



**JAMESTOWN
S'KLALLAM TRIBE**

**2003 TRANSPORTATION
PLAN**

PREFACE

Considerable appreciation is extended to those who participated in the development of this document. Early in the planning process, officials of the Jamestown S’Klallam government were surveyed, as were officials from federal, state, County and local governments. Their comments provided context and perspective. The participants were:

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This document was prepared under the auspices of the Jamestown S’Klallam Department of Administration and Planning. The department director, Annette Nesse, supervised the project. The department’s GIS Specialist, Pam Edens, prepared the document illustrations and road inventory maps.

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Jamestown S’Klallam Transportation Plan 2003

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Jamestown S’Klallam Transportation Plan 2003

EXECUTIVE SUMMARY

Executive Summary

A series of recommendations for Jamestown S’Klallam transportation has developed over time. The Tribe’s 1996 Transportation Plan identified needed safety improvements but many have not been implemented. The Tribe prepared a similar list of traffic safety projects in 2002 but only two are fully funded and underway. This 2003 Transportation Plan incorporates all previous work and addresses current findings. Its purpose is to identify strategies that will move the Tribe’s transportation agenda forward.

The goal of the Jamestown S’Klallam Transportation Plan is *to enable the safe and efficient movement of people, goods and services to and from tribal lands and property*. The objectives are to:

- *Improve and strengthen the Tribe’s transportation infrastructure;*
- *Update the Indian Reservation Roads (IRR) inventory;*
- *Identify a six-year transportation improvement program (TIP), which is compatible with and incorporated in federal, state, County and regional capital programs; and*
- *Outline a twenty-year transportation program which reflects the economic, cultural and environmental values of the Jamestown S’Klallam Tribal Community.*

A. Key Findings. In preparing this Transportation Plan, all aspects of the Jamestown S’Klallam transportation system were examined. The key findings are:

1. Program Management. The current Indian Reservation Roads (IRR) inventory does not represent all of the road miles used by tribal members. There is no full-time position in tribal government to oversee the inventory and other aspects of the Tribe’s transportation program.
2. Traffic Service. Much of the Tribe’s commerce and development will depend on the capability of US101 to function efficiently as a regional traffic corridor, which provides safe local access. Safety improvements on the corridor should be timed with tribal land development. They should address the safety, access and mobility issues identified in this Transportation Plan.

3. Traffic Safety. In Blyn – where tribal government is located - traffic safety is a continuing issue. Safety projects were identified in the Tribe's past plans and priority list but only two (the Pedestrian-Service Cart Tunnel and the Jimmycomelately Creek Relocation) have been funded and implemented.

4. Public Transportation. Two public bus lines serve tribal government in Blyn. The service is infrequent and ridership has dropped precipitously. One of the bus lines may be terminated. Access to public transportation for the Tribe's elderly and handicapped is severely limited.

5. Pedestrian and Bicycle Service. In Blyn, non-motorized service will improve when the Pedestrian-Service Cart Tunnel and the Olympic Discovery Trail are completed. However, wider road shoulders and safe pathways to these facilities will still be needed. In the Jamestown Village, road shoulders are narrow and hamper safe pedestrian travel.

6. Olympic Discovery Trail. A resolution has been reached on where the 52-mile recreational trail will pass through tribal lands in Blyn.

7. Railroad Bridge Park. The parking facility for the Dungeness River Audubon Center requires upgrade, expansion and maintenance. Seasonal flooding blocks access to the Park's Natural Sciences Center.

B. Short-Term Recommendation (2003 – 2009). Some of the Tribe's transportation needs may be reasonably addressed within a six-year period. They include update of the roads inventory and completion of overdue road safety, transit, trail and park projects. A management plan for the US101 corridor is also needed. Collectively, these multi-modal projects represent the Tribe's short-term transportation improvement program or TIP. A brief description of each is provided here, by mode.

ROAD

1. IRR Inventory Update. It is recommended that the Jamestown S'Klallam government update its IRR inventory. The update will add 67.9 miles. This is discussed on page 89 and listed in Table 19, page 90.

2. Program Management. It is recommended that a Transportation Planner be hired by the Jamestown S'Klallam government to manage its transportation program. This is discussed on page 89.

3. US101 Concept Plan. Recent and planned Jamestown S'Klallam projects have improved safety on the US101 corridor in Blyn. However, as tribal growth continues, more improvements will be needed. A phased *US101 Concept Plan* has been developed for this Plan. Its recommendations for corridor and access improvements, their location and timing should be followed. This is discussed on page 93 and illustrated in Figure ES, page 13.

4. US101 Task Force. Tribal government should appoint a multi-agency task force to assist in the implementation of the *US101 Concept Plan*. This is discussed on page 89.

5. Roads Jurisdiction Study. Because it does not own the roads that serve it, tribal government has limited “say” in their development and management. A Roads Jurisdiction Study should be commissioned to examine “who” should oversee these roads and “how” a new management system may be implemented. This is discussed on page 96.

PUBLIC TRANSPORTATION

1. Transit Working Group. As noted, one bus line serving the Tribal Government Complex may terminate due to poor ridership. Moreover, current service does not match the demands of the Tribe’s employment centers in Blyn. It is recommended that a Transit Working Group be established to examine and implement the transit options outlined in this Transportation Plan, page 97.

2. Elder – Handicapped Driver Program. It is recommended that a driver program be established by the Jamestown S'Klallam government. The program would offer pick-up and drop-off service for the tribal elderly and handicapped. This is discussed on page 98.

NON-MOTORIZED SERVICE

1. Pedestrian Emphasis District. It is recommended that Tribal Council designate a Pedestrian Emphasis District at the government complex on Old Blyn Highway. The features of the district are discussed on page 99. Its location is illustrated in Figure 15, page 100.
2. Roadway Shoulder Widening. It is recommended that the Jamestown Village roads (those included in the 2003 IRR inventory) be widened with minimum 3' shoulders. The village program should be phased, with one-third of the costs allocated in the six-year TIP. It is also recommended that Old Blyn Highway (Pedestrian Emphasis District) have 8' shoulders and the local roads within the *US101 Concept Plan* have 6' shoulders. This is discussed on page 99.
3. Olympic Discovery Trail. The Tribe and Clallam County have agreed that the Blyn section of the recreational trail should be constructed on the north side of US101, on railroad grade right-of-way. The trail should follow the alignment recommended in this Transportation Plan. This is illustrated in Figures 13, page 66 and 15, page 100.
4. First Nations Trail Program. It is recommended that tribal government participate in, and help sponsor, this regional initiative. This is discussed on page 101 and in Technical Appendix C, page 151.
5. Railroad Bridge Park. The maintenance agreement between the Jamestown S'Klallam and Clallam County should be revised, with clear instruction on how and when the County will assume management of the parking facility. When available, land parcels should be purchased by the Tribe for emergency access.

C. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2003 – 2009. The multi-modal projects discussed above comprise the recommended 2003 – 2009 TIP. They reflect the safety, access and mobility objectives established by the Jamestown S'Klallam government. They also incorporate the safety projects identified in past tribal priority list and plans. The program is summarized in Table ES1, page 12. It will cost an estimated **\$18,327,754**.

To finance the six-year program, the Jamestown S'Klallam government should aggressively pursue the funding sources identified in Chapter VI, page 111 of this

Transportation Plan. It should establish *funding partnerships* with the federal, state, regional, County and local agencies identified. *Joint funding applications* should be a feature of the partnerships.

**Table ES1: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN
(Recommended) Six-Year Transportation Improvement Program (TIP)
2003 - 2009**

#	Project	Action	Start	Cost ¹
ROADS				
1	IRR Inventory	Add 67.9 miles to roads inventory	2003	NA
2	Transportation Planner	Create position to oversee transportation programs (\$44,100 x 6)	2004	264,600
3	US101 Task Force	Appoint multi-agency Task Force to assist with US101 corridor	2003	NA
4	US101 Concept Plan Phase I	Construct Blyn Crossing Overpass	2006	15,638,414
		Construct Frontage Road from Woods to Chicken Coop	2006	544,580
		Vacate OBH from Blyn Crossing, west	2007	NA
		Widen OBH from Blyn Crossing, east to cul-de-sac	2008	427,830
		Close four US101 connections	2009	NA
5	Casino Entrance Road	Institute 15 mph limit, post signs	2004	1,000
6	Road Jurisdiction Study	Commission study to examine road jurisdiction issues.	2005	35,000
Sub Total (92 %)				16,911,424
PUBLIC TRANSPORTATION				
7	Transit Working Group	Identify strategies for improved transit service	2004	NA
8	Elderly-Handicapped	Institute driver program (\$22,850 x 4)	2005	91,400
Sub Total (1 %)				91,400
NON-MOTORIZED				
9	Pedestrian- Bicycle Safety Program	Designate Pedestrian Emphasis District	2008	Note 1
		Widen roadway shoulders to 6' to 8' in Blyn	-	Note 1
		Widen roadway shoulders to 3' in Jamestown Village (1/3)	2008	1,324,930
		Begin Olympic Discovery Trail alignment in Blyn	2008	NA
10	First Nations Trail	Participate in, sponsor regional trail program	2004	TBD
11	Railroad Bridge Park	Execute parking maintenance agreement	2004	TBD
		Purchase land for emergency access	2009	TBD
Sub Total (7 %)				1,324,930
Program Total				18,327,754

Note 1: Cost part of applicable roadway improvement project. **NA** = Not Applicable **TBD** = To be determined **OBH** = Old Blyn Highway

¹ Project costs are estimates based on planning assumptions, which should be refined before actual costs are determined. Method for estimating cost is presented in Technical Appendix D, page 155.

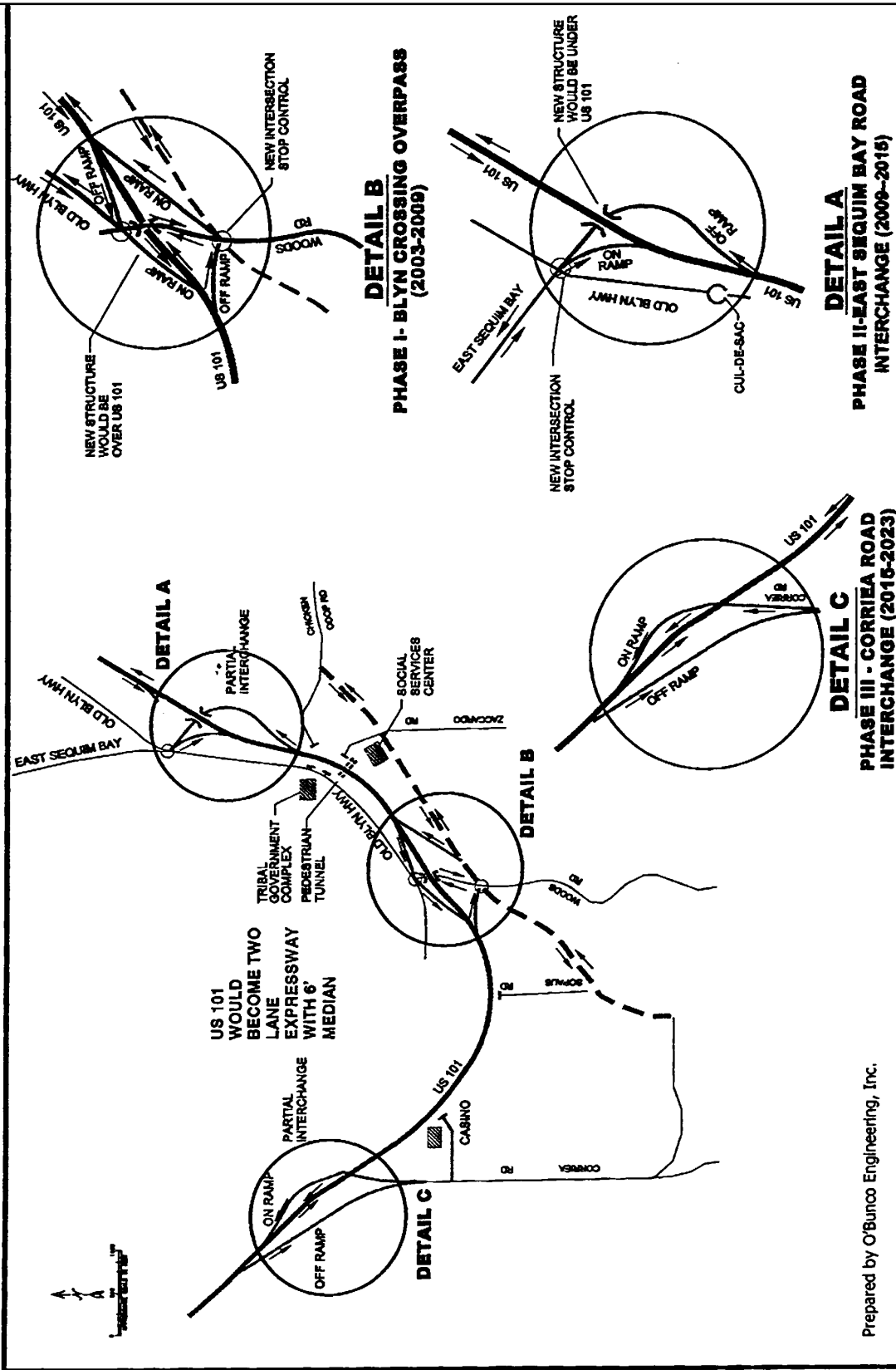


Figure ES: U.S. 101 Concept Plan
2003 - 2023

2003 Jamestown S'Klallam Tribe Transportation Plan

D. Mid-Term Recommendations (2009 – 2015). The following mid-term projects build upon the recommended six-year program. They should be completed by 2015.

1. Phase II – US 101 Concept Plan. It is recommended that Tribal Council continue implementation of the *US101 Concept Plan* with *Phase II – East Sequim Bay Road Interchange*. This is discussed on page 107.
2. Pedestrian Safety Program. It is recommended that Tribal Council continue the widening of Jamestown Village roads, with 3' shoulders.
3. Department of Public Works Feasibility Study. As transportation systems in the Tribe's land consolidation area improve over time, management and oversight will be required. Moreover, the recommendations from the Roads Jurisdiction Study should be complete. It is recommended that Tribal Council examine the feasibility of establishing a Department of Public Works. The possible form and functions of the department are discussed on page 107 and in Technical Appendix B, page 148.

E. Long-Term Recommendations (2015 – 2023). The following long-term projects will require lead-time but should be completed by 2023.

1. Phase III – US101 Concept Plan. Complete the third and final phase of the *US101 Concept Plan - Corriea Road Interchange*, discussed on page 109.
2. Pedestrian Safety Program. Continue widening of Jamestown Village roads.
3. Jamestown S'Klallam Department of Public Works. If deemed feasible by the feasibility study in Item D.3 above, Tribal Council should establish a *Department of Public Works*.

Each recommendation – short, mid and long-term – is summarized in Table ES2, on page 15. The known cost for the twenty-year program is \$41,282,975.

**Table ES2: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN
(Recommended) Twenty –Year Transportation Program
2003 - 2023**

Program	Activity	Start	Cost²
Short-Term (2003-2009) (TIP)	1 – IRR Inventory	2003	NA
	2 – Tribal Transportation Planner (44,100 x 6)	2004	264,600
	3 – US101 Task Force	2003	NA
	4 – Phase I – <i>US101 Concept Plan</i>	2004 – 09	-
	4a – Construct Blyn Crossing Overpass	2006	15,638,414
	4b – Construct Frontage Road from Woods to Chicken Coop	2006	544,580
	4c – Vacate OBH from Blyn crossing, west	2007	NA
	4d – Widen OBH from Blyn crossing, east to cul-de-sac	2008	427,830
	4e – Close four US101 connections	2009	NA
	5 – Speed Limit – Casino Entrance Road/Lot	2004	1,000
	6 – Road Jurisdiction Study	2005	35,000
	7 – Transit Working Group	2004	NA
	8 – Elderly-Handicapped Driver Program (\$22,850 x 4)	2005	91,400
	9 – Pedestrian-Bicycle Safety Programs	2008	1,324,930
	10 – First Nations Trail Program	2004	TBD
	11a – RR Bridge Park – maintenance agreement	2004	NA
	11b – RR Bridge Park – emergency access	2009	TBD
SUB TOTAL (44%)			18,327,754
Mid-Term (2009-2015)	1 – Phase II – <i>US101 Concept Plan</i>	2009-15	-
	1a – East Sequim Bay Road Interchange	2010	10,809,616
	1b – Corriea-Woods Connection	2010	576,614
	2 – Pedestrian Safety Programs (JT Village) 1/3	2010	1,324,930
	3 – Department of Public Works Study	2010	15,000
SUB TOTAL (31%)			12,726,160
Long-Term (2015-2023)	1 – Phase III – <i>US 101 Concept Plan</i>	2015-23	-
	1a – Corriea Road Interchange	2020	8,177,825
	1b – Corriea Road upgrade	2020	726,306
	1c – Two US101 access closures	2020	NA
	2 – Pedestrian Safety Program (JT Village) 1/3	2023	1,324,930
	3 – Department of Public Works	2023	TBD
SUB TOTAL (25%)			10,229,061
PROGRAM TOTAL			41,282,975

TBD = To Be Determined. NA = Not Applicable. OBH = Old Blyn Highway

² Project costs are estimates based on planning assumptions, which should be refined before actual costs are determined. Method for estimating cost is presented in Technical Appendix D, page 155.

The Jamestown S’Klallam Transportation Plan 2003

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CHAPTER I. THE JAMESTOWN S'KLALLAM TRIBE

A. LOCATION. Jamestown S'Klallam is a rural community located on the upper Olympic Peninsula in Washington State. (See Figure 1, page 18.) Without a formal reservation, tribal services and government are located in the village of Blyn in Clallam County. The location is remote and scenic. It is flanked by the Strait of Juan de Fuca on the north and the Olympic National Forest further south. The nearest cities are six and 17 miles west – Sequim, population 4,334 and Port Angeles, population 18,397.

