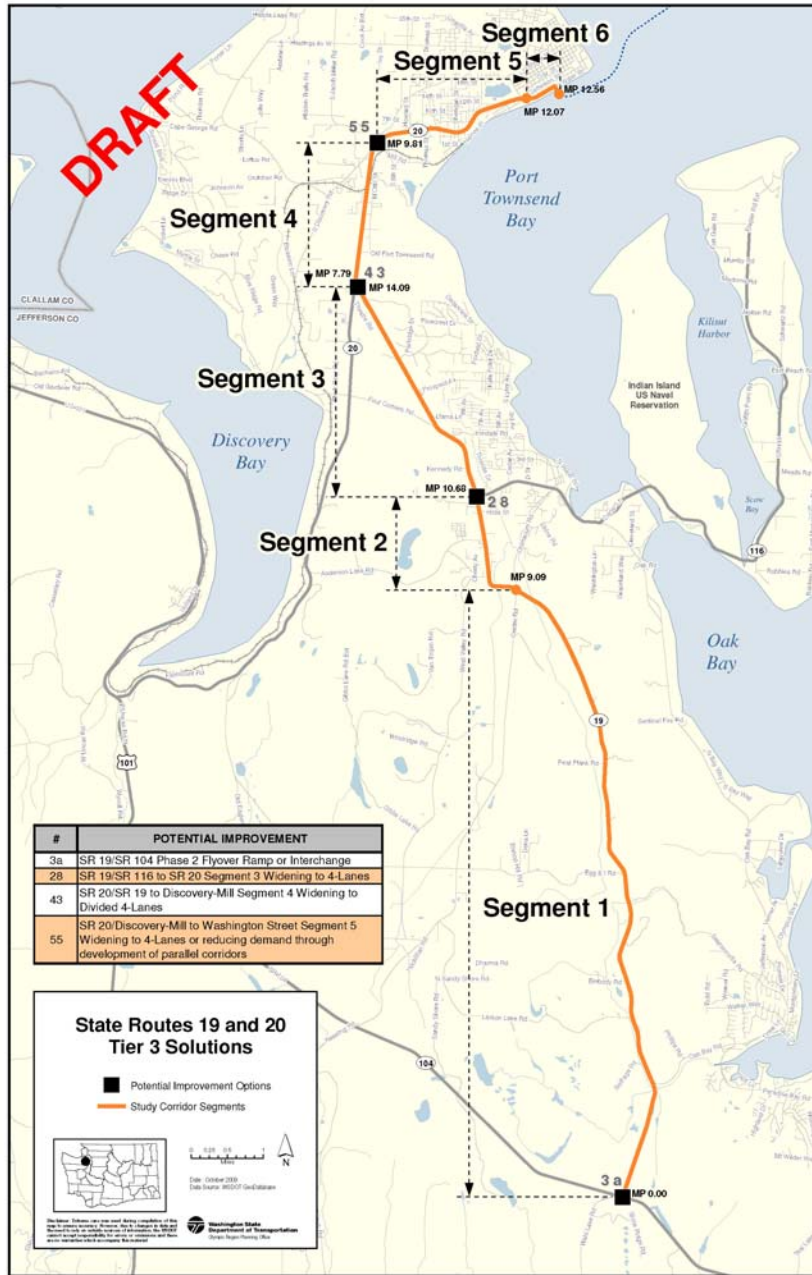
TIER 2 PRIORITY RANKING

2 changes

Priority with all scores	Score based on likely Benefit Cost	Project Number	TOTAL SCORE	Description of Potential Improvement Option	* Tiered Solution Number	State Route	Corridor Segment	Begin Milepost	End Milepost	Estimated Cost (low range in 2009 dollars)	Estimated Cost (high range in 2009 dollars)
8	1	51b	68	SR 20/Port Townsend Entryway*** (Discovery-Mill/Jacob Miller Vicinity)	2 or 3	20	4	9.57	9.81	\$7,213,500	\$9,618,000
8	1	23	68	SR 19/SR 116 Intersection Control***	2	19	3	10.54	10.83	\$3,573,900	\$4,765,200
9	3	58	67	SR 20/Sheridan Street Intersection Control*** and WB Climbing Lane	2	20	5	10.82	11.07	\$1,458,000	\$1,944,000
10	1	57	65	SR 20/Thomas Street Intersection Control***	2	20	5	10.40	10.66	\$4,005,900	\$5,341,200
11	5	41	64	SR 19 and SR 20 Intersection Control***	2	19 and 20	4	13.84 and 7.79	14.09 and 8.02	\$2,172,600	\$2,896,800
14	1	3b	63	SR 19/SR 104 Intersection: Phase I of Flyover Ramp (SR 104 Undercrossing)***	2	19	1	0.00	0.18	\$7,470,000	\$9,960,000
14	1	2	62	SR 19/SR 104 Auxiliary Lane (two way left turn lane channelization)***	2	19	1	0.00	0.18	\$1,169,100	\$1,558,800

Tier 3 Solutions

2 changes



SR 19 AND SR 20 CORRIDOR PLAN PRIORITIES

TIER 3 - Focuses on the highest-cost projects that can deliver **corridor-wide benefits**

These include commuter rail, HOV/HOT lanes, adding general purpose lanes and interchange modifications

