

Joint Transportation Committee

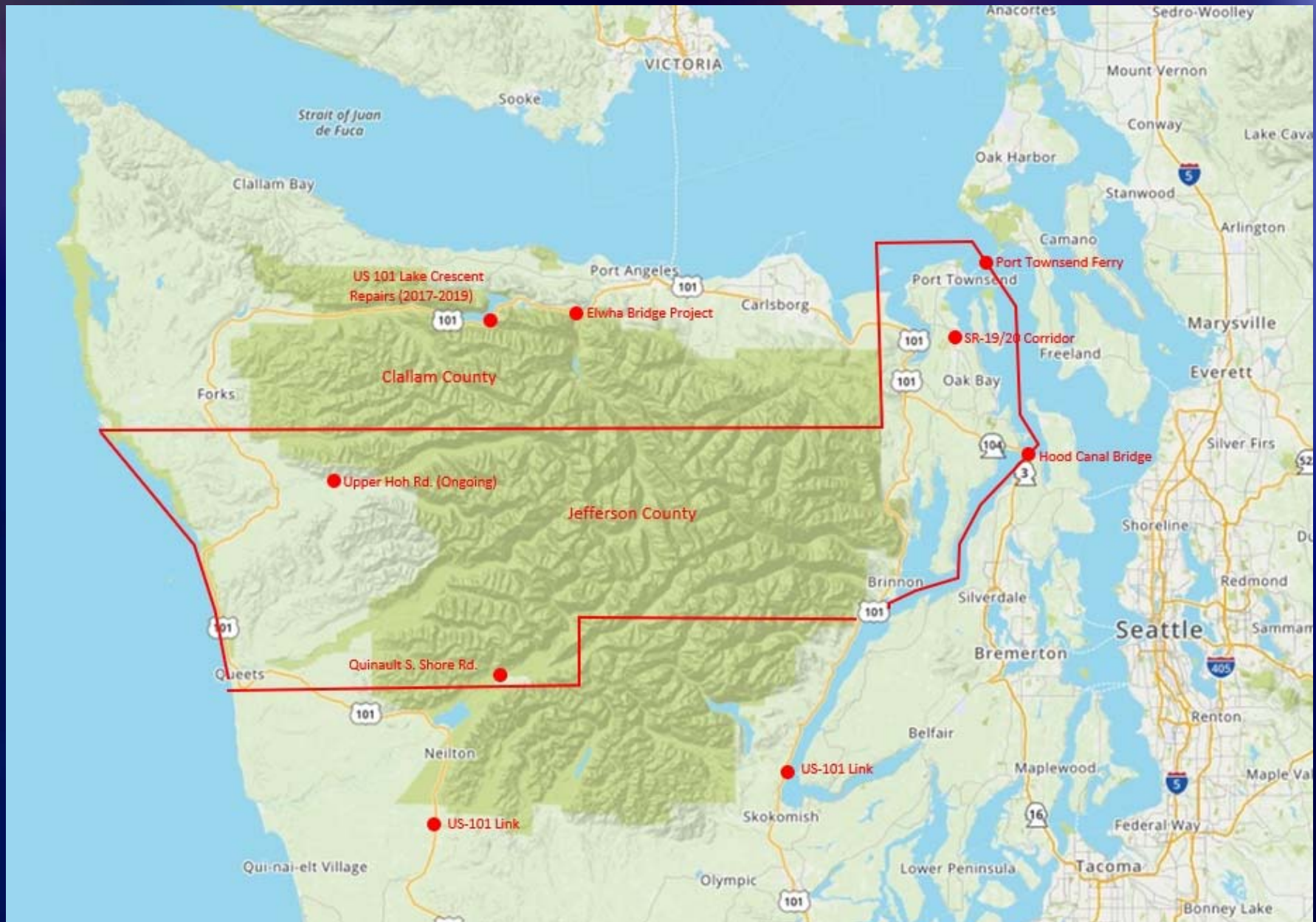
October 3, 2019

Jefferson County

David Sullivan, Kate Dean, Greg Brotherton - Jefferson County Board of Commissioners

Monte Reinders, P.E., Public Works Director/County Engineer

Wendy Clark-Getzin, P.E. Transportation Planner



Olympic Peninsula – How do you get here?