Clallam County is 1,752 square miles with 200 miles of coastline. It is timbered and characterized by rugged mountains, steep slopes and rain forests. The population is 64,525 with 28 percent residing in Port Angeles – the county seat. There are five Indian Tribes in Clallam County. In the last decade, the Indian population increased by 18.4 percent. The County's white population grew less at 8.7 percent. ³

B. SOCIOECONOMIC PROFILE.⁴ There are 543 members of the Jamestown S'Klallam Tribe. Over half (52 percent) reside in Clallam County. A brief profile follows:

- *Distribution.* As shown in Table 1, tribal households are geographically dispersed as far north as Canada and as far east as Massachusetts. The greatest concentration of members is in three Washington State counties: Clallam - 34 percent, Jefferson - 10 percent and King - eight percent. Large concentrations are also in the states of California - five percent and Oregon - three percent.
- *Age.* The tribal population in Clallam County is slightly “younger” than the general population. Youths comprise 27 percent and seniors comprise 13 percent of the tribal community. Comparatively, youths comprise 22 percent and seniors comprise 21 percent of the County population.
- *Education.* Sixty-one percent of tribal members in Washington State have graduated from high school and 19 percent, from a college or university. Education levels for all state residents are slightly higher, with 87 percent graduating from high school and 28 percent from a college or university.

³ The Indian and Alaska-Native population increased from 2,695 to 3,303 from 1990 to 2000. Whites increased from 52,509 to 57,505. Source: Clallam County Economic Development Council, Socio Economic Profile, 2000 - 2001.

⁴ Sources: (1) Tribal Data Resources, March 2003. (2) U.S. Census Bureau, Summary Reports DP-3, DP-2 and GCT-P12, 2000. (3) Clallam County Economic Development Council, Socio Economic Profile and Overview, 2000 - 2001.

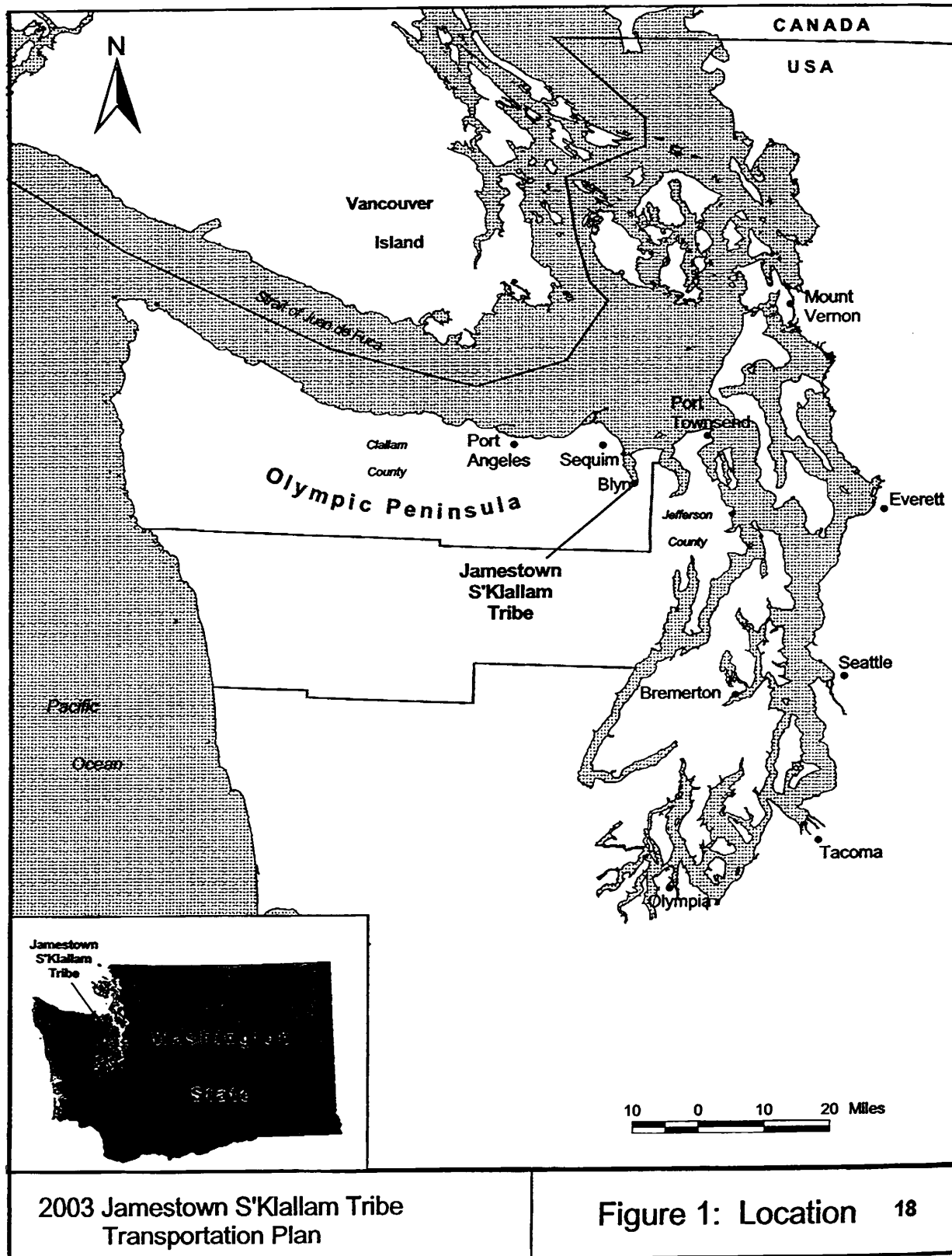


Table 1: JAMESTOWN S'KLALLAM TRIBE
Distribution of Tribal Households⁵
2003

State	County	# of HH	% Total
Washington	Clallam	130	.34
	Clark	2	.01
	Colwitz	1	.00
	Grant	1	.00
	Grays	25	.07
	Island	3	.01
	Jefferson	37	.10
	King	30	.08
	Kitsap	11	.03
	Mason	1	.00
	Pierce	23	.06
	Snohomish	12	.03
	Spokane	1	.00
	Stevens	1	.00
	Tacoma	1	.00
	Thurston	6	.02
	Walla Walla	2	.01
	Whatcom	6	.02
	Yakima	2	.01
SUBTOTAL		295.00	.78
Canada		3	.01
Alaska		3	.01
Arkansas		2	.01
Arizona		5	.01
California		19	.05
Colorado		1	.00
Connecticut		1	.00
Florida		3	.01
Georgia		4	.01
Indiana		2	.01
Massachusetts		1	.00
Maryland		1	.00
Michigan		2	.01
Montana		5	.01
North Carolina		4	.01
New Hampshire		1	.00
New Jersey		1	.00
Nevada		1	.00
New York		3	.01
Ohio		1	.00
Oregon		12	.03
Wisconsin		1	.00
TOTAL		380	100

Rounding utilized.

⁵ Source: Survey of Jamestown S'Klallam households (72 percent) , Tribal Data Resources, Inc., March 2003.

- *Unemployment.* Twenty-three percent of the Jamestown S’Klallam in Washington State are unemployed. The state’s overall unemployment rate fluctuates between six and seven percent.
- *Employment.* Over half (57 percent) of state tribal members are employed; 38 percent full-time. Others are employed part-time (10 percent), self employed (six percent) and seasonally employed (three percent). Comparatively, 93 percent of the state’s civilian residents are employed.
- *Commute to Work.* In Census Tract 9823 – the location of tribal government in Blyn - most employees drive alone to work. Twelve percent carpool and one percent use public transportation. The mean travel time is 32 minutes. This is similar for all Clallam County workers: 14 percent carpool and one percent use public transportation. Their work travel time is slightly less at 21 minutes.
- *Income.* The average household income for the Jamestown S’Klallam statewide is \$24,238. Twenty-six percent live in poverty. Comparatively, the state median household income is \$45,776. The state’s poverty rate is 7.3 percent.
- *Housing.* In the Jefferson and Clallam Counties, over half (55 percent) of tribal members own their own homes. Twenty-eight percent rent. Statewide, 14 percent of members are homeless. Tribal homelessness is higher in the Counties at 28 percent. Those without homes live with extended family (71 percent) or in a shelter (18 percent).

C. GOVERNMENT.⁶ The Jamestown S’Klallam government received federal recognition in 1981. Members over 18 years are eligible to vote and may run for office at age 21. A five-member Tribal Council, elected to two-year staggered terms, governs. With an Executive Director, the Council sets policy, administers a \$3 million budget, and manages a workforce of 378. The four major units of government are Administration and Planning, Economic Development, Health and Human Services and Natural Resources. The community’s economic development planning is performed by JKT Development, Inc., a tribal corporation. There is no Transportation Planner on staff.

D. 1994 COMPREHENSIVE PLAN. To guide its work, Tribal Council adopted a Comprehensive Plan in 1994. The Comprehensive Plan goals are listed in Table 2, page 21.

⁶ Source: Jamestown S’Klallam Comprehensive Plan, 1994, pgs. 2, 3 and 4.

**TABLE 2: JAMESTOWN S'KLALLAM TRIBE
Comprehensive Plan Goals
1994**

Overall Goal	The Jamestown S'Klallam Tribe seeks to be self-sufficient and to provide quality governmental programs and services to address the unique social, cultural, natural resources and economic needs of our people. The programs and services must be managed while preserving, restoring and sustaining our Indian heritage and community continuity.
Economic Development	Provide an asset base, which can provide stability and will appreciate over time. Produce operating income for the governmental activities and to reinvest in economic development efforts. Provide employment in tribally owned and operated programs or business and through the development of individually owned business. Diversify and strengthen the existing base of business owned and operated by the Tribe.
Social Services	Strengthen Tribe culture and community pride. Promote family stability and cohesiveness. Increase equal opportunities. Meet the basic needs of Tribal Elders and low-income, disadvantaged members.
Health Services	Assist Jamestown tribal members as individuals, as well as the Tribe as a community, achieve the highest level of health possible. Facilitate the delivery of health services so that Jamestown tribal members encounter a seamless continuum of care. Achieve autonomy for the Tribe's health delivery system by moving from dependence on the Indian Health Service to full self-governance of tribal health programs.
Natural Resources	Carry out tribal co-management responsibilities for the orderly harvest of fish and wildlife resources in cooperation with the State of Washington and other jurisdictions. Protect treaty rights secured to Tribal members and descendants through legal proceedings. Provide opportunities for the Tribe and tribal members to derive subsistence or economic benefit from regional natural resources. Protect, restore and enhance the ecosystems, which have historically supported populations of fish and wildlife for countless tribal generations.
Administration	Provide the management philosophies that maximize and enhance program development, financial and human resources. Implement methods for assuring quality standards are met in the construction and maintenance of tribal facilities and structures, the purchase and use of tribal vehicles, and the enhancement of tribal lands. Ensure the vision of the Tribal Council is communicated and implemented organization-wide.

Source: *Jamestown S'Klallam Tribe Comprehensive Plan*, 1994, pgs. 5, 7, 13, 20, 21, 23 and 28.

The Comprehensive Plan's transportation recommendations focus on safety, access and mobility, as follows:

- *"Consolidate Intersections – Presently there are three separate intersections that provide access between U.S. Highway 101 and Old Blyn Highway, off which the tribal center is located. Of the three, only one has the added safety feature of a center, left-hand turn lane. Comments from the*

local community have indicated that a consolidation of these three intersections would substantially reduce the time and effort it takes to move traffic between these two major roadways. The Tribe is in a position to work with Clallam County and/or WSDOT to seek funding for consolidating these intersections.

- *Health Clinic Access – The Tribe has acquired land across U.S. Highway 101 as a potential site of the future health and wellness clinic. Upon construction of this facility, the county road, which provides access, will need to be upgraded to accommodate the increased traffic load. Additionally, acceleration/deceleration lanes will possibly be needed to increase the safe movement of traffic to and from the health and wellness center. The Tribe is interested in participating in gaining funding for potential road improvements.” (Source: Jamestown S’Klallam Comprehensive Plan, 1994, Pg. 42.)*

E. 1996 TRANSPORTATION PLAN.⁷ The Tribe’s first Transportation Plan was adopted in 1996. The stated goal is to “*attract travelers to tribal businesses while allowing efficient movement of traffic on existing and future roadways.*” The Plan acknowledges the Tribe does own or control its roadways. In its inventory, the Plan identifies 14.3 miles of roads used by tribal members but controlled by other governments. Thirteen are state highway miles (US101) and 1.3 are Clallam County miles (Corriea Road and Old Blyn Highway.)

According to the Transportation Plan, US101 operates at level-of-service “C” or “D” and is congested at its connections with County roads. The Plan anticipates an increase in traffic “in the next 10 years” and recommends additional deceleration and accelerations lanes. The Plan assigns Old Blyn Highway, which provides direct access to tribal government, a level-of-service “A” or “B.” It warns that traffic will increase on Old Blyn Highway as government expands. The Plan recommends widening of Blyn Crossing and describes the Corriea Road intersection at US101 as “dangerous.”

The Tribe’s Transportation Plan also outlines the community’s overall transportation needs. Two, similar to the Clallam County Comprehensive Plan, advise construction of an overpass and consolidation of intersections on US101. Other stated needs include a casino bus stop, trail improvements, a van service and safer access to Corriea Road. These needs and their status are listed in Table 3, page 23.

⁷ Jamestown S’Klallam Tribe Transportation Plan, December 1996, pgs. 31, 33 and 34.

**TABLE 3: JAMESTOWN S'KLALLAM TRIBE
1996 Transportation Plan
Community Transportation Needs**

CURRENT NEEDS		STATUS As of 5/03
IRR Projects		
1.	Work with Clallam County and State to determine appropriate measures to limit access to Corriea Road from US101. Alternatives may include rerouting of Corriea Road and consolidation of intersections . This is a high priority due to safety issues.	Not Accomplished
2.	Work with County on planning and engineering to protect Corriea Road and adjacent tribal property from further deterioration associated with drainage issues, increased use and aging.	Partially Accomplished
3.	Work with the State, Clallam County and Clallam Transit to design and construct a transit bus stop at the 7 Cedars Casino.	Not Accomplished
Non-IRR Projects		
1.	Complete Phases II and III of the Sequim Bay Scenic Pullout.	Accomplished
2.	Continue to pursue funding for Railroad Bridge Park. The future development at the Park, including a natural science interpretive center, an outdoor amphitheater, nature trails and parking will involve more construction and eventually more maintenance, the responsibility of which the Tribe will share with community volunteers. This site is also targeted to provide a link to the Olympic Discovery Trail.	Partially Accomplished
3.	Work with Health Department and Social Services Department to develop plans to fulfill the need for improved transportation services to clients. This may include purchase of a van or bus or arrangements to share equipment with other entities.	Partially Accomplished
FUTURE NEEDS		
1.	Work with State, County and private landowners to improve public access to the 7 Cedars Casino and the Tribal Offices/Business complex and between these two areas. Design and construction of pedestrian and vehicular overpasses should be considered.	Partially Accomplished
2.	Work with State, County and private landowners to enhance the scenic quality of the road and bicycle corridor between the 7 Cedars Casino and the Tribal Office/Business Complex.	Partially Accomplished
FUTURE RECOMMENDATIONS		
1.	Develop Jamestown S'Klallam Tribe reservation highway codes. Codes and implementing ordinances will fully integrate functional areas in the Tribal organization. The importance of Tribal Codes (or established standards) will become apparent as the Tribe works with the Department of Housing and Urban Development (HUD) to establish residential area for Tribal members.	Not Accomplished
2.	Document the IRR system and other roads adjacent to lands holdings or potential land holdings in the Tribal GIS Database. As the tribal land database is established provision should be made to accommodate information on the IRR system and on any access roads and roads within the Tribe's land consolidation area (LCA)	Accomplished with this 2003 Transportation Plan

Source: *Jamestown S'Klallam Tribe Transportation Plan, December 1996, pgs. 46-49.*

F. LAND CONSOLIDATION AREA. The Jamestown S’Klallam established a land consolidation area (LCA) in 1985. It identifies lands suitable for acquisition and development. According to the Transportation Plan (pgs. 8-9):

“The LCA includes land east of Port Angeles to Brinnon and north of Brinnon to the shores of the Strait of Juan de Fuca, excluding the cities of Port Angeles and Port Townsend and excluding all non-surplus or non-excess federally-owned lands within any national forest or national park area. When planning for future projects it is important to look within the boundary of the entire LCA for potential development and/or conversion sites. Additionally, *the broad scope of the LCA demands the inclusion of many types of transportation modes to be considered when advancing tribal planning efforts.*” (Emphasis added.)

Tribal lands currently comprise 365 acres. Most are in the “Blyn Basin.” Here, tribal property rims Sequim Bay, which juts inland and forms the Tribe’s north border. The south border is abruptly cut by US101. Constrained by this and natural features such wetlands, streams and tidal flats, the Tribe has purchased and developed land south of US101. This has resulted in an uneven footprint with checkerboard holdings on either side of the corridor. This is shown in Figure 2, page 25.

G. LAND USE REGULATIONS. Tribal government does not have zoning codes or land use regulations. The Clallam County Comprehensive Plan however designates Blyn a *rural center* with *mixed high intensity commercial, industrial and urban residential land uses*.⁸ The County Plan offers guidance on how Blyn should develop over time and urges creation of a growth boundary. It restricts expansion of the village for 20 years. The County Plan supports an overpass on US101 to serve the tribal casino and recommends intersection improvements. It also recognizes the sovereignty of the Jamestown S’Klallam and pledges to work with the Tribe to “encourage concentration of tribal commercial development.” These County policies are listed in Table 4, page 26.

⁸ Source: Clallam County Comprehensive Plan, Ordinance No. 700, Chapter 31.03 - Sequim-Dungeness Regional Plan, pgs. 97, 121 and 122. Adopted 12/05/00.