*** Subject to Planning and Design Analysis

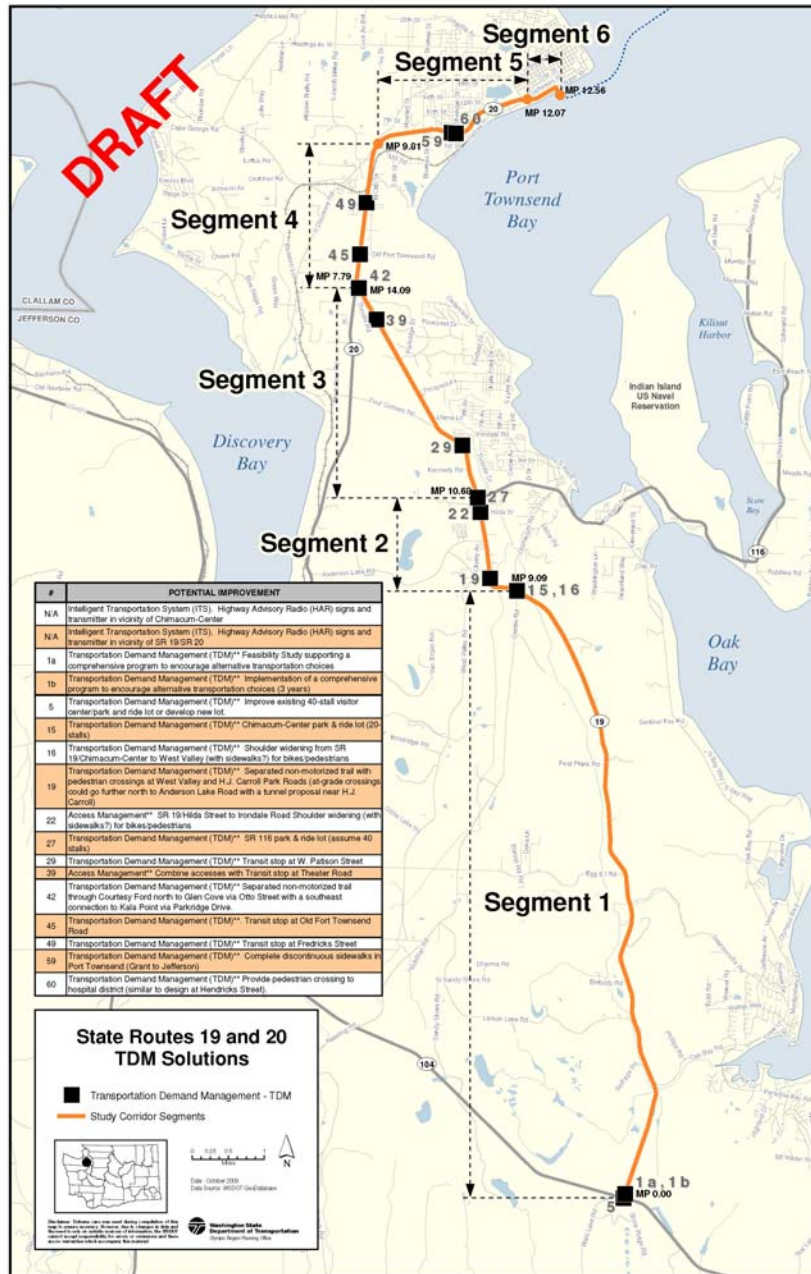
2 changes

TIER 3 PRIORITY RANKING

Priority with all scores	Score based on likely Benefit Cost	Project Number	TOTAL SCORE	Description of Potential Improvement Option	* Tiered Solution Number	State Route	Corridor Segment	Begin Milepost	End Milepost	Estimated Cost (low range in 2009 dollars)	Estimated Cost (high range in 2009 dollars)
12	1	3a	63	SR 19/SR 104 Phase 2 Flyover Ramp or Interchange	3	19	1	0.00	0.18	\$34,740,000	\$46,320,000
15	1	55	60	SR 20/Discovery-Mill to Washington Street Segment 5 - Widening to 4-Lanes or reducing demand through development of parallel corridors	3	20	5	9.81	12.07	\$32,158,800	\$42,878,400
19	3	43	55	SR 20/SR 19 to Discovery-Mill Segment 4 Widening to Divided 4-Lanes	3	20	4	7.79	9.81	\$22,405,500	\$29,874,000
21	1	28	53	SR 19/SR 116 to SR 20 Segment 3 Widening to 4-Lanes	3	19	3	10.68	14.09	\$72,412,650	\$96,550,200

Transportation Demand Management (TDM)

4 changes from last open house



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.

The term, Intelligent Transportation Systems is the application of computers, communications and sensor technology to surface transportation

***TIER 1** - Focuses on **low -cost** projects that deliver a **high return** on capital investment and have **short delivery schedules**

***TIER 2** - Focuses on **moderate to higher cost** improvements that further reduce congestion on both highways and local roads

***TIER 3** - Focuses on the highest-cost projects that can deliver **corridor-wide benefits**

Project Number	Description of Potential Improvement Option	* Tiered Solution Number	State Route	Corridor Segment	Begin Milepost	End Milepost	Estimated Cost (low range in 2009 dollars)	Estimated Cost (high range in 2009 dollars)