- Hood Canal Bridge – Most important transportation link to the Olympic Peninsula
- Opened 1961 to replace Lofall/Southpoint Ferry
- Significantly rebuilt in 2009
- 18,000 AADT (that would be a lot of traffic for the old Lofall/Southpoint Ferry!)
- Challenges
 - Significant delays when opened for vessel traffic
 - Signal controlled turn movements at east end cause significant traffic backups on SR-104 and SR-3
 - Traffic can backup for 5 miles on summer weekends
 - Blocks through traffic (and driveways) on SR-3
 - Disrupts Transit service & difficult to reliably plan trips on/off Peninsula



- WSDOT travel alerts (texts/website) – for planned openings (non-military) are helpful
- WSDOT & Coast Guard agreement - no openings for pleasure craft May 22nd to September 30th, 3 p.m. to 6:15 p.m.
- 2009 reconstruction was a major investment in the Peninsula
- WSDOT designing roundabout at west end of Bridge to fix high priority safety problem
- Request that WSDOT study a roundabout or other concept at the east end of the bridge to help address the congestion problem at SR-3 & SR-104 intersection

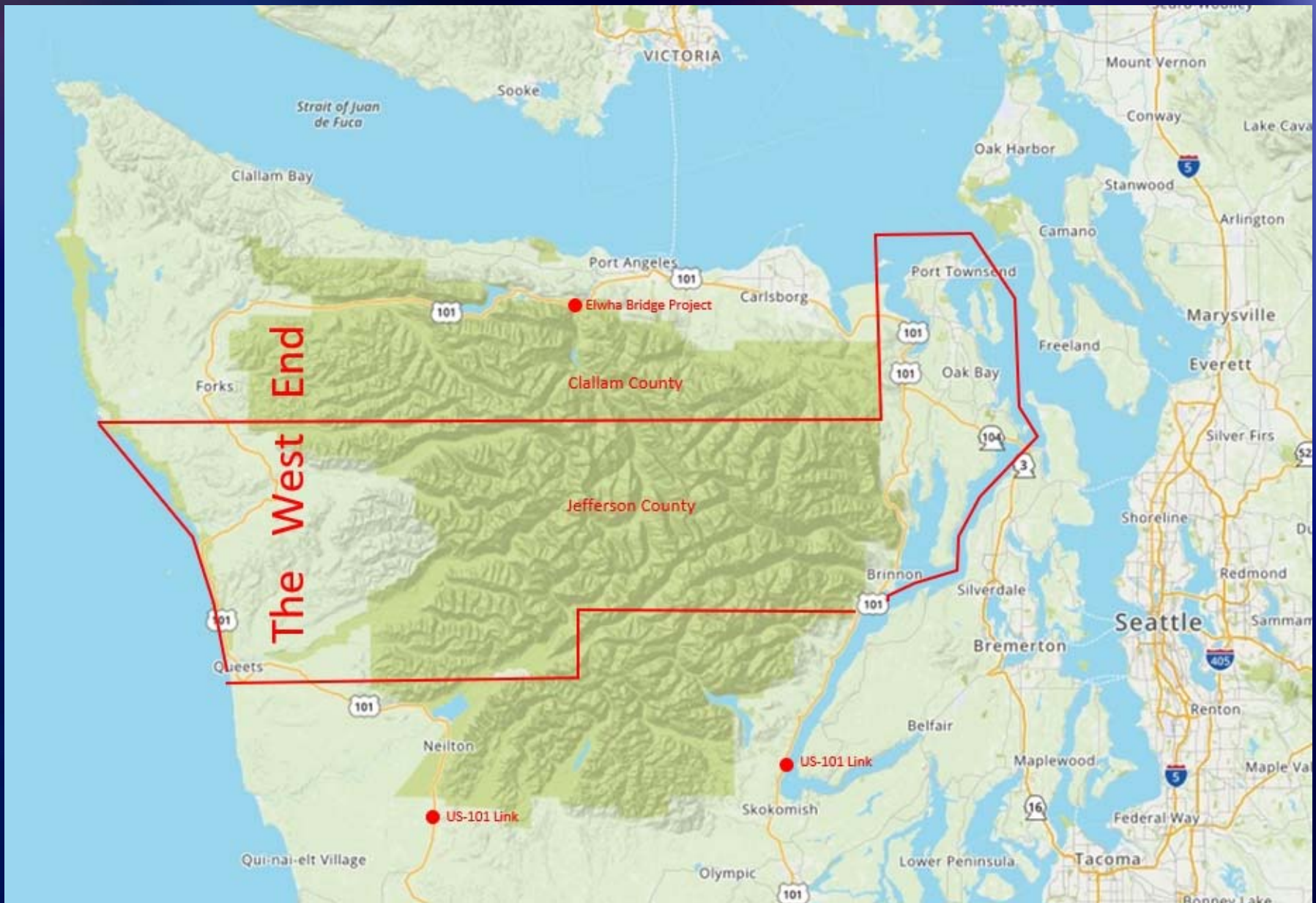


Port Townsend/Coupeville Ferry

- 2 Boat Service in Summer
- Reservation System – A big success! Predictable travel. Saves time.
- WSF Long Range Plan – Of significant interest to Jefferson County and City of Port Townsend