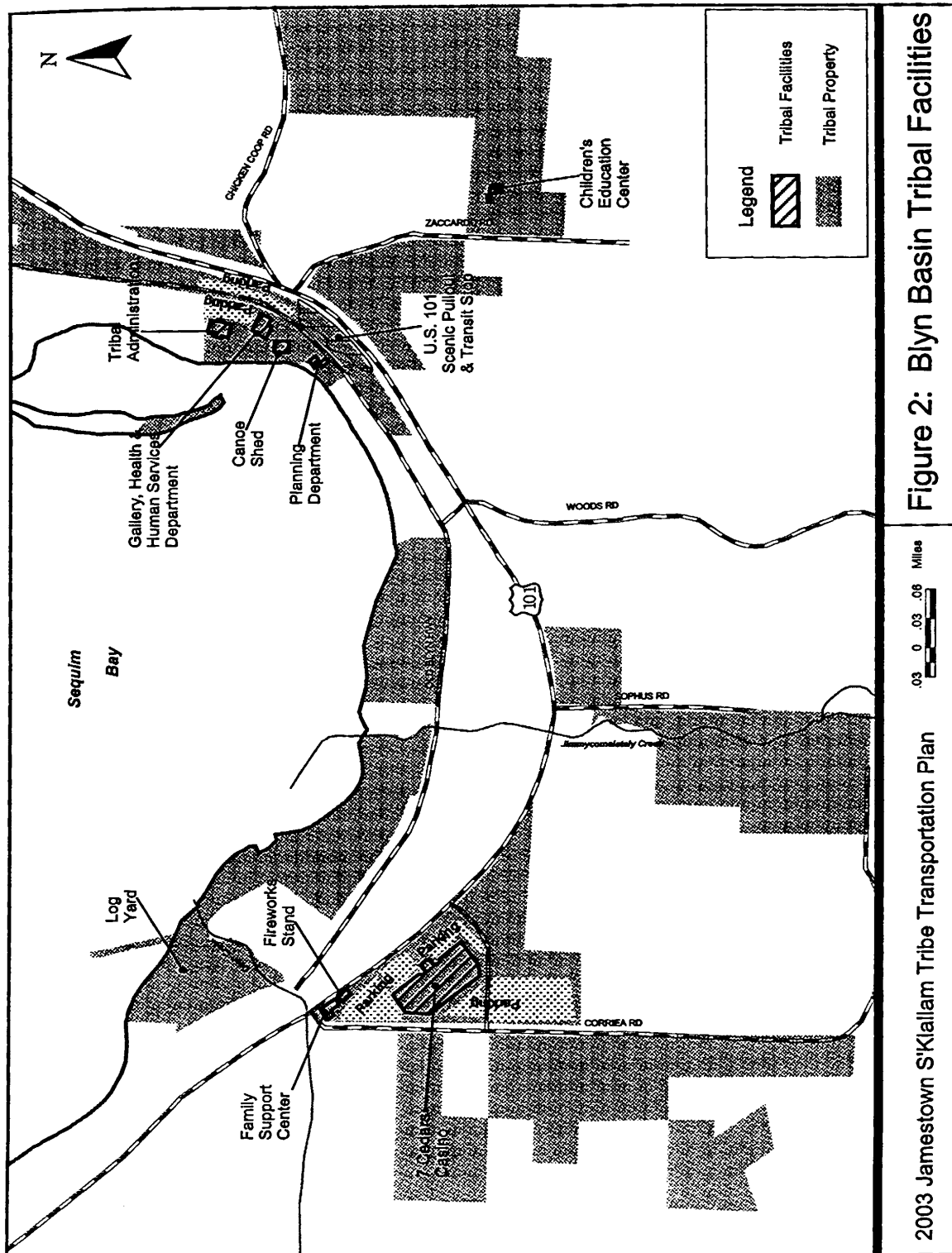


TABLE 4: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN
1995 Clallam County Comprehensive Plan
Blyn Rural Center

Location. [Policy No. 1]	The Blyn rural center is at the south end of Sequim Bay. The Blyn rural center is composed of a mix of recreational, commercial and residential activities.
Critical areas [Policy No. 2]	The Blyn rural center includes several large wetland complexes and significant fish and wildlife habitat corridors, in addition to Sequim Bay. Fragmentation of these wetlands and habitats by development should not occur. Development is encouraged to transfer density or cluster development away from these critical areas.
Resource lands [Policy No. 3]	Forestland of long-term commercial significance almost surround the Blyn rural center. The rural center designation is large enough to accommodate growth in this area for this planning period. Encroachment into forestlands shall not occur and development adjacent to these forestlands shall assure compatibility with normal timber harvesting practices.
Public Services and Facilities [Policy No. 4]	Future development by the Jamestown S'Klallam Tribe in the Blyn rural center will require increased public services, particularly police and fire. Future development plans should be carefully coordinated with those service providers. It is also assumed that some services will be provided by the Tribe and would be open to local residents.
Transportation [Policy No. 5]	Impacts to Highway 101 from development in Blyn must be mitigated. Improvements to intersections of County roads and Highway 101 will be required for new development which increases traffic congestion. An overpass on Highway 101 should be considered if traffic congestion caused by development of the casino impacts the regional mobility of the highway.
Land Use [Policy No. 6]	(a) The Jamestown S'Klallam Tribe will begin a casino operation at Blyn in 1995. This operation will have a profound effect on the future of this area, including increased traffic and increased desire for other services (such as restaurants, lodging and gas stations). The Tribe has been careful in its development plans to address issues facing the community. Since local government has no regulatory authority of tribal land use, it is best that community work together with the Tribe to address any concerns.
Land Use [Policy No. 7]	(b) Blyn should continue to develop as a rural center in conjunction with development plans of the Jamestown S'Klallam Tribe. (i) The Jamestown S'Klallam Tribe should work cooperatively with the County and public to complete a comprehensive development plan for the Tribe's economic development plans. (ii) A boundary for the Blyn rural center should be established in order to avoid piecemeal extension or improvement of public services and facilities, such as transportation. (iii) Clallam County shall work with the Jamestown S'Klallam Tribe to encourage concentration of tribal commercial development within the Blyn rural center in order to maintain the scenic rural character of SR 101 between Blyn and the eastern County line.
Land Use [Policy No. 8]	(c) The rural center designation is large enough to accommodate growth in this area for this planning period. No enlargement of the Blyn rural center shall be allowed during the twenty (20) year planning period established by the effective date of this chapter.

Source: Clallam County Comprehensive Plan, Ordinance No. 700, Section 31.03.425 – Sequim-Dungeness Regional Plan, pgs. 121 – 122. Adopted 12/05/00.

H. FACILITIES. The Tribe's current facilities total 157,000 square feet.⁹ Most are in Blyn. Thirty-seven percent or 58,720 square feet are on the south side of US101. They include family services, a fireworks concession and the Seven Cedars Casino. Facilities on the north represent 28,828 square feet or 18 percent of the total. These include the tribal administration building, the community center, health and human services, the planning office and a computer lab. The Tribe's other facilities are located within the land consolidation area. Table 5 lists each.

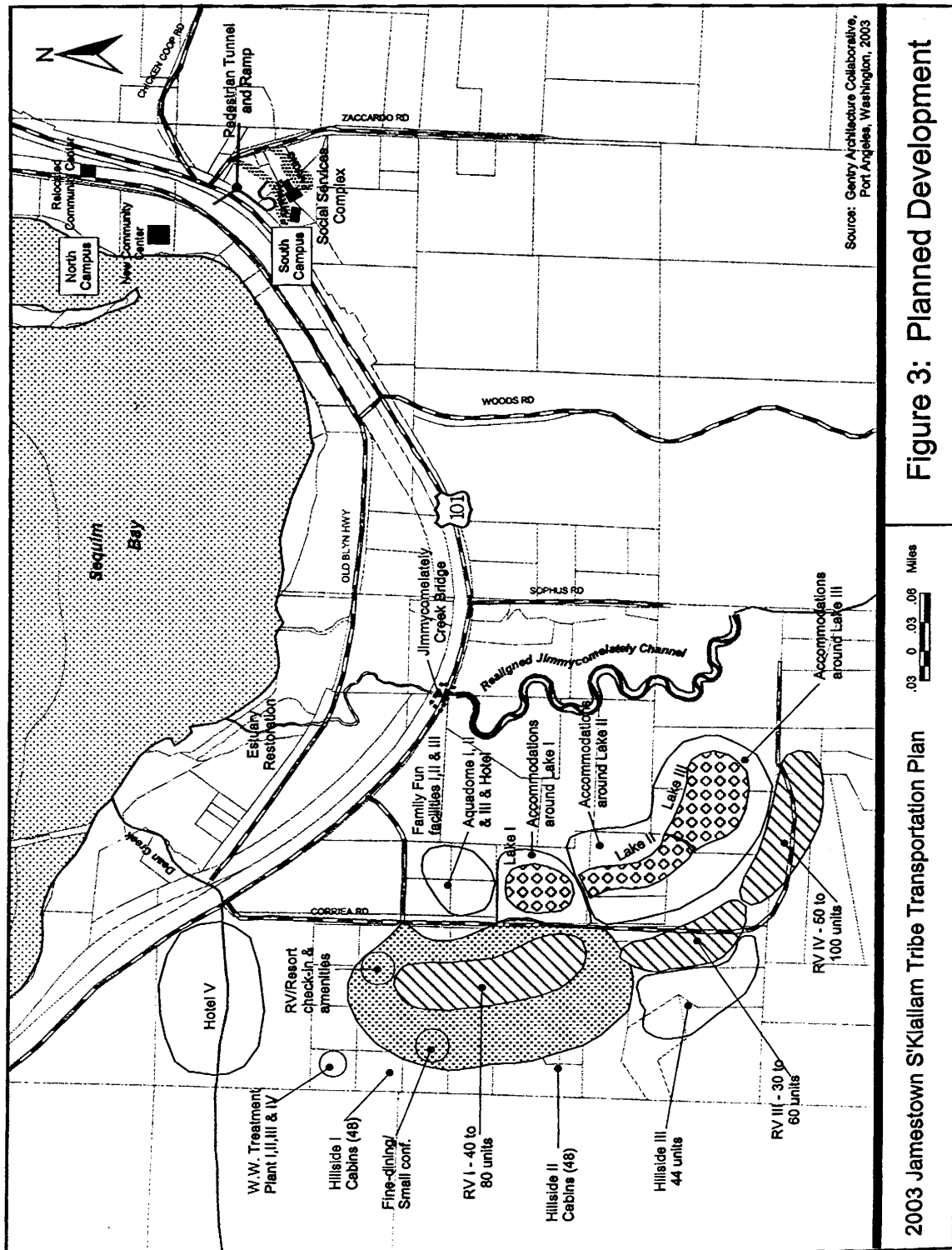
Table 5: JAMESTOWN S'KLALLAM TRIBE Existing Tribal Facilities – 2003			
Facility	Function	S.F.	Staff
North Side of US101			
Administration Building	Government administration and planning	15,900	29
Planning Office	Community planning and analysis	1,120	3
Community Center	Meeting facility	1,728	0
Office Annex	Health/Human services, computer lab	10,080	30
South Side of US 101			
Family Services Office	Chemical dependency counseling	1,800	4
Seven Cedars Casino	Gaming, restaurant, retail sales, meeting	55,000	270
Fireworks Stand	Seasonal retail sales	1,920	2-10
Other Locations			
Log Cabin Office (3830 W. Sequim Bay Road, Sequim)	Economic development planning, analysis	2,283	6
Seafood Plant (274 Business Park Loop, Carlsborg)	Seafood processing	3,596	6
Apartment Building (Port Angeles)	Rental apartments (200 tenants max)	55,520	2
Health Clinic (777 N. 5 th Avenue, Sequim)	Health care services (60-80 patients/day)	5,911	19
Technology & Communication Services (Tacoma)	Technology and communication services	*	-
Railroad Bridge Park (W. Hendrickson Road, Sequim)	Outdoor recreation, nature center, trails	1,600	3
TOTAL		156,458	378

* = Six (6) rented spaces.

I. PLANNED DEVELOPMENT.¹⁰ To accommodate growth, the Tribe is expanding on both sides and under US101. This is illustrated in Figure 3, page 28 and discussed below.

⁹ Source: Jamestown S'Klallam Tribe, Department of Administration and Planning, February 2003.

¹⁰ Sources: (1) Gentry Architecture Collaborative, Port Angeles, Washington, April 2003. (2) Jamestown S'Klallam Department of Administration and Planning, February 2003.



South Side of US101

1. *Social Services Building* – this new 10,533 square foot facility will house social services. It will be located west of Zaccardo Road, which will provide access. Parking will be on-site. An important element of the project will be a recessed transit stop on the south side of US101, west of Zaccardo Road.
2. *Fire Station* – this new 2,700 square foot facility will house fire and emergency services and equipment. It will be staffed by volunteers.
3. *Casino Hotels and RV Resort* – development plans for the Casino Development Area are still conceptual. The area may include two hotels, one west of Corriea Road and one east of Casino Entrance Road. The east hotel would host family recreation and an aquadome linked to a series of lakes. Directly south, a RV Resort Park may be planned with 120 to 240 units. Lacing the Resort Park, 130 to 140 hillside cabins, a dining facility and small conference center are planned. The timing and size of each development is unknown at this time.

North Side of US101

4. *Community Center and Dental Clinic* – this new tribal 11,050 square foot facility is under construction and will contain a dental clinic and a community center with meeting rooms. The center will have a maximum capacity for 246. It will be located west of the Tribal Administration Building.
5. *Community Center* – this new 1,737 square foot facility is located north and east of the Tribal Administration Building. It will include conference and meeting space, a kitchen and storage.

Underneath US101

6. *US101 Tunnel*. To facilitate safe passage north and south, tribal government will construct a *Pedestrian-Service Cart Tunnel* under US101 at milepost 271.5. Construction will begin in mid-2003. The facility is funded by the Bureau of Indian Affairs and will cost \$1.3 million. The design includes cast-in-place concrete portals and reinforced earth retaining walls. An access ramp on the south will connect to parking at the new Social Services Building. The north portal will open at the east end of the Sequim Bay Scenic Pullout. The tunnel will have underground utilities and a drainage system. It is illustrated in Figure 4, page 30.

7. *Jimmycomelately (JCL) Creek Estuary Restoration Project.*¹¹ A century of logging, development and dredging has resulted in a significant loss of wetlands and estuarine habitats in Blyn. This has hampered the ability of the Jimmycomelately Creek to provide feeding, rearing and breeding habitats for endangered chum salmon, shellfish, shorebirds and waterfowl. It has also caused water sheeting on US101. Tribal government began the JCL estuary restoration project in 2002, with completion planned for 2005. The project will relocate the creek in four phases:

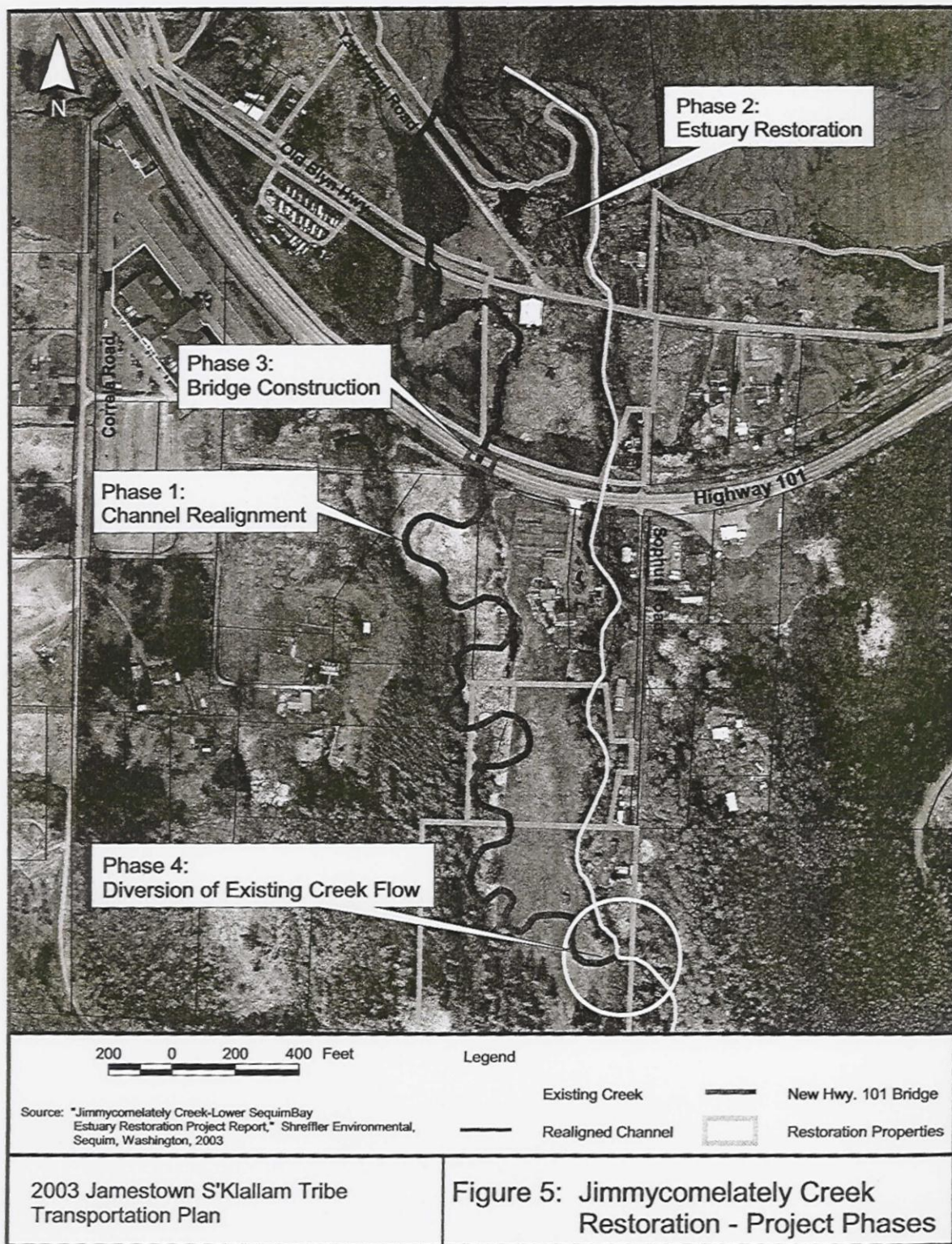
- realign the Jimmycomelately Creek channel,
- restore the lower Sequim Bay estuary,
- construct a new bridge underneath US101 for flow of the realigned creek and
- divert the existing Jimmycomelately Creek to the new channel and connect to the estuary.

This is illustrated in Figure 5, page 32.

On US101

8. *Sequim Bay Scenic Pullout – Transit Shelter.* Jamestown S’Klallam recently completed this three-phased capital project. Phase I, completed in August 1995, was funded through the Federal Highway Administration Coastal Corridor program. The work involved excavation and grading, curbing, paving, striping and guardrail installation. Phase II was initiated in July 1996 with Federal Highway Administration Public Lands Highway funding. It involved partial construction of the rock retaining wall and completion of two interpretive kiosks and a recessed public bus stop with concrete sidewalks, benches and landscaping. Phase III was completed February 2003 with funding through the Federal Highway Administration National Scenic By-Ways Program. It completed the rock retaining wall and installed interpretive signs, a hand carved relief panel and an interior totem.