N/A	Intelligent Transportation System (ITS). Highway Advisory Radio (HAR) signs and transmitter in vicinity of Chimacum-Center	1	19	2	9.09	9.09	\$63,000	\$84,000
N/A	Intelligent Transportation System (ITS). Highway Advisory Radio (HAR) signs and transmitter in vicinity of SR 19/SR 20	1	20	4	7.85	7.85	\$63,000	\$84,000
29	Transportation Demand Management (TDM)** Transit stop at W. Patison Street	1	19	3	11.45	11.45	\$97,200	\$129,600
39	Access Management** Combine accesses with Transit stop at Theater Road	1	19	3	13.60	14.03	\$97,200	\$129,600

4 changes

1a	Transportation Demand Management (TDM)** Feasibility Study supporting a comprehensive program to encourage alternative transportation choices	1	19 and 20	1 to 6	N/A	N/A	\$100,000	\$125,000
1b	Transportation Demand Management (TDM)** Implementation of a comprehensive program to encourage alternative transportation choices (3 years)	1	19 and 20	1 to 6	N/A	N/A	\$1,215,000	\$1,620,000
16	Transportation Demand Management (TDM)** Shoulder widening from SR 19/Chimacum-Center to West Valley (with sidewalks?) for bikes/pedestrians	2	19	2	9.09	9.54	\$3,087,900	\$4,117,200
59	Transportation Demand Management (TDM)** Complete discontinuous sidewalks in Port Townsend (Grant to Jefferson)	2	20	5	10.87	11.91	\$3,369,600	\$4,492,800
22	Access Management** SR 19/Hilda Street to Irondale Road Shoulder widening (with sidewalks?) for bikes/pedestrians	2	19	2 and 3	10.47	11.61	\$3,693,600	\$4,924,800