Elwha Bridge (US-101) – The Vital Link to the West End



Elwha Bridge (US-101) – A Vital Link to the West End



Olympic National Park – UNESCO World Heritage Site

1 of 24 Sites in USA



- 18 Miles from US-101 to world famous Hoh Rainforest
- Only way in/out
- Important to tourism economy for Peninsula
- Over 300,000 visitors annually – 85% of road traffic
- New washout every 2 to 3 years
- Emergency expenditures average \$400,000/year
- Route Jurisdiction Transfer to WSDOT considered
- MOU with County, WSDOT, FHWA, NPS
- Federal Land Access Program (FLAP) investments
 - \$13 million allocated for bridges and bank protection
 - \$2 million allocated for pavement/guardrail and safety improvements

Upper Hoh Road – Hoh Rainforest & Olympic National Park



2007 Repair – Jefferson County



WSDOT Skagit River Repair – Proposed for Upper Hoh Rd.
Federal Lands Access Program (FLAP)



Undi Road – 2016 Landslide
Bogachiel River Access to Olympic National Park

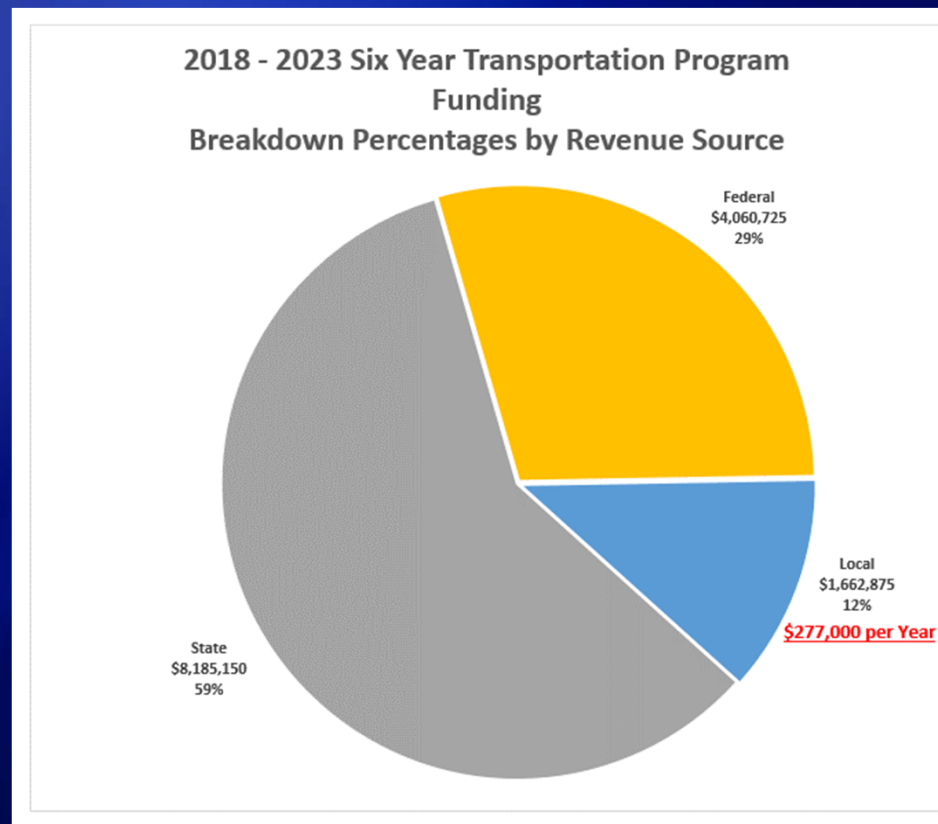
- 2-Mile Bypass Designed/Acquired/Constructed in 6 months by Jefferson County
- Completed November 2016
- Old road completely impassable one month later
- Received FEMA funding working with State Emergency Management Department
- Bypass starts in Clallam County and ends in Jefferson County
- Subsequently received FLAP funding for improvements
- Currently working with Clallam County and FHWA on the FLAP project



Undi Road – Emergency Bypass (Now permanent)

Jefferson County

- 20,000 Rural Residents + 10,000 City of Port Townsend
- 400 miles of road - \$3.7 million county road levy
- Road levy not keeping up with inflation and transportation demand
- After maintenance, preservation, and operations that leaves approximately \$277,000 per year for capital improvement projects IF NO EMERGENCY HAPPENS!
- Capital program is historically over 90% grant funded
- Remember those emergency project pictures a couple slides back?
- Extremely challenging road system – particularly on the West End
- Federal “Secure Rural Schools” timber funding ended eliminating 25% of County’s road operating budget
- Federal Lands Access Program (FLAP) is helping (Upper Hoh Road)
- Fish Barrier Removal Program is promising



Thank You!



Salmon Creek Bridge – Fish Barrier Correction (2018)
State PSAR Funds & Federal NFPP
(Puget Sound Acquisition and Restoration, National Fish Passage Program)