¹¹ Jimmycomelately Creek-Lower Sequim Bay Estuary Restoration Project: Conceptual Plan for Restoring the Lower Sequim Bay Estuary, Shreffler Environmental, Sequim, Washington, January 2003.



CHAPTER II: THE TRANSPORTATION SYSTEM

A network of County and state roads comprise the Jamestown S’Klallam transportation system. Like the community it serves, the system is rural. With the exception of trails, the system is controlled by other jurisdictions. This chapter describes existing transportation service – roads, public transit, non-motorized, air and water.

A. ROAD SERVICE. The road system in Blyn concedes to the contours of Sequim Bay and is “U” shaped. Tribal government is located on the east corner of the “U” and the tribal Casino on the west. US101 follows the contour from east to west and bisects tribal properties, which lie on either side. The highway is the “main line” to destinations, east or west. A thin web of County roads serves as tributaries to the highway. One provides direct access to tribal government and connects to US101 at three locations. The Blyn and larger regional network is illustrated in Figure 6, page 34.

A.1 Indian Reservation Roads (IRR) System. The network described above and other roads that serve Jamestown S’Klallam properties are part of a national system called the Indian Reservation Roads (IRR) Inventory. It is defined as:

“an inventory of roads which meets the following criteria: a) public roads strictly within reservation boundaries, b) public roads that provide access to lands, to groups, villages and communities in which the majority of residences are Indian, c) public roads that serve checker board Indian lands not within reservation boundaries, and d) public roads that serve recognized Indian groups, villages and isolated communities not located within a reservation.”¹²

With this definition, all roads that serve the Tribe – federal, state, County, city and tribal – are or should be part of the IRR inventory. The IRR composite is shown in Figure 7, page 35.

¹² Source: Indian Reservation Roads Program, Transportation Planning Procedures and Guidelines, Federal Highway Administration, Federal Lands Highway Office and the Bureau of Indian Affairs, Division of Transportation, June 1998.

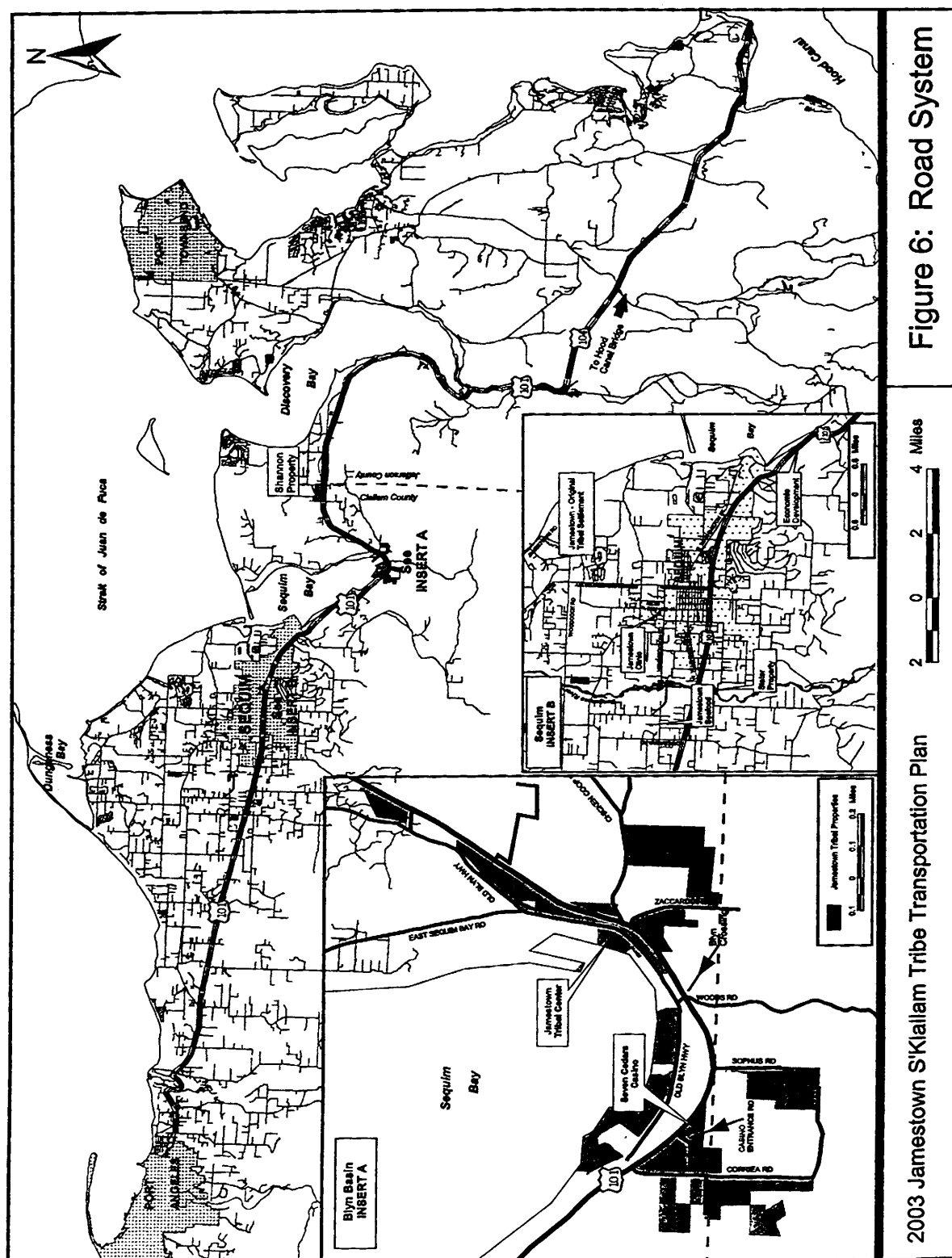
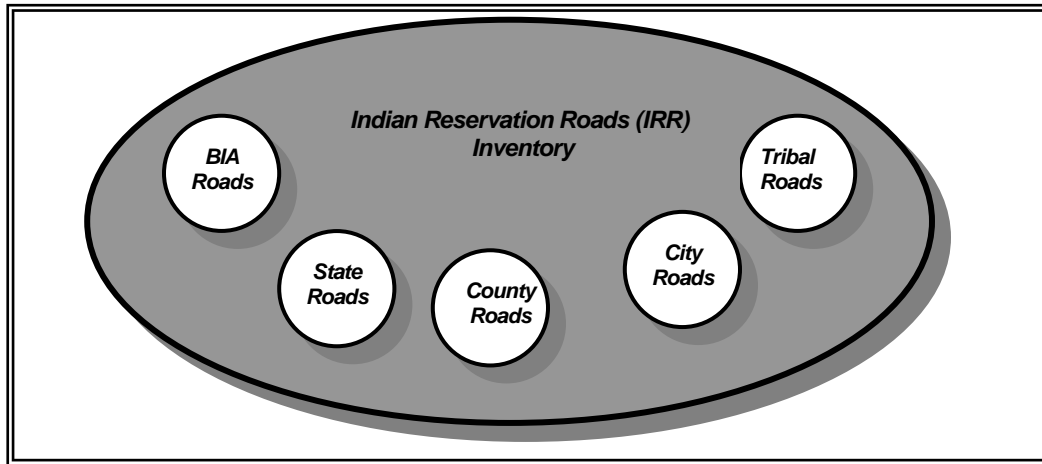


Figure 7: Roads Typically Comprising the Indian Reservation Roads Inventory



A.2 2002 IRR Inventory. The Jamestown S’Klallam IRR inventory represents 17 miles. This is an increase of 2.7 miles since the Tribe’s 1996 Transportation Plan. For the first time, the inventory includes tribal-owned facilities. Of total miles, 1.3 are tribal, 2.7 are County and 13 are state. The inventory is summarized in Table 6.

Table 6: JAMESTOWN S’KLALLAM TRIBE Indian Reservation Roads (IRR) Inventory – 2002					
BIA Route #	BIA Section #	Route Name	Length mi.	BIA Class¹³	Ownership
0001	010	US101	13.0	2	State
0002	010	Corriea Road	0.2	3	County
0003	010	Old Blyn Highway	1.1	4	County
0004	010	West Hendrickson Road	1.4	3	County
0005	010	Railroad Bridge Park	0.3	5	Tribe
0005	020	Railroad Bridge Park	0.5	5	Tribe
0031	010	Pedestrian–Service Cart Tunnel	0.5	5	Tribe
Total			17.00		

¹³ Functional Classification defines roadway function - its physical, geometric and operational characteristics and its eligibility for federal and state funding. There are four BIA classifications:

Class 2 are major or minor high-volume roads that serve traffic between large population centers. They link small towns and communities with metropolitan or resort areas. They provide relative high travel speeds for through traffic with minimum interference.

Class 3 are local streets and subdivision roads in mostly residential settings.

Class 4 collect traffic and provide connections between rural communities and major population centers. They serve areas around villages, to schools, tourist attractions or small enterprises. The classification encompasses all public roads not in the Class 2 or 3 designation.

Class 5 are paths, trails and walkways for public use by foot, bicycle and similar means.

A description of each facility in the 2002 inventory follows:

US101 (BIA Route 0001, Section 10). US101 is a Class 2 facility. It carries average daily volumes of 10,662 through Blyn. US101 is the only roadway that enables tribal access to all locations in Washington State - to the cities of Sequim and Port Angeles, to Jefferson County and to statewide destinations such as the major cities of Seattle and Olympia, and points north, south, east and west.

The highway has several functions. It is designated a "Scenic Byway" and "Highway of Statewide Significance" by the State of Washington. In the Peninsula Regional Transportation Planning Organization (PRTPO) Regional Transportation Plan (RTP), US101 is designated a "Principal Arterial," which carries the highest traffic with the longest trips. This road type, according to the Plan, should also provide the least land access. The RTP also designates US101 a "Tourist Corridor" which requires a minimum 8-foot shoulder width. According to the RTP *"the criteria provides enough width to accommodate vehicles which must pull over while also providing enough width for...large recreation vehicles...Should bicyclists or pedestrians be using the Tourist Corridor, they will be more safely protected from the roadway travel..."* (Source: PRTPO Regional Transportation Plan, pg. 5-12.)¹⁴

Currently, shoulder widths on the Blyn section of US101 vary from five to eight feet. The number of travel lanes varies from two to four. The section is characterized by sharp turns and steep plunging grades. The posted speed is 55 mph. Actual speeds range from 59.3 to 69.2 mph. There are 14 access points along the Blyn section, most are unprotected and without dedicated turn lanes. One, at Blyn Crossing, provides direct access to tribal government. Another provides unsignalized center turn lanes to Casino Entrance Road. The number of traffic accidents on the US101 Blyn Section totaled 48 from 1999 to 2002.

Corriea Road (BIA Route 0002, Section 10). Corriea is a north-south Class 3 roadway. It defines the west border of the tribal casino property. Access to and from Corriea Road (from US101 west) is hampered by a steep, down grade, which limits visibility and sight distance. One injury and three property-damage accidents were reported on Corriea Road from 1999 to 2002. All occurred at its entrance to US101. Corriea Road has two-lanes and no shoulders. It is 0.2- miles in length and 20' wide. Corriea Road terminates south but there is a short perpendicular gravel extension on its east end. Current daily volumes average 331. The posted speed is 35 mph. Actual speeds average 19.5 mph.

Old Blyn Highway (BIA Route 0003, Section 10). Old Blyn Highway is a two-lane Class 3 road. It provides direct access to tribal government. The County road is 1.1 miles in length and varies in width

¹⁴ It should be noted that the RTP Roads Chapter is being revised with completion expected in 2004.

from 20 to 22 feet. Shoulder widths vary from 0 to two feet. The roadway receives and distributes traffic from the Tribal Government Complex and nearby County roads. It terminates on its extreme east end at US101. There is a mid-point connection to US101 at Blyn Road. On its west, Old Blyn Highway connects to a short County road (Blyn Crossing) which leads directly to US101. Further west, the road enables access to a few residences and a tribal log yard, then terminates. This west portion is scheduled to be vacated by Clallam County.

Average daily volumes on Old Blyn Highway (south of East Sequim Bay Road) total 648. The road separates the Tribal Government Complex from a 44-space parking lot, the Scenic Sequim Bay Pullout and a transit stop and shelter. Pedestrians must cross the roadway to access these facilities. There is one painted crosswalk and, further east, a pedestrian crossing sign. Tribal officials expressed concern in a February 2003 Transportation Survey that traffic speeds on the road are too high and endanger pedestrians.¹⁵ The posted speed is 35 mph. Actual recorded speeds are 40 mph. In 2000, one property-damage traffic accident was reported at its intersection with Blyn Crossing. Old Blyn Highway is a school bus route.

West Hendrickson Road (BIA Route 0004, Section 10). West Hendrickson Road is a two-lane Class 3 facility. It is the primary access to the Tribe's Railroad Bridge Park west of the city of Sequim. The County road is 1.65 miles in length and 18 feet wide. There are no shoulders. Sidewalks are located sporadically along its length. Average daily traffic volumes total 1,800. One property-damage accident was reported in 2002, at its intersection with Priest Road. The posted speed limit is 35 mph.

Railroad Bridge Park (BIA Route 0005, Sections 10 and 20). The Railroad Bridge Park is a recreation park and link in the 52-mile Olympic Discovery Trail. The park is owned and managed by the Jamestown S'Klallam. The recreation trail within the park is a Class 5 facility and 0.8-miles in length. It is accessed via West Hendrickson Road.

Pedestrian-Service Cart Tunnel (BIA Route 0031, Section 10). This latest addition to the Tribe's IRR inventory is described in Chapter 1 and illustrated in Figure 4, page 30. Construction of the Tunnel will begin in mid-2003. It is owned by the Jamestown S'Klallam Tribe.

A.3 Local Volumes. A traffic count program was conducted in April 2003 to document volumes, speeds and vehicle classifications on roads in Blyn – where tribal government is located.¹⁶ The 24-hour counts were taken at 17 locations. An additional one-hour manual

¹⁵ Source: Jamestown S'Klallam 2003 Transportation Plan, Chapter III and Technical Appendix #2 – Transportation Survey.

¹⁶ The count program was conducted from April 15 to April 18, 2003. Due to equipment failure, a reset was conducted at one location on US101, west of Corriea Road, from April 29 to May 1, 2003.

count was taken at the junction of Chicken Coop Road and Zaccardo Road. “Smart Machines” tied to tubes across the roadway recorded traffic in each direction continuously over a 24-hour period. The results were compiled by hour and as a 24-hour total. The three-day totals were then averaged. The “smart machines” also recorded vehicle types (cars, heavy vehicles, trucks, and bicycles) and logged vehicle speeds. Intersection turn movements were not counted except at the junction of Chicken Coop Road and Zaccardo Road, where tribal officials indicate turn movements are hazardous. The three-day count locations are listed below.

- Blyn Crossing at Old Blyn Highway
- Blyn Road at Old Blyn Highway
- Casino Entrance Road, south of US101
- Chicken Coop Road, south of US101
- Corriea Road, south of US 101
- East Sequim Bay Road, north of Old Blyn Road
- Old Blyn Highway, north of US101
- Old Blyn Highway, east of East Sequim Bay Road
- Old Blyn Highway, east of Tribal Administration Building
- Sophus Road, south of US101
- US101, northwest of Corriea Road (reset)
- US101, east of Casino Entrance Road
- US101, east of Chicken Coop Road
- US101, east of Old Blyn Highway
- US101, west of Zaccardo Road
- Woods Road, south of US101
- Zaccardo Road, south of US101
- Zaccardo Road and Chicken Coop Road (manual count)

Volumes. Traffic count data shows volumes on Blyn roads are reasonable and appropriate for their classification. Volumes on US101 also are reasonable with traffic in both directions averaging 10,662 over the three-day period.

Speeds. Average traffic speeds on US101 exceeded the posted limit. Speeds were also high on Old Blyn Highway – the section nearest to the Tribal Government Complex. Here, speeds exceeded the posted limited by five mph.

Vehicle Classification. Passenger cars were the most common vehicle type, representing 88 to 99 percent of all vehicles. Bicycle use on US101 was high and accounted for one percent of all traffic. In absolute numbers, this represented 957 bicycles recorded over the three-day

count period. Bicycle use was low on Old Blyn Highway, representing 00 percent of all traffic (or three bicycles counted over the three-day period.) The low usage was unexpected, considering the high bicycle presence at Blyn Crossing (six percent of volumes). This suggests the Tribal Government Complex is the primary bicycle origin and destination, with bicyclists unwilling to travel further east on Old Blyn Highway.

Heavy vehicle and truck percentages were appropriate, averaging 11 percent on US101 and seven percent on County roads. The County roads with the highest heavy vehicle-truck percentages were Corriea Road (18 percent), Blyn Crossing (11 percent), Old Blyn Highway – west of US101 (11 percent) and Woods Road (nine percent).

A road-by-road summary of key Traffic Count Program findings is provided below.

A.3.a US101. As expected, US101 carried the highest level of traffic on the Blyn network. The heaviest concentration was just east of Casino Entrance Road. By count location, volumes averaged – 10,570 east of Old Blyn Highway, 9,978 east of Chicken Coop Road, 10,265 west of Zaccardo Road, 11,901 east of Casino Entrance Road and 10,595 west of Corriea Road.

Peak Volumes. AM peak volumes on US101 averaged 359. PM peak volumes averaged 445. The highest PM peak volumes were, again, east of Casino Entrance Road at 449. Peaking occurred at 7:30 AM to 11:00 AM and 3:30 PM to 4:15 PM.

Vehicle Classifications. Passenger vehicles averaged 87 percent of traffic on US101. Heavy vehicles and trucks averaged 11 percent and buses and bicycles averaged one-percent each.

Speeds. The average speed on the US101 Blyn section was 61 mph. The slowest section was east of Casino Entrance Road at 59.3 mph. Here, about three percent of traffic turned into Casino Entrance Road. The section with the highest speed was west of Corriea Road at 69.2 mph. The posted speed limit is 55 mph.

A.3.b Old Blyn Highway. Daily traffic volumes averaged 325 on Old Blyn Highway. The highest volumes - 648 - were on its approach to the Tribal Government Complex. Volumes dropped to 217 east of Sequim Bay Road, likely due to turns to and from East Sequim Bay Road, Blyn Road and residential driveways. Daily volumes on the extreme east end of Old Blyn Highway were 111.