Projects of Special Interest

No changes from last open house



SR 19 AND SR 20 CORRIDOR PLAN

*** Subject to Planning and Design Analysis

PROJECTS OF SPECIAL INTEREST RECOMMENDED BY STAKEHOLDERS

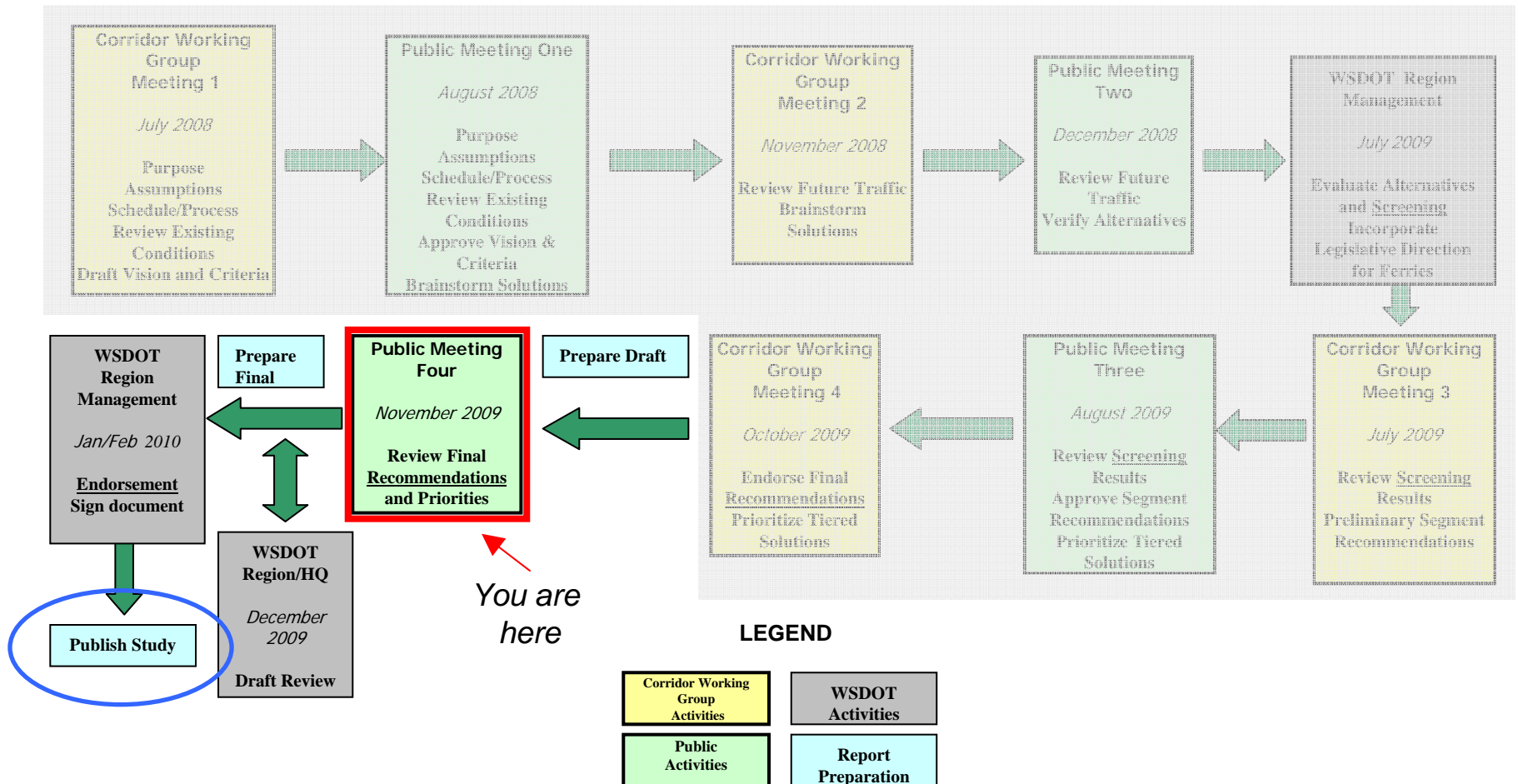
Priority with all scores	Score based on likely Benefit Cost	Project Number	TOTAL SCORE	Description of Potential Improvement Option	* Tiered Solution Number	State Route	Corridor Segment	Begin Milepost	End Milepost	Estimated Cost (low range in 2009 dollars)	Estimated Cost (high range in 2009 dollars)
2	5	65	76	SR 20/Kearney Streets Intersection Control***	1	20	5	12.01	12.01	\$939,600	\$1,252,800
8	N/A	51a	68	SR 20/Port Townsend Entryway Study (Discovery-Mill/Jacob Miller Vicinity)	1	20	4	9.57	9.81	\$450,000	\$600,000
11	5	41	64	SR 19 and SR 20 Intersection Control***	2	19 and 20	4	13.84 and 7.79	14.09 and 8.02	\$2,172,600	\$2,896,800
1	5	35	79	SR 19/Prospect Avenue Intersection Control***	1	19	3	12.32	12.43	\$1,156,500	\$1,542,000
5	1	31	71	SR 19/Irondale Intersection Control***	1	19	3	11.52	11.76	\$1,527,300	\$2,036,400
8	1	23	68	SR 19/SR 116 Intersection Control***	2	19	3	10.54	10.83	\$3,573,900	\$4,765,200
3	1	18	74	SR 19/West Valley Intersection Control***	1	19	2	9.43	9.61	\$2,107,800	\$2,810,400
12	1	3b	63	SR 19/SR 104 Intersection: Phase I of Flyover Ramp (SR 104 Undercrossing)***	2	19	1	0.00	0.18	\$7,470,000	\$9,960,000