Peak Volumes. Average peak volumes on Old Blyn Highway were modest at 24 in the AM and 38 in the PM. The average is somewhat deceptive. Volumes on the east end of the roadway were extremely low and skew the average. In absolute numbers, the section with the heaviest PM peak volumes was closest to the Tribal Government Complex (south of East Sequim Bay Road) at 69. Peaking occurred at 6:15 AM to 10:45 AM and 2:30 PM to 5:00 PM.

Vehicle Classifications. Passenger vehicles represented 90 percent of the traffic on Old Blyn Highway. Trucks and heavy vehicles represented seven percent and buses, three percent. Old Blyn Highway is a school bus route. Bicycle usage was extremely low at 00 percent (three bicycles were counted).

Speeds. The average traffic speed on Old Blyn Road was 41.5 mph. The highest was recorded east of East Sequim Bay Road at 43.6 mph. Further south, on the approach leading to the Tribal Government Complex, traffic speed averaged 40 mph. The posted limit is 35 mph.

A.3.c Blyn Crossing. This roadway is the primary access to and from US101 from Old Blyn Highway. Average daily volumes on Blyn Crossing totaled 754. The volumes are relatively high but appropriate for its function.

Peak Volumes. Volume peaks on Blyn Crossing represented 77 vehicles in the AM and 79 vehicles in the PM. The AM peaking occurred between 7:45 AM and 11:00 AM. PM peaks were irregular. In the northbound lane, peaking occurred between 12:45 PM and 2:45 PM. In the southbound lane, between 12:15 PM and 4:15 PM.

Vehicle Classifications. Passenger cars represented 82 percent of the traffic; trucks-heavy vehicles represented 11 percent and buses-vans, one percent. There was high bicycle use on Blyn Crossing during the three-day count period - averaging six percent of all traffic or 136 bicycles.

Speeds. The average traffic speed on Blyn Crossing was low at 18 mph. This is likely due to its short length (0.1 mile). Turns and stops are immediate on the roadway.

A.3.d Zaccardo Road. Average daily volumes on Zaccardo Road were low at 107 but typical for a Class 3 rural road. An additional manual count was conducted at its “V” intersection with Chicken Coop Road to determine if vehicles were turning from one roadway into the other.

During the PM one-hour count, no vehicles made this movement. However, it was observed that buses, carpools and vanpools turned into the top of the “V” to discharge passengers, then re-entered US101.

Peak Volumes. The average AM peak volume on Zaccardo Road was 12. The PM peak volume was 23. Peaking occurred between 6:30 AM - 9:30 AM and 4:30 PM - 7:30 PM.

Vehicle Classifications. Passenger cars represented 96 percent of traffic on Zaccardo Road. Trucks and heavy vehicles represented two percent, buses – 00 percent, and bicycles – two percent.

Speeds. The average speed was 24 mph. The posted limit is 35 mph.

A.3.e Chicken Coop Road. Average daily traffic volumes on Chicken Coop Road were higher than Zaccardo Road but still modest at 283.

Peak Volumes. AM peaks averaged 31 and PM peaks, 33. The peaks occurred between 7:30 AM -10:30 AM and 4:15 PM - 5:45 PM.

Vehicle Classifications. Passenger cars represented 94 percent of traffic on Chicken Coop Road. Trucks and heavy vehicles represented four percent and buses (vans), two percent. No bicycle use was recorded.

Speeds. Average speed on the roadway was 35.6 mph. The posted limit is 30 mph.

A.3.f Casino Entrance Road. Daily volumes on Casino Entrance Road averaged 513. A breakdown of volumes by movement “in” and “out” is provided below.

Location	Average Daily Volume	Average AM Peak Volume	Average PM Peak Volume
In-Bound – From West	837	83	99
In-Bound – From East	323	31	31
Out-Bound - Turn West	570	32	67
Out-Bound - Turn East	320	15	35

Peak Volumes. AM peak volumes on Casino Entrance Road averaged 40. PM peak hour volumes averaged 58. Peaking patterns were irregular but common to 24-hour casino operations:

- In-Bound - From West: Peaking occurred between 10:45 AM - 11:00 AM and in the PM, at 2:00 PM, 5:00 PM and 6:15 PM.
- In-Bound - From East: Peaking occurred between 7:30 AM - 11:00 AM and 3:30 AM - 4:30 PM.
- Out-Bound - Turn West: AM peaking occurred between 1:15 AM and 1:30 AM. PM peaks were variable, occurring at 2:30 PM, 5:30 PM and 9:30 PM.
- Out-Bound -Turn East: Peaking occurred between 10:00 AM - 11:00 AM and in the PM, at 1:00 PM, 5:00 PM and 9:00 PM.

Vehicle Classifications. Passenger cars averaged 87 percent of traffic leaving and entering the Casino. Trucks-heavy vehicles averaged 11 percent, buses-vans, one-percent and bicycles, one percent or 61 bicycles over the three-day count period.

Speeds. Traffic speeds entering and leaving the Casino were high, averaging 20.4 mph. Typically, speeds on service roads are posted at 15 mph. There is currently no posted speed limit within the Casino lot.

A.3.g Corriea Road. Average daily traffic volumes on Corriea Road were 331. The volume is high for an undeveloped dead-end road but reflects its function as a second entrance and service road for the Casino.

Peak Volumes. On Corriea Road, AM peaks averaged 29 vehicles and occurred between 9:30 AM - 10:45 AM. PM peaks averaged 40 vehicles and occurred irregularly, between 1:00 – 2:45 PM, 2:45 – 5:00 PM and 2:15 – 4:15 PM.

Vehicle Classifications. Passenger cars averaged 82 percent of the traffic on Corriea Road. Trucks averaged a high of 18 percent, reflecting the road's service function. Buses represented 00 percent and bicycles, one percent.

Speeds. The posted speed on Corriea Road is 35 mph. Recorded speeds were well below at 19.5 mph.

A.3.h Other Roads. Other roadways in the Blyn traffic count program (Sophus Road, Woods Road, East Sequim Bay Road and Blyn Road) presented low average daily volumes. Of the four roads, East Sequim Bay carried the highest volumes at 593 and Sophus Road, the lowest

at 29. Peak volumes were low and typical of rural County roads. Vehicles classifications strongly favored the passenger automobile ranging from a low of 91 percent (Woods Road) to a high of 99 percent (Sophus Road). Speeds were highest on East Sequim Bay Road, where recorded speeds averaged 48.5 mph. The posted limit is 35 mph.

A.4 Other Volumes. In addition to the Blyn traffic count program, traffic data was collected for other roadways, described below.

A.4.a State Traffic.¹⁷ Average annual daily volumes were obtained from the Washington State Department of Transportation for *US101* and *State Route 104*, a Principal Arterial that connects US101 to the Hood Canal Bridge and the Washington State Ferry System. Average daily 2001 volumes on SR104 (from Hood Canal Bridge to US101) were 11,806. Average daily 2001 volumes on US101 (from US104 to Port Angeles) were 13,296.

A.4.b County Traffic.¹⁸ Average daily volumes were obtained from the Clallam County Department of Public Works for County roads that serve tribal properties. The roads, their function and volumes are listed in Table 7, page 44.

A.4.c City Traffic. Because the City of Sequim Public Works Department was unable to provide data, traffic volumes on city roads that serve tribal members were estimated for:

- 5th Avenue – this roadway provides north-south access to the Jamestown S’Klallam Medical Clinic in the City of Sequim and the Railroad Bridge Park. The estimated average daily volume is 8,600. The estimate is based on the volumes of nearby County roads with similar service.
- East Washington Street – this city arterial provides east-west access from US101 into the City of Sequim. It provides connection to roadways serving the Jamestown Village, the Medical Clinic and the Railroad Bridge Park. The estimated daily traffic volume is 16,000.

¹⁷ Source: Transportation Data Office, Washington State Department of Transportation, March 2003.

¹⁸ Source: Clallam County Department of Public Works, Road Division, February 2003.

Table 7: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN
Clallam County Roads serving Tribal Property
Average Daily Traffic - 2001

County Road	Average Daily Traffic	Service to the Tribe
1. Business Park Loop	483	Access to Jamestown Seafoods (a tribal business)
2. Carlsborg Road	4,142	Access from Jamestown Seafoods to US101
3. Coon Drive (east/west)	87	Access to Jamestown residences, the Tribe's ancestral settlement
4. Diamond Point Road	1,480	Access to Shannon property
5. Jake Hall Road	50	Access to tribal cemetery in Jamestown
6. Jamestown Road	161	Access to Jamestown residences, the Tribe's ancestral settlement
7. Johnson Drive (east/west)	71	Access to Jamestown residences, the Tribe's ancestral settlement
8. Knapp Road	30	Access to Shannon property
9. Loop Drive	40	Access to Jamestown residences, the Tribe's ancestral settlement
10. North Sequim Avenue	8,645	Connection to Woodcock Road for access to Jamestown settlement
11. Prince Road	15	Access to Jamestown residences, the Tribe's ancestral settlement
12. River Road	2,411	Access to Slater Property
13. Sequim-Dungeness Way	7,331	Connection to Woodcock Road for access to Jamestown settlement
14. Serpentine Avenue	75	Access to Jamestown residences, the Tribe's ancestral settlement
15. Silberhorn Road	1,689	Connection to Turnstone Lane for access to Slater property
16. Turnstone Lane	300	Access to Slater property
17. West Hendrickson Road	1,800	Access to Railroad Bridge Park
18. Wilcox Lane	215	Access to Jamestown residences, the Tribe's ancestral settlement
19. Woodcock Road	1,076	Access to Jamestown residences, the Tribe's ancestral settlement
20. Woodcock Road	2,137	Access to Craft property.

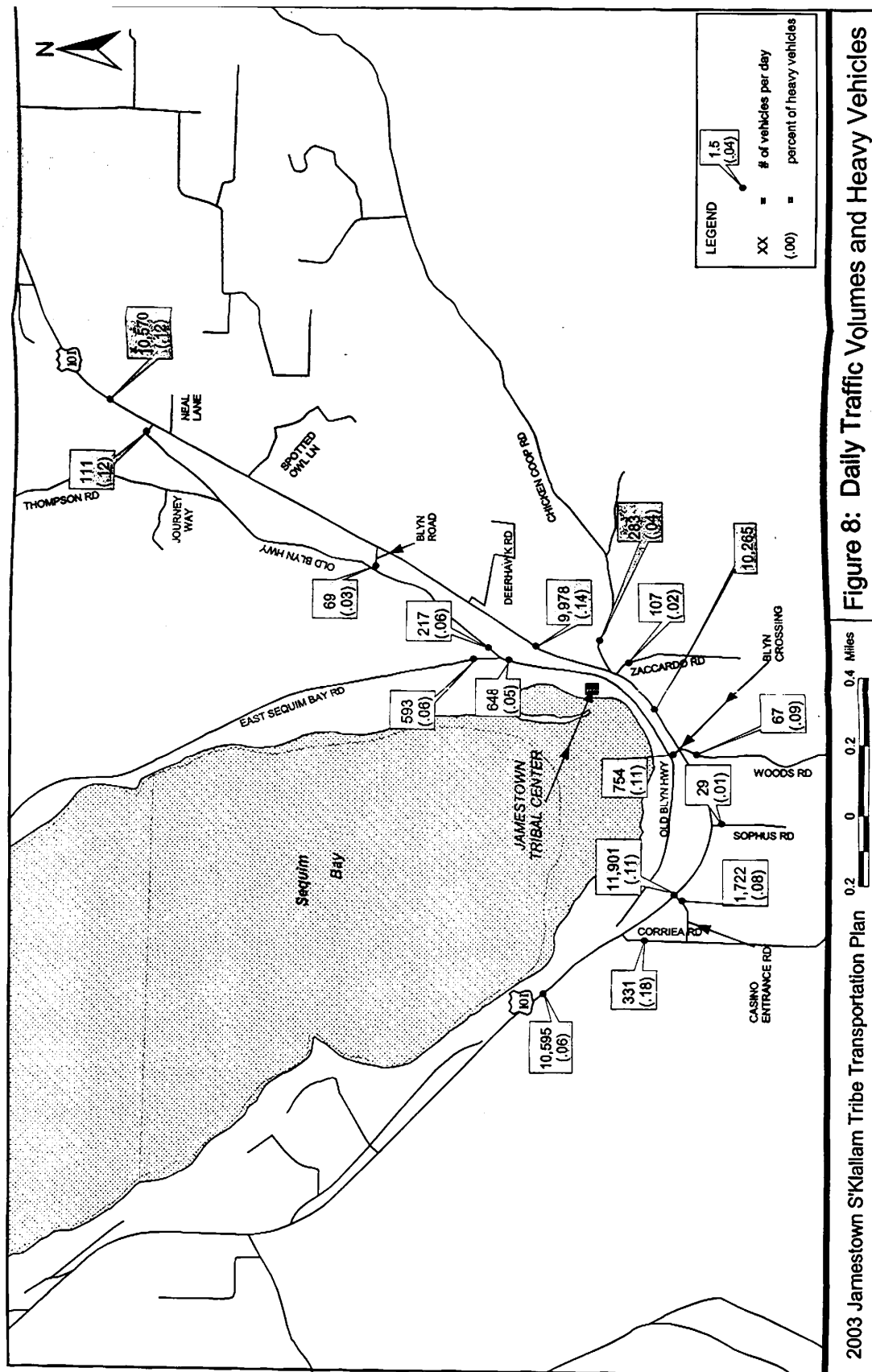
This estimate is based on the function of the roadway and the traffic levels on roads that connect to it.

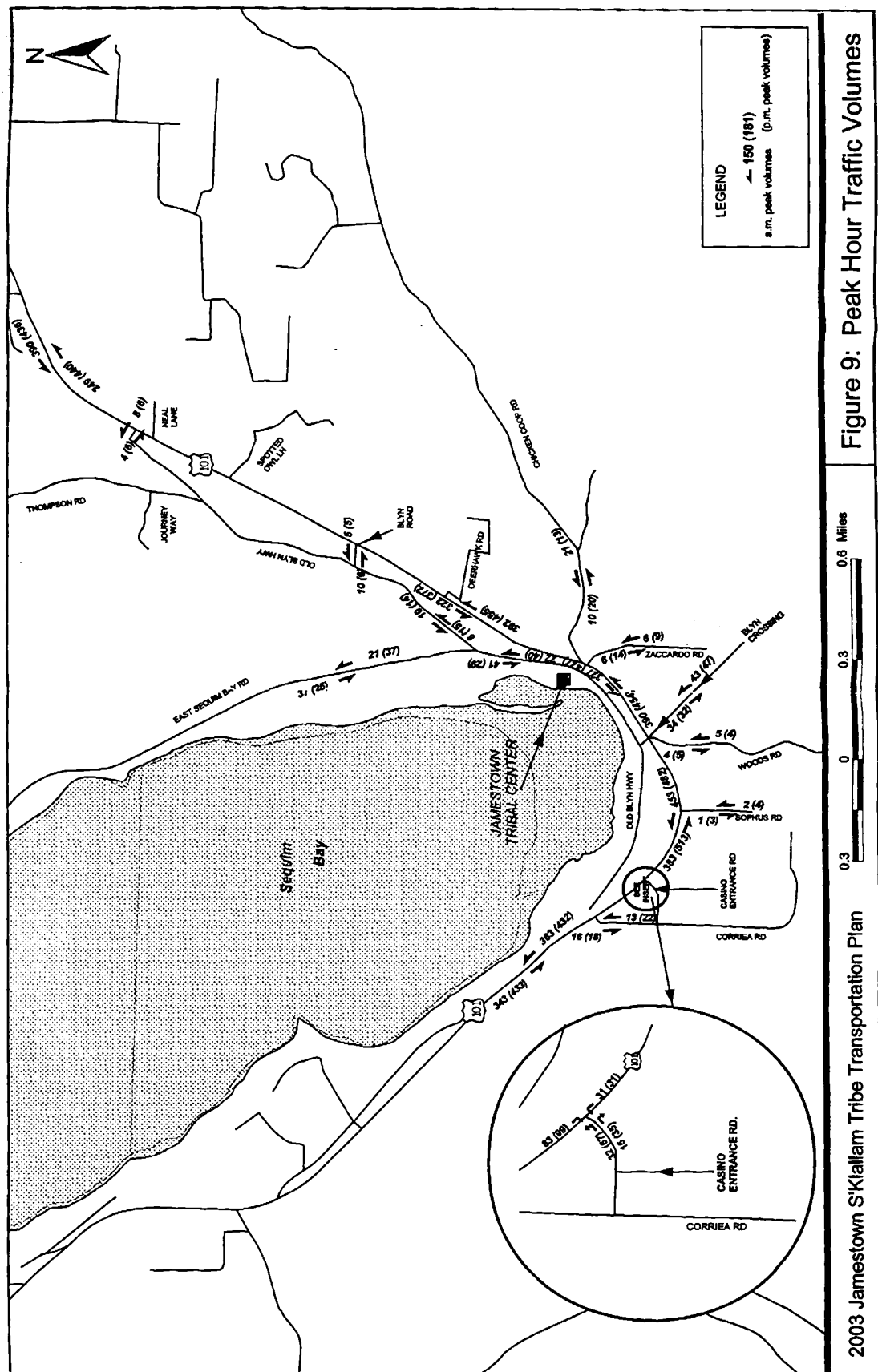
Figure 8, page 46 shows average daily and heavy vehicle-truck volumes. Figure 9, page 47 shows average peak volumes.

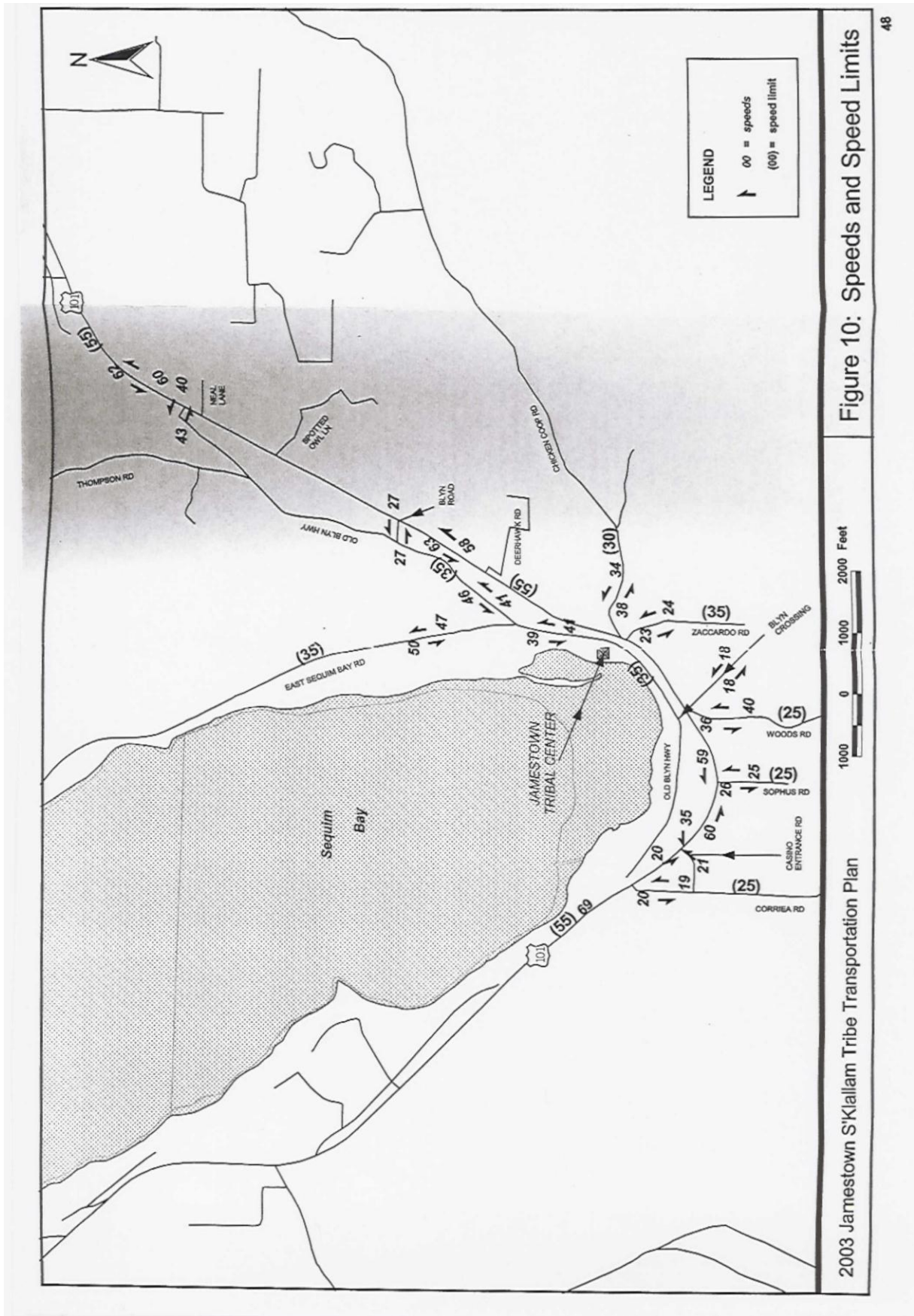
A.5 Speeds. Speed data is summarized in Table 8 and displayed in Figure 10, page 48. It shows the 85th percentile - the speed at which 85 percent of motorists travel. Traffic speeds exceeded posted limits on East Sequim Bay Road, Old Blyn Highway, Chicken Coop Road and all sections of US101. Speeds on all other roads in Blyn were at or below the posted limit.

**Table 8: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN
Recorded Speeds and Posted Limits - Blyn
2003**

	Roadway	Location	Posted Limit (mph)	Actual Speed (mph)
1	Blyn Crossing	Between US101 and Old Blyn Highway	35	18
2	Blyn Road	Between Old Blyn Highway and US101	35	27.2
3	Casino Entrance Road	Inbound south and outbound left	---	20.6
4.	Casino Entrance Road	Outbound right	---	20.5
5.	Chicken Coop Road	South of US101	30	35.6
6	Corriea Road	South of US101	35	19.6
7.	East Sequim Bay Road	West of Old Blyn Highway	35	48.5
8.	Old Blyn Highway	West of US101	35	41.2
9.	Old Blyn Highway	East of US101	35	43.6
10.	Old Blyn Highway	South of East Sequim Bay Road	35	39.8
11.	Sophus Road	South of US101	35	25.2
12.	Woods Road	South of US101	35	38
13.	Zaccardo Road	South of US101	35	24
14.	US101	East of Old Blyn Road	55	61.3
15.	US101	East of Chicken Coop Road	55	60.5
16	US101	West of Zaccardo Road	55	---
17.	US101	East of Casino Entrance Road	55	59.3
18.	US101	West of Corriea Road	55	69.2







A.6 Accidents. The number and location of *property-damage*, *injury* and *fatal* accidents on roadways routinely used by tribal members were reviewed.¹⁹ State data was collected for US101 (from SR104 to Port Angeles) and SR104 (from Hood Canal Bridge to US101). Clallam County accident data was collected for local roads. The number of traffic accidents on all roads, from 1999 to 2002, totaled 1,240.

- County Roads: Twenty-four (24) property-damage accidents.
- SR104: Nine (9) property-damage, 72 injury and six (6) fatal accidents.
- US101: Six-hundred and ninety-seven (697) property-damage, 427 injury and five (5) fatal accidents.

None of the traffic deaths were near tribal lands with the exception of one 1999 fatality west of West Sequim Bay Road, near the Tribe's Log Cabin Office (milepost 268.25).

A.6.a US101 Accidents. Accidents in the Blyn Basin - where tribal government is located – were specifically studied. On the length of US101, from Diamond Point Road to Sequim Bay State Park, there were a total of 48 accidents – 21 injury and 27 property-damage. Of the total, there were:

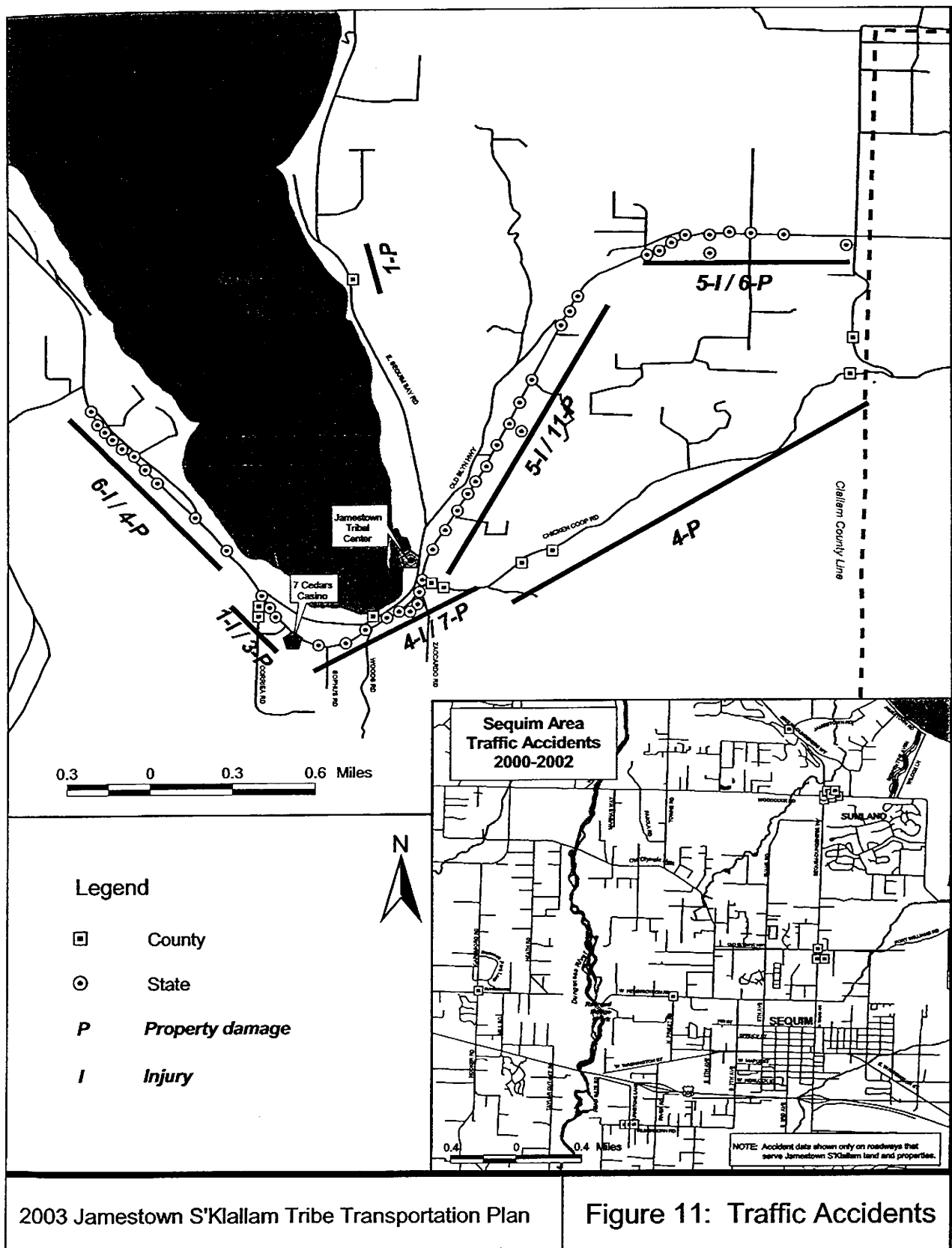
- 14 accidents (eight injury and six property-only) west of the Seven Cedars Casino entrance to Sophus Road.
- 34 accidents (13 injury and 21 property) between Sophus Road and Diamond Point Road.
- One of the accidents, near Chicken Coop Road, involved a pedestrian hit by a moving vehicle.

While it is difficult to pinpoint the cause of each accident, it is noteworthy that 38 (79 percent) were non-turning and did not occur at intersections. Thirty-two (67 percent) occurred in daylight. This suggests that, in addition to other possible factors such as excess speeds, driver sight along the sharply sloped US101 section is hampered in daylight. This suggests that roadway geometrics contributed to the reoccurring rear end, vehicle overturn, fixed object and vehicle-animal collisions. All Blyn accidents are listed in Table 9, page 50 and illustrated in Figure 11, page 51.

¹⁹ Sources: (1) WSDOT - Transportation Data Office. (2) Clallam County Public Works - Roads Division.

Table 9: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN
Blyn Traffic Accidents: US101 – 1999-2001

#	Date	Location	Milepost	Type	Conditions
1	03-11-00	West of School House Point Lane	269.46	1 Injury – Rear End	Dry, Daylight
2	01-02-00	West of School House Point Lane	269.48	2 Injuries – Vehicle Overturn	Ice, Daylight
3	07-07-00	West of School House Point Lane	269.52	2 Injuries – Rear End	Dry, Daylight
4	04-18-01	West of School House Point Lane	269.55	Property Damage – Over Bank	Dry, Daylight
5	06-04-01	West of School House Point Lane	269.62	1 Injury – Tree Stump	Dry, Daylight
6	09-12-01	At School House Point Lane	269.65	5 Injuries – Rear End	Dry, Daylight
7	01-20-01	East of School House Point Lane	269.80	1 Injury – Utility Pole	Dry, Dark
8	12-03-01	West of Corriea Road	270.00	Property Damage – Animal	Dry, Dark
9	05-29-01	West of Corriea Road	270.10	Property Damage – Vehicle Overturn	Dry, Daylight
10	10-30-99	West of Corriea Road	270.36	Property Damage – Road Ditch	Wet, Daylight
11	04-12-00	At Corriea Road	270.59	Property Damage – Road Ditch	Dry, Daylight
12	12-12-99	At 7 Cedars Casino Entrance	270.76	Property Damage – Entering at Angle	Dry, Daylight
13	12-20-01	At 7 Cedars Casino Entrance	270.76	4 Injuries – Leaving Driveway	Dry, Daylight
14	01-15-00	West of Sophus Road	270.89	3 Injuries – Operational Direction	Ice, Daylight
15	02-02-00	West of Blyn Entrance Sign	271.05	2 Injuries – Entering Driveway	Dry, Light
16	09-26-01	West of Blyn Entrance Sign	271.05	1 Injury – At Driveway	Wet, Daylight
17	11-19-99	West of Zaccardo Road	271.40	Property Damage – Animal	Dry, Dark
18	06-06-01	West of Zaccardo Road	271.49	Property Damage – Road Ditch	Dry, Daylight
19	02-09-99	At Chicken Coop Road	271.53	Property – Wood Sign Post	Ice, Daylight
20	10-03-99	At Chicken Coop Road	271.53	2 Injuries – At Intersection	Dry, Dawn
21	05-25-01	At Chicken Coop Road	271.53	Property Damage – At Intersection -	Dry, Dark
22	02-08-99	East of Chicken Coop Road	271.56	Property Damage – Earth Bank/Ledge	Ice, Dark
23	02-09-99	East of Chicken Coop Road	271.57	Property Damage – Earth Bank/Ledge	Ice, Daylight
24	03-16-00	East of Chicken Coop Road	271.62	1 Injury – Pedestrian Hit by Vehicle	Dry, Daylight
25	08-19-00	East of Blyn Entrance Sign	271.71	Property Damage – Animal	Dry, Daylight
26	02-01-00	East of Blyn Entrance Sign	271.72	1 Injury – Guardrail	Dry, Daylight
27	10-06-01	East of Blyn Entrance Sign	271.84	Property Damage – Animal	Dry, Dark
28	09-30-01	West of Blyn Road	272.00	Property Damage – Animal	Dry, Dark
29	06-07-00	West of Blyn Road	272.02	Property Damage – Animal	Wet, Dawn
30	08-19-99	East of Blyn Road	272.41	Property Damage – Rear End	Dry, Daylight
31	04-09-01	East of Blyn Road	272.50	Property Damage – Sideswipe	Dry, Daylight
32	12-16-01	East of Blyn Road	272.50	2 Injuries – Tree Stump	Wet, Dark
33	10-31-00	East of Blyn Road	272.51	Property Damage – Sideswipe	Dry, Daylight
34	09-20-00	East of Blyn Road	272.67	1 Injury – Vehicle Overturn	Wet, Daylight
35	06-06-00	At Old Blyn Highway	273.00	Property Damage – Intersection/Fence	Wet, Daylight
36	01-21-99	East of Old Blyn Highway	273.38	1 Injury – Road Ditch	Wet, Dark
37	05-23-99	East of Old Blyn Highway	273.40	Property Damage – Culvert	Dry, Daylight
38	01-06-99	At Pierce Road	273.55	2 Injuries – Intersection Turn	Dry, Daylight
39	03-04-00	East of Pierce Road	273.60	1 Injury – Sideswipe	Wet, Daylight
40	01-14-00	East of Pierce Road	273.70	Property Damage – Vehicle Overturn	Ice, Dark
41	01-28-00	East of Pierce Road	273.71	Property Damage – Construct Material	Dry, Dark
42	05-04-01	East of Pierce Road	273.81	Property Damage – Same Direction	Dry, Daylight
43	09-26-01	East of Pierce Road	273.81	Property Damage – Road Ditch	Wet, Dark
44	12-16-01	East of Pierce Road	273.83	1 Injury – Earthbank	Wet, Dark
45	01-16-99	At Knapp Road	274.08	Property Damage – Tree/Stump	Wet, Light
46	05-15-01	West of Diamond Point Road	274.23	1 Injury – Tree/Stump	Wet, Dark
47	01-14-99	At Diamond Point Road	274.58	1 Injury – Intersection Turn	Wet, Daylight
48	06-07-01	At Diamond Point Road	274.58	Property Damage – Enter @ Angle	Dry, Daylight



A.6.b Clallam County Accidents. There were no fatalities on County roads serving tribal lands. Most of the County road accidents occurred at intersections, with the greatest number (seven) at the Sequim Dungeness-Woodcock intersection. In Blyn Basin, six County accidents were reported on Chicken Coop Road – two at US101 and four further south. One each was reported on Corriea Road and Blyn Crossing at US101 and on East Sequim Bay Road. The accident locations are illustrated in Figure 11, page 51.

A.7 Level of Service. Roadway level-of-service is a “qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience.”²⁰ The Clallam County Comprehensive Plan establishes six levels-of-service. It explains:²¹

“Level of service standards are the gauge to measure whether transportation facilities are performing at acceptable levels and a way to identify capacity deficiencies...When level of service standards are adopted, they are used to gauge whether transportation improvements and strategies required to serve development are in place, or there is a financial commitment to have them in place within six (6) years of development. This is otherwise known as concurrency: having necessary transportation facilities available to serve new development no later than the impacts of the new development.” *Source: Clallam County Comprehensive Plan, Section 31.02.410, Adopted 12/05/00.*

According to the County Comprehensive Plan, levels of service on County roads are generally good and range from “A” to “B.” The service is above the County standard for rural roads, which is “C.” The Plan predicts service levels will decrease with growth (in Blyn and Sequim) but, according to the Plan, will probably not fall below “C.” This is shown in Table 10, page 53.

²⁰ Source: Highway Capacity Manual, Transportation Research Board, Washington, DC, 2000.

²¹ The six levels-of-service are:

LOS A – free flow with low volumes and high speeds.

LOS B – reasonably unimpeded traffic flow at average travel speeds.

LOS C – stable flow but speeds and maneuverability are closely controlled by the higher volumes.

LOS D – high-density but stable flow; speed and freedom to maneuver are severely restricted.

LOS E – operating conditions at or near the maximum capacity level; freedom to maneuver is extremely difficult.

LOS F – forced or breakdown flow, where volumes are above theoretical capacity.

Table 10: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN Level of Service on County Roads Serving the Tribe		
Road	Current LOS	Buildout LOS
Chicken Coop Road	A	A
Jamestown Road	A	B
Hendrickson Road	B	C
Jamestown Road	A	B
Old Blyn Highway	A	B
Sequim Dungeness Way	B	C
Silberhorn Road	B	C
Woodcock Road	A	A

Source: Clallam County Comprehensive Plan, Section 31.03.130 –
Transportation – Inventory and Analysis, Table 3, Adopted 12/05/00.

According to the PRTPO Regional Transportation Plan, level of-service on US101 is fair at “D.” The RTP cautions US101 from Sequim to the Jefferson-Clallam County line may deteriorate to LOS “E” if medium (3 percent) or high (4.5 percent) traffic growth occurs from 1990 to 2010. The RTP also advises US101 in Blyn “experiences capacity related deficiencies” and recommends capacity improvements such as passing and climbing lanes.²²

A.8 Scheduled Road Improvements. Scheduled improvements on roads that serve the Jamestown S’Klallam were documented. A summary is provided below, by jurisdiction.