Moving forward with these

Next Steps

SR 19/20 Corridor Plan – Schedule

Between SR 104 and the Ferry Terminal



NEXT STEPS...

Report Preparation, Printing, and Distribution
By February 2010

A typical

Corridor Plan Report Outline

EXECUTIVE SUMMARY

CHAPTER 1 THE PURPOSE OF THE CORRIDOR PLAN

CHAPTER 2 EXISTING ROUTE CHARACTERISTICS

CHAPTER 3 THE STUDY PROCESS

CHAPTER 4 STAKEHOLDER RECOMMENDATIONS

CHAPTER 5 ALTERNATIVES

Appendix A – Route Classifications

Appendix B – Physical Characteristics

Appendix C – Utility Locations

Appendix D – Traffic Analysis

Appendix E – Collision History

Appendix F – News Coverage

Appendix G - Stakeholder Meetings

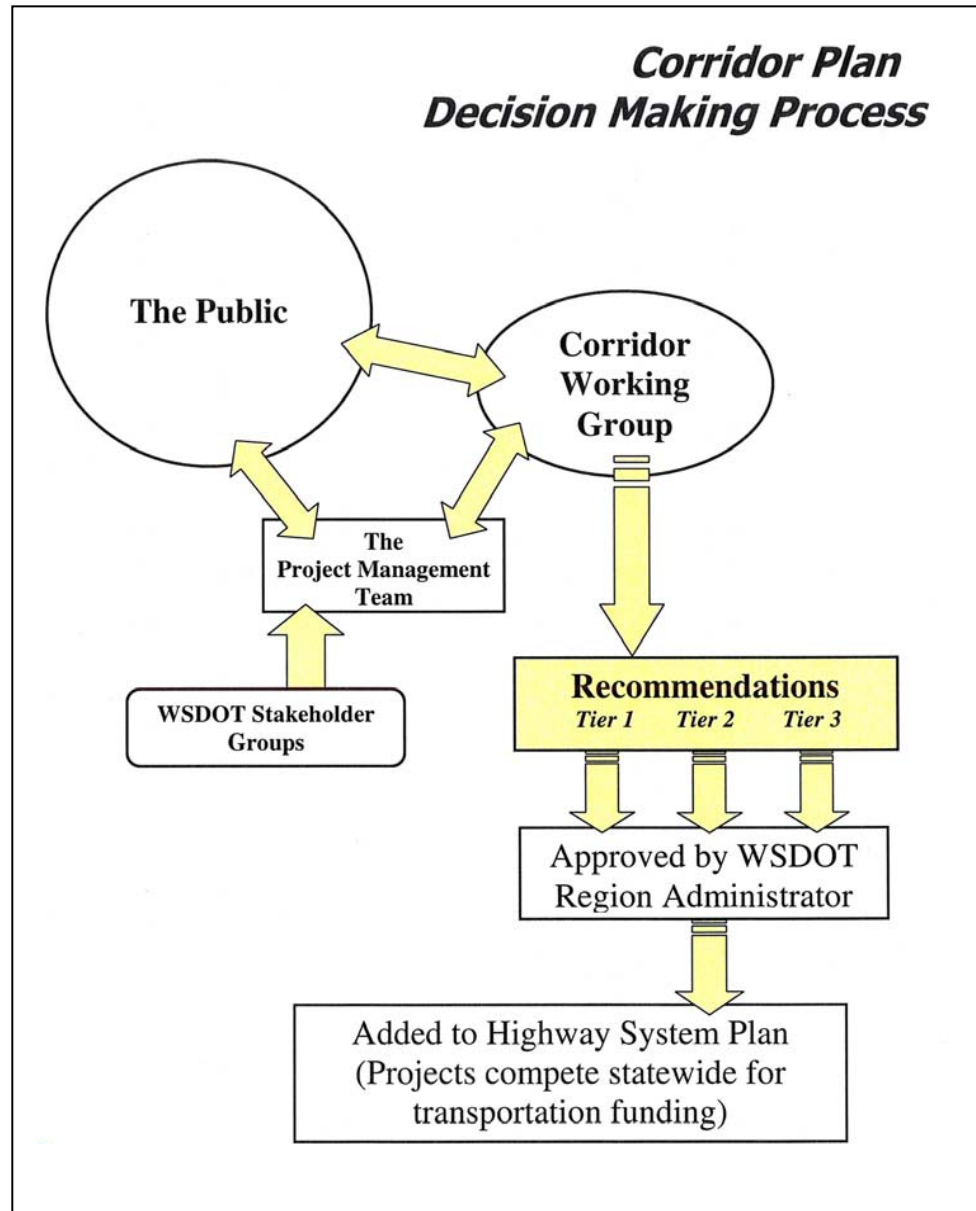
Appendix H – Public Meetings

Plan Implementation

It is important to remember that all of the study recommendations are unfunded at this time.

So the obvious question...“how is the plan implemented?”

Corridor Plan Decision Making Process



Highway System Plan

- WSDOT is in the process of developing a 2011-2030 Highway System Plan (HSP) and the Olympic Region is responsible for updating and building on the mobility portion of the existing 2007-2026 HSP
- Solutions proven to address identified needs in a cost-effective incremental manner will be prioritized and recommended for funding consideration (in the HSP)
- These are the locations that Olympic region has proposed to analyze in further detail in Jefferson County for possible inclusion in the HSP. These unfunded solutions will go through more in-depth analysis – alternatives, traffic, B/C to ensure only the most cost effective solutions are advanced
 - Port Townsend Entryway
 - SR 20/Kearney
 - SR 19/SR 116
 - SR 19/SR 20
 - SR 19/Prospect
 - SR 19/SR 104

Developer, legislative champion, grants and other funding

Once in the plan, developers can contribute towards improvements

Legislative champion can also fund projects

Local communities can go after grants and other funding