A.8.a Jamestown S’Klallam. Tribal Council adopted Resolution 44-2002 in November 2002, which identifies a priority project list. Of the eight projects, two are underway and funded. The remaining, most on US101, are inactive and not funded. A description and the status of each is provided in Table 11, page 54.

A.8.b Washington State Department of Transportation.²³ The state is planning improvements on four sections of US101 within and near Blyn. The improvements, programmed between 2003-2009, are products of a project prioritization process conducted by the state transportation department. They are described below and illustrated in Figure 12, page 55.

²²Source: PRTPO Regional Transportation Plan, pg. 5-15, Table 5.6, Figures 5.2 and 5.3. The RTP Road Chapter is being revised with completion expected in 2004.

²³ Source: Washington State Department of Transportation: Port Angeles Field Office, February 2003 and Olympic Region Office, June 2003.

TABLE 11: JAMESTOWN S'KLALLAM TRIBE
Transportation Project Priority List – Resolution 44-2002

Priority #	Project	Description	Status
1	US101-Zaccardo Road (Pedestrian Tunnel)	The Tribe is in the process of planning for administrative, planning, health and social services on land located on Zaccardo Road. This new site is across US101 from the existing tribal complex. We anticipate the need to move pedestrians (staff, visitors, clients) and supplies between the two sites. A pedestrian/service cart tunnel under US101 would allow us to safely transport people and goods between these offices. Note: A substantial resource saving (time and money) would be realized by coordinating the construction timing of projects #1 and #2.	Underway /Funded
2	Realignment of US101 at JCL Creek	The Tribe is partnering with the Department of Fish and Wildlife, the Conservation District, Clallam County and WSDOT in relocating US101 over the newly created channel for Jimmycomelately Creek.	Underway /Funded
3	Realignment of Zaccardo – Chicken Coop Roads	The Tribe is working with Clallam County in planning for realignment of these two county roads. These roads pose a potential safety hazard because of their proximity to each other and the angle at which they abut US101. Currently they are two separate roads very close to each other, which provide access to US101. Merging these two roads with one access point onto US101 would better serve the tribal community.	No Activity No Funding
4	US101-Sophus Road Safety Improvements	US101 intersects with Sophus Road on a dangerous curve. The property located at this intersection is vital to the Tribe's economic development plans. Access to this property needs to be improved to ensure safe travel from US101 to any future tribal enterprises.	No Activity No funding
5	Corriea-Sophus Roads Enhancement	The purpose of this project is to enhance access to tribal properties (i.e. casino, warehouse, machinery shop, tribal rental homes, vacant land) located between two existing county roads. The Tribe desires to join these two county roads to improve access to these properties. The road that currently connects the two county roads is a narrow, gravel easement lacking proper drainage and subject to frequent winter washouts. This condition prohibits residents safe ingress/egress and severely limits access to these properties. This project is approx. 1 mile in length. It will involve an environmental assessment, acquiring easements from local property owners, widening the roadbed, apply gravel road base, adding topcoat material (gravel/asphalt), enhancing the drainage system and constructing a bridge to allow vehicular traffic to cross an existing creek.	No Activity No funding
6	U101-Zaccardo Road (Acceleration/ Deceleration Lanes)	The Tribe is in the process of planning additional administrative, planning, health and social services on land located on Zaccardo Road. This new site is across US101 from the existing tribal complex. Safety concerns with turning into Zaccardo Road from US101 mandate the need for adequate access lanes to protect tribal traffic and the traveling public.	No Activity No Funding
7	East Sequim Bay Road Realignment	This road serves the tribal administrative offices from the east by funneling local traffic off US101 and past the tribal offices. This increased traffic causes concern for the safety of staff, tribal members and visitors. This realignment would allow traffic to reach its destinations without passing by the tribal offices thereby reducing traffic and increasing pedestrian and vehicular safety.	No Activity No Funding
8	Corriea Road-Casino Creek/Pit Drain Creek Restoration	The purpose of this project is to restore two creeks that cross a county road that serves tribal property. These creeks seasonally flood a county road that provides access to the Tribe's casino, warehouse, machinery shop, tribal rental homes and vacant land, and also floods the casino parking lot. This project involves reconfiguring, cleaning, enlarging and lining existing ditches.	Status Unknown

Source: Project Priority List, Jamestown S'Klallam Tribal Council, Resolution 44-2002.

- *West Sequim Bay to Dawley Road.* This section of US101 is listed in the department's 2003-2005 Capital Improvement and Preservation Program (CIPP). The planned one-mile safety improvement runs from mileposts 268.52 to 269.52. It includes slope flattening, updating an existing and installing a new guardrail, updating signs, and pouring a cement concrete floor and installing illumination and fencing for a pedestrian tunnel. The project eliminates three approach access points and constructs a new approach off Louella Road. Construction is scheduled for the 2003-2005 biennium. The cost is estimated at \$887,000.
- *Dawley Road to Blyn Highway.* This section of US101 is also listed in the WSDOT CIPP. Improvements are planned on 0.98-miles from mileposts 269.52 to 270.50. They include adding a westbound climbing lane, slope flattening, updating signing, installing a new guardrail and updating an existing one, and storm water treatment. The project is intended to improve traffic mobility. Construction is scheduled for the 2007-2009 biennium. The estimated cost is \$2.4 million.
- *Sophus Road Vicinity.* This one-mile section of US101, between mileposts 270.85 and 271.85, is listed in the WSDOT 2003-2005 CIPP. Project improvements include slope flattening to correct existing ditch depth and slopes, updating signing and installing a guardrail. The project is intended to provide risk reduction improvements where roadway geometrics are substandard. Construction is scheduled for the 2005-2007 biennium. The estimated cost is \$1.05 million.
- *Blyn Vicinity Passing Lanes.* This section of US101, between mileposts 272.15 and 273.19, is listed in the WSDOT 2003-2005 CIPP. The planned improvement will add two passing lanes (one in each direction), install a new guardrail, and update an existing one. It will also install permanent signing and provide storm water treatment. The project is expected to improve mobility. Construction is scheduled for the 2003-2005 biennium. The estimated cost is \$1.9 million.

A.8.c Clallam County Department of Public Works.²⁴ Clallam County list three projects in its 2003-20008 Transportation Improvement Program that may benefit tribal members.

²⁴ Source: Clallam County Department of Public Works, Transportation Improvement Program, 2003 –2008.

Hendrickson Road. This project will provide engineering, right-of-way, and construction of the roadway and a trail. Estimated costs is \$830,000. The improvement should increase safety and access to the Railroad Bridge Park, which is owned and managed by the Jamestown S’Klallam. The improvement may begin in 2004.

- *Priest Road.* Priest Road will be reconstructed from Washington Avenue to West Hendrickson Road. This will include construction of a walkway-bikeway. The project is 0.62 miles in length. The estimated cost is \$540,000. The improvement should improve access to the Railroad Bridge Park. Currently, the project is not funded. Its start date is uncertain.

- *Woodcock Road.* The improvement from Sequim-Dungeness Way to Holland Road is 0.9 miles in length. Woodcock Road will be widened and resurfaced. Estimated cost is \$600,000. The improvement should improve access to the Jamestown Village, where many tribal members live. Currently, the project is not funded. Its start date is uncertain.

A.8.d City of Sequim.²⁵ Three projects that should improve travel for tribal members are listed in the City of Sequim’s 2003-2008 Transportation Improvement Program. They are:

- *North Sequim Avenue.* The project provides sidewalk, shoulder, road overlay, bicycle, pedestrian trail, landscaping and streetscape improvements. Estimated cost is \$562,000. The improvements should enable safer access to the Jamestown Village.

- *West Hendrickson Road.* This project will provide paving, widening, a bicycle-pedestrian lane, utilities and illumination on West Hendrickson Road. Estimated costs is \$554,000. The improvement should increase safety and access to the Railroad Bridge Park.

- *Priest Road.* The project, in coordination with the Clallam County project discussed above, will provide base, drain, sidewalk and right-of-way improvements on Priest Road. It will include a bicycle-pedestrian trail. Estimated costs is \$303,000. The improvement should improve access to the Railroad Bridge Park.

²⁵ Source: City of Sequim Department of Public Works, Transportation Improvement Program, 2003-2008.

B. PUBLIC TRANSPORTATION SERVICE. Two public bus lines – Clallam Transit Route 52 and Jefferson Transit Route 8 – directly serve tribal government.

B.1 Clallam Transit. The Clallam Transit System (CTS) operates 31 coaches on 14 fixed routes. Most originate from downtown Port Angeles. An eight-member board governs the authority with representatives from Clallam County (2), Port Angeles (2), Sequim (2) and Forks (2). The authority's mission is *to provide safe, reliable, courteous, comfortable, effective and efficient transportation service at a reasonable and equitable cost to taxpayers and passengers*. Clallam Transit offers three categories of service: intercity, urban and rural. The “rural” category applies to tribal government, which is served by rural route 52.

B.1.a Route 52 – Diamond Point. Route 52 travels on US101. It runs east and west from Diamond Point Road to the City of Sequim, where bus connections to Port Angeles and other destinations are possible. At the tribal complex in Blyn, westbound service stops inside the Sequim Bay Scenic Pullout. There is no pullout or shelter for eastbound service. Bus patrons must stand on the south shoulder of US101.

There are three weekday stops at the Tribal Government Complex in each direction: westbound at 7:25 AM, 12:25 PM and 5:40 PM and eastbound at 6:59 AM, 11:59 AM and 5:14 PM. There is similar service on Saturdays but no Sunday or holiday service. The schedule is shown in Table 12, page 59.

B.1.b Fares. Clallam Transit fares are: adults - 75 cents; seniors - 25 cents; and youth and disabled - 50 cents. Monthly passes are: adults - \$27, youth and disabled - \$18 and seniors - \$9. College students pay \$44 per academic quarter. There is an additional 25 cents fare for long distance trips. This is triggered when crossing O'Brien Road on Route 30 and into Lake Crescent and Saphho on Route 14. Children under six years ride free.

B.1.c Ridership. Ridership on Route 52 has declined precipitously. In 2000, it totaled 5,478. In 2001, ridership fell to 4,401 and in 2002, to 4,165. This 24 percent decline occurred in every passenger category except “regular” and “handicapped,” which increased by 4.6 percent and 40 percent respectively from 2001 to 2002. The decline is contrary to ridership for the entire system, which increased by five percent in 2002. The number of bicycle users on Route 52

Table 12: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN Clallam Transit Route 52 – Diamond Point Schedule										
2 nd & Cedar	Marina	JT Tribal Center	Diamond Point Road	Rhododendron	Beach Road	Fleming	Diamond Point Road	JT Tribal Center	Marina	2 nd & Cedar
<i>Weekday Service</i>										
6:45	6:52	6:59	7:02	7:07	7:13	7:16	7:22	7:25	7:32	7:40
11:45	11:52	11:59	12:02	12:02	12:13	12:16	12:22	12:25	12:32	12:40
5:00	5:07	5:14	5:17	5:22	5:28	5:31	5:37	5:40	5:47	5:55
<i>Saturday Service</i>										
8:00	8:07	8:14	8:17	8:22	8:28	8:31	8:37	8:40	8:47	8:55
11:45	11:52	11:59	12:02	12:07	12:13	12:16	12:22	12:25	12:32	12:40
5:00	5:07	5:14	5:17	5:22	5:28	5:31	5:37	5:40	5:47	5:55

Bold = PM

dropped by 67 percent from 1997 to 2002. System wide, bicycle passenger ridership increased by four percent.

B.1.d Route 52 Performance. A comparison of boardings by trip, by mile and by hour - for all CTS rural routes – indicates Route 52 is the lowest performing. The cost to operate the line is the highest among all rural routes.²⁶ This is shown in Table 13. Clallam Transit has indicated it may cancel Route 52 due to poor performance.

Table 13: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN Clallam Transit Route 52 Performance					
Route	Boardings per Trip	Boardings per Mile	Boardings per Hour	Cost Recovery	Cost Per Boarding
10 – Joyce	7.77	0.35	9.44	4.47%	\$10.16
15 – LaPush	5.01	0.31	9.71	4.42%	\$10.20
16 – Clallam/Neah Bay	7.80	0.18	5.90	2.71%	\$16.83
52 – Diamond Point	2.29	0.15	4.10	1.93%	\$23.42
Dial-A-Ride	6.41	0.34	5.39	2.74%	\$16.27

B.1.e Paratransit Service. Clallam Transit provides dial-a-ride service in the City of Sequim. The service area is north of US101, west of Agnew Street and east of Brown Avenue. If tribal members do not live in the service area, they must travel to it. Hours for dial-a-ride service are

²⁶ Source: Clallam Transit System Performance Indicators, January – December 2002.

from 9 AM to 12 noon and from 1 PM to 4 PM, Monday through Saturday. Fares are the same as fixed route service.

B.2 Jefferson Transit. The Jefferson Transit Authority is governed by a five-member board with representatives from the City of Port Townsend and Jefferson County government. The mission is *to provide reliable, safe, comfortable public transportation service in Jefferson County, which is cost effective, reduces energy consumption and contributes to the cultural and economic betterment of the residents of Jefferson County.* Jefferson Transit routes originate in the City of Port Townsend and connect to bus lines in Kitsap, Clallam, Mason and Grays Harbor Counties. The system also connects to the Washington State Ferry System in the City of Port Townsend. Jefferson Transit operates eight bus routes.

B.2.a Route 8 – Port Townsend to Sequim. Route 8 runs from Port Townsend to downtown Sequim via US101. It passes the Tribal Government Complex in Blyn 10 times on weekdays and four times on Saturday. There is no Sunday service. Tribal government has “flag stop” service. This means the westbound bus does not enter the Scenic Sequim Bay Pullout on US101. It stops when a passenger stands on the edge of US101 and hails the driver. The reason for this, according to Jefferson Transit, is “timing.” The delay caused by stopping, entering and exiting may result in a missed timed transfer with Clallam Transit in downtown Sequim. The Route 8 schedule is shown in Table 14, page 61.

B.2.b Fares. Jefferson Transit fares are: adults - 50 cents and seniors/youth – 25 cents. A 25 cents charge is added per zone change. Day passes cost \$1.50. For adults, monthly passes are \$18, \$24 and \$32 for the respective zones. Senior, disabled and youth monthly passes are \$9, \$16 and \$24 respectively. The “College Pass,” available per academic quarter, cost \$20 (two zones) and \$42 (three zones.)

Table 14: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN Jefferson Transit Route 8 – Port Townsend to Sequim Schedule										
Port Townsend to Sequim										
	Park & Ride	Lawrence – Tyler	Water – Quincy	Water – Fillmore (Ferry Dock)	Park & Ride	Sims- Hendricks	SR20- 4Corners	Discovery Bay Store	Gardiner Store (f)	Sequim – 2 nd - Cedar
Mon - Fri	5:54	5:59	6:03	6:04	6:08	6:10	6:18	6:27	6:35(f)	6:50
	-	-	-	-	8:40	8:43	8:51	9:00	9:09	9:24
	-	-	-	-	11:55	11:57	12:05	12:14	12:23	12:38
	-	-	-	-	3:05	3:07	3:15	3:24	3:33	3:48
	-	-	-	-	5:57	5:59	6:07	6:16	6:24	6:39
Sat	9:39	9:44	9:48	9:49	9:53	9:57	10:07	10:16	10:24	10:39
	-	-	-	-	3:05	3:09	3:19	3:28	3:36	3:51
Sequim to Port Townsend										
	Sequim 2 nd - Cedar	Gardiner Store (f)	Discovery Bay Store	SR2--4 Corners	Jefferson General Hospital	Park & Ride	P.T. Plaza (Ferry Dock)	Water- Adams	Lawrence - Taylor	Park & Ride
Mon - Fri	7:00	7:15(f)	7:23	7:33	7:42	7:45	7:49	7:50	7:53	7:58
	9:45	10:00	10:08	10:18	10:27	10:30	-	-	-	-
	12:45	1:00	1:08	1:18	1:26	1:29	-	-	-	-
	3:55	4:10	4:18	4:26	4:37	4:40	-	-	-	-
	6:49	7:04	7:12	7:22	7:31	7:34	7:38	7:39	7:42	7:47
Sat	10:50	11:05	11:13	11:23	11:32	11:35				
	4:00	4:15	4:23	4:33	4:42	4:45				
Tribal Center “stop” is between SR20-4 Corners and Discovery Bay Store. (f) = Flag Stop Only. Bold = PM										

B.2.c Ridership and Performance. According to Jefferson Transit, the purpose of Route 8 “in the early years” was to transport students from Port Townsend to educational classes in Port Angeles. As more classes became available in Port Townsend, ridership decreased. Today, most riders are Clallam County residents. This, according to the authority, “raises questions” on the benefit of the service to Jefferson County taxpayers.²⁷ Weekday ridership, from 2000 to 2002, fell from 17,108 to 16,257. Cost to operate in these years increased from \$95,750 to \$106,091. Table 15, page 62 shows ridership.

²⁷ Correspondence: Operations Manager, Jefferson Transit to VJS-TC, March 2003.

Table 15: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN
Jefferson Transit Route 8 Weekday Ridership – 1995 – 2002

Year	Bicycle	Child	Youth	Disable	Senior	Adult	Total
1995	-	486	5170	1841	2,237	12,728	22,462
2000	655	315	3663	779	1,322	11,029	17,108
2001	797	216	2,651	601	1,334	11,549	16,351
2002	882	198	2,292	608	1,421	11,738	16,257

B.2.d Paratransit/Other Services. Jefferson Transit's alternative transportation programs are:

- *Dial-A-Ride:* Demand-response service for the disabled. This door-to-door service must be scheduled 24 hours in advance.
- *Route Deviated Service:* Fixed route service will deviate up to ¾-of-a-mile outside the dial-a-ride service area to serve ADA (Americans with Disabilities Act) passengers.
- *Vanpool Service:* One commuter vanpool serves Keyport and two commuter vanpools serve the Puget Sound Naval Shipyard in Bremerton.
- *Ridesharing Service:* Jefferson Transit's program is coordinated with the King County METRO rideshare database.
- *Job Opportunity Express:* JOE is grant-funded and provides transportation for the low-income to employment sites, job training and services and childcare.

B.3 Scheduled Transit Improvements. Three scheduled transit projects should improve tribal access to public transportation. They are:

- *Sequim Transit Center.* Clallam Transit is designing a multi-use transfer center to be shared by Clallam and Jefferson Transits in downtown Sequim. The center will be located at Cedar-Spruce Streets and 2nd-North Sequim Avenues. It will accommodate transit coaches, paratransit vehicles, van pools, tour buses and taxis. Public parking, restrooms, shelters, benches, bicycle racks and information kiosks are included. New sidewalks will border the site. The federal share of the \$1.8 million project is \$1.5 million. Construction is scheduled to begin in mid-2003.
- *Sequim Bay Scenic Pullout – Transit Stop.* This Jamestown S'Klallam project was just completed in 2003. It is described in Chapter I.

- *Social Services Building Pull Out – Transit Stop.* The Jamestown S'Klallam are constructing a Social Services Building on the south side of US101 at Zaccardo Road. The project design includes a recessed transit pullout and shelter on the south shoulder of US101 (shown in Figure 4, page 30). Construction is scheduled to begin in mid-2003.

C. NON-MOTORIZED SERVICE. Pedestrian and bicycle service is generally inadequate in areas serving the Jamestown S'Klallam.

C.1 Pedestrian-Bicycle Service. There are no sidewalks in Blyn and the Jamestown Village. If shoulders do exist in these areas, they do not meet the design standard established by Clallam County. There are variable shoulder widths (5'-8') on US101, which do not meet the design standard established by the State of Washington. Moreover, conditions on the US101 shoulders are not conducive to safe non-motorized travel. At the Tribal Government Complex, Old Blyn Highway shoulder widths vary from 0 to 2 feet. Though designated a through bicycle route, the roadway offers no bicycle signage, limited shoulder striping and, as noted, inadequate shoulder widths. According to the Clallam County Comprehensive Plan²⁸, the designated "through" and "feeder" bicycle routes in Blyn are:

Through Bicycle Routes

- US101 – from West Sequim Bay Road to Old Blyn Highway
- **Old Blyn Highway – Total length**
- US 101 – from Old Blyn Highway to County Line.

Feeder Bicycle Routes

- East Sequim Bay Road – from US101 to State Park
- Diamond Point Road – from 101 to State Park.

The County Comprehensive Plan establishes minimum shoulder widths for bicycle routes, (on roads with average daily traffic greater than 200). The standards are: 3' shoulders on roadways with 30 or 35 mph speed limit; 4' shoulders with 40 or 45 mph speed limit and 5' shoulders with 50 or 55 mph speed limits.

C.2 Olympic Discovery Trail (ODT). In an effort to promote tourism and safe pedestrian and bicycle travel throughout the Olympic Peninsula, Clallam County is developing the 52-mile Olympic Discovery Trail. The ODT is intended to provide an alternative to travel on US101.

²⁸ Source: Clallam County Comprehensive Plan, Section 31.02.442 – Bicycle Routes, Adopted 12/05/00.

The completed portions of the trail are west of the City of Sequim. They include the Port Angeles Waterfront Trail, the Dungeness River Railroad Bridge Park (owned by the Jamestown S’Klallam) and a link between Carlsborg Road and Kitchen-Dick Road. Once completed, the facility will run from Port Angeles to Port Townsend.

C.2.a Funding. In its 2003-2008 Transportation Improvement Program, Clallam County programmed \$2.8 million in federal, state and local funds for planning, design and construction of 30-miles of the trail, west of the City of Sequim. The total includes \$830,000 for engineering, right-of-way acquisition and construction of 1.1-miles on West Hendrickson Road. The County has also submitted a federal grant application to complete the remaining portion of the ODT, east of the City of Sequim. The application describes work as follows:

“The proposed project will extend the cross county Olympic Discovery Trail from its current east terminus at Whitefeather Way on the east side of Sequim to the east County line at Diamond Point Road, a distance of eight miles. This project may use sections of the historic route of the Chicago, Milwaukee, St. Paul and Pacific Railroad grade. The completed project would enhance traffic and freight movement on busy SR101, complete the missing trail link between Sequim and Jefferson County...., create a safe non-motorized alternative to the narrow shoulders of the busy Highway 101 route and would enhance the most popular non-motorized trail system within Clallam County.” (Source: *Highway Project Request #1, Clallam County Department of Public Works, 2003.*)

C.2.b Alignment on Tribal Land. The Olympic Discovery Trail is supported in concept by the Jamestown S’Klallam government. According to the 2003 “Shreffler Report”:

“The goal....is to have a continuous trail extending from Port Townsend to Port Angeles, and ultimately to La Push. In order for this goal to be achieved, it will be necessary for the ODT to cross the Jimmycomelately-Estuary Restoration Project area.....The final trail location through the project area will be influenced by.....decisions about where the trail connects to the west and east of the JCL – Estuary project. The issues associated with locating the trail are directly related to the JCL project. Specifically:

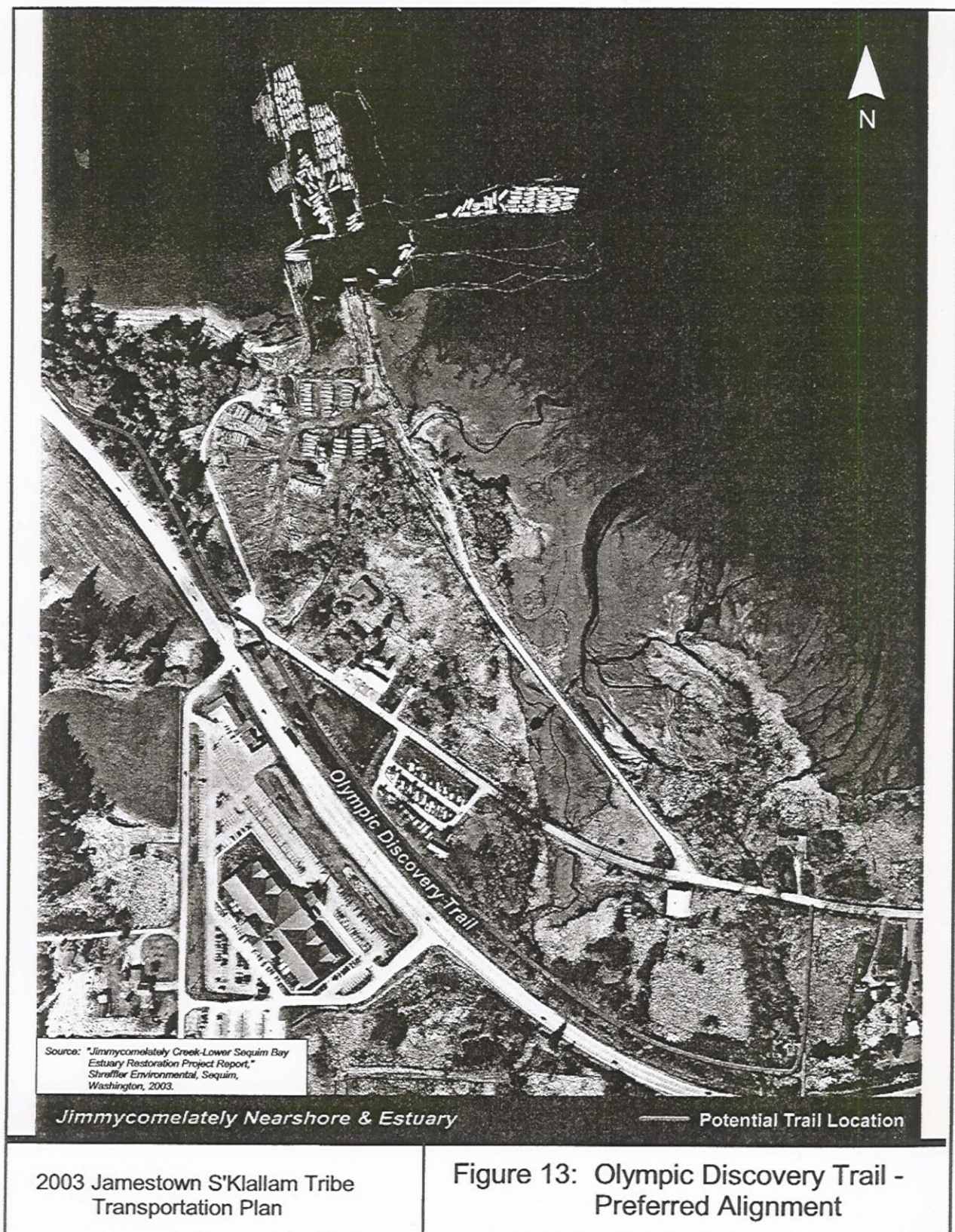
- The JCL (Jimmycomelately Creek) project will remove two existing railroad trestles One trestle crosses a small tributary just east of the Seven Cedars Casino. The other trestle crosses the existing JCL channel. If the final location of the ODT is along the old railroad grade, the project partners will need to replace the two railroad trestles with new crossing structures.
- The south end of Sequim Bay is an estuarine wetland. The summer chum salmon that inhabit the areas are listed under the Endangered Species Act. The ODT will make the difference for controlled public access in the area. If the trail does transit the estuary, it is recommended that two “punch outs”... be constructed at optimal bird watching and estuary viewing locations. Parking would be provided at the existing Sequim Bay Scenic Overlook on Jamestown S’Klallam property to the east of the project.” (Source: Jimmycomelately Creek-Lower Sequim Bay Estuary Restoration Project, Shreffler Environmental, pg. 46.)

In an action compatible with the Shreffler recommendations, Clallam County has requested \$552,000 in grant funds from the State Department of Natural Resources to replace trestles on the railroad grade east of the Seven Cedars Casino. The grant application advises:

“The Jimmycomelately estuary project is creating a new channel for the creek that will require a new pedestrian bridge over the relocated creek. Two additional trestles will be removed as part of the project and these must be replaced as well to provide a continuous pathway through the project site. This route (the railroad grade or Old Blyn Highway) have (sic) long been proposed as a segment of the Olympic Discovery Trail. The proposed pedestrian bridges will...provide public access to view the restored estuary and for pedestrians utilizing the Olympic Discovery Trail.” (Source: Clallam County DNR/ALEA Grant Application, May 16, 2002.)

Clallam County has examined alternative alignments in Blyn that run on the north and south of US 101. At the time of this report, the County has agreed to place the trail within the Jamestown S’Klallam Tribe’s preferred alignment (north of US101 along the vacated rail grade and connecting to Old Blyn Highway). This is shown in Figure 13, page 66.

D. AIR SERVICE. There is no air service on tribal lands. Clallam County has six airports and Jefferson County, one central airport. Those most convenient to tribal members are Fairchild International Airport, Jefferson County International Airport, Sequim Valley Airport and Diamond Point Airport. A brief description of each follows.



D.1 Fairchild International Airport. William R. Fairchild International Airport is a full service commercial facility located in the City of Port Angeles. It comprises 797 acres, with 382 acres reserved for aircraft operations. From Fairchild, *Horizon Air* provides four daily round trips to the Seattle-Tacoma Airport and daily flights to Victoria, BC. *Harbor Airlines* provides daily commuter flights to Seattle. Small charters provide regional airport and sightseeing service. The airport has two runways. One is 6,350 feet long and 150 feet wide. The other is 3,250 feet long and 50 feet wide. Aircraft repair and inspection, fueling and fixed base operators are on-site. The 5,000 square foot Fairchild Airport Terminal contains airline offices, a ticket counter and baggage claim shelf. A restaurant, coffee company, gift shop, newsstand and a car rental office are available.

D.2 Jefferson County International Airport. Jefferson County Airport serves the City of Port Townsend. It covers 240 acres, of which 62 are reserved for runway and aircraft operations. In 1992, the airport recorded 43,000 take-offs and landings. In 1994, its master plan was completed and resulted in a \$1 million grant from the Federal Aviation Administration to rehabilitate and construct taxiways, taxi lanes and hanger pads.

D.3 Sequim Valley Airport. Sequim Valley Airport is located north of US101 between Carlsborg Road and Kitchen–Dick Road. The airport has one operating runway, 3,500 feet long and 40 feet wide. Two additional runways (9L and 27R) are obstructed by fencing and trees and not used. Aircraft operations average of 34 per day. Most (80 percent) are single engine aircraft.

D.4 Diamond Point Airport. Diamond Point Airport is located on the north end of Diamond Point Road in Clallam County, near the Jefferson County line. It is privately owned but open to the public. The airport is located near the Protection Island Wildlife Refuge. It has one operating runway, 2,335 feet long and 20 feet wide. Eighteen aircraft are based there.

E. WATER SERVICE. There is no water transportation service directly to or from tribal lands but there are a variety of water services in the region.

E.1 Port of Port Angeles. The Port of Port Angeles has five deep-water berths capable of handling commercial vessels up to 1,200 feet in length. The berth depths accommodate

vessels with drafts up to 45 feet. The Port is a regular destination for bulk cargo vessels shipping wood and other state products to the Far East markets of Japan, China and Korea.

E.2 Ferry Service. A network of ferries serves the Olympic Peninsula. The service most often used by tribal members is the Port Townsend-Keystone ferry and the Bainbridge Island-Seattle ferry. Private ferry lines are also available. A brief description follows.

E.2.a Bainbridge Island-Seattle. The Washington State Ferry System (WSF) enables travel to the City of Seattle via the Bainbridge Island-Seattle ferry. Service, from February to June, begins at 4:45 AM and ends at 2:10 AM the following day. Vessels leave either side of Puget Sound every 45 minutes. Crossing time is about 30 minutes. The one-way fare for auto-passenger is \$9.00 and for passenger-only, \$5.10. The vessels (*M/V Wenatchee* and *M/V Tacoma*) are handicapped accessible. During peak summer months, demand for the popular service exceeds vessel capacity and results in traffic back-ups on landside access roads.

E.2.b Port Townsend-Whidbey Island. WSF service to Whidbey Island is via the Port Townsend-Keystone ferry. February-to-May service begins at 6:30 AM and ends at 11:10 PM. The one-way fare is \$7.00 for auto-passenger and \$2.00 for passenger-only. Special fares are available for authorized vanpools and the disabled. During summer months, the system experiences overloads, particularly on weekends and holidays.

E.2.c Port Angeles-Victoria, BC. The service from Port Angeles to Victoria, BC is provided via the privately operated *Victoria Express* and the *M.V. Coho*. The *Victoria Express* is passenger-only. It operates from 8:10 AM to 6:15 PM, with three departures in Port Angeles and Victoria each. There are only two departures each in winter, when service terminates at 4:15 PM. The one-way fare is \$12.50 – adult and \$7.50 – junior (ages 5-11). The one-way bicycle fare is \$3.00. Children under five ride free. Crossing time is one-hour. The *M.V. Coho* is a passenger-auto ferry. It runs daily from 8:20 AM to 7:30 PM. The service stops at 4:00 PM in winter. The one-way passenger fare is \$8.50 for adults and \$4.25 for children (ages 5-11). Children under five ride free. The one-way auto fare is \$32.50. The bicycle fare is \$3.75. Crossing time is one hour and 35 minutes.

CHAPTER III. TRANSPORTATION SURVEY

In preparing the 2003 Jamestown S’Klallam Transportation Plan, one-on-one interviews were conducted with government officials from February to March 2003. The purpose of survey was to ascertain the opinion and policies of tribal and agency officials responsible in some way for transportation and funding. Due to the small sample size, the findings are not statistically significant. They do however offer a candid view on how transportation service is perceived by the respondents. Moreover, the findings helped shape the policies and recommendations of the 2003 Transportation Plan.

A. SURVEY RESPONDENTS. The survey participants represent a cross section of interests. Eight (47 percent) are tribal administrators. Nine (53 percent) are federal, County, state and local transportation officials.²⁹

Tribal Officials. The respondents oversee most of the Tribe’s government services - executive, administrative, economic, environmental, gaming, health and social services and planning. Their average length of service is 11 years with individual tenures ranging from one to 25 years. Over one-third (38 percent) indicate they are “very” familiar with the Tribe’s transportation issues and goals. Most report they are either “somewhat” (50 percent) or “a little” (13 percent) familiar.

Outside Agency Officials. The respondents represent six government agencies: the Bureau of Indian Affairs, the City of Sequim Public Works Department, the Clallam County Public Works Department, the Clallam Transit Authority, the Tribal Transportation Training and Technical Assistance Program (TTAP) and the Washington State Department of Transportation. They report their agencies have worked with the Jamestown S’Klallam government over a range of years, from nine to 22, with an average of 18 years for all agencies. The duration of individual work with the Tribe ranges from one to 22 years, with an average of eight years.

²⁹ Individual responses and survey forms are provided in the Jamestown S’Klallam Transportation Plan, Technical Appendix #2.

Over half (55 percent) of the officials report they are “somewhat” familiar with the Tribe’s transportation issues and goals. The remaining are “very” (11 percent), “a little” (22 percent), and “not at all” (11 percent) familiar.

When asked what policies and regulations govern their work with the Tribe, over half (55 percent) cited the federal Transportation Equity Act for the 21st Century (TEA-21) and the State of Washington *Centennial Accord*. Other policies, regulations and agreements include:

- the Bureau of Indian Affairs Manuals 57 and 58,
- the Clallam County - Jamestown S’Klallam Tribe Reimbursable Work Agreement,
- the Clallam County Comprehensive Plan Chapter 331.03 - Sequim Dungeness Regional Plan,
- the Endangered Species Act,
- the Jimmycomelately Creek - Lower Sequim Bay Estuary Restoration Project Report,
- the National Historical Preservation Act,
- the Peninsula RTPO Regional Transportation Plan (RTP),
- the Peninsula Region Unified Planning Work Program (UPWP),
- the State of Washington *Millenium Agreement*,
- the State of Washington Transportation Plan (WTP),
- the Washington State Department of Transportation Tribal Consultation Executive Order E1025.00 and
- various other state and federal regulations governing Tribal - State relations.

B. PERCEIVED TRANSPORTATION ISSUES.

Tribal Officials. When asked to identify the three most important transportation issues facing the Jamestown S’Klallam Tribe, the tribal officials cited most often safety, access and mobility. The majority (59 percent) of the responses focused on perceived difficulties with:

- US101 which runs through and divides the Tribe’s campus and properties,

- ingress and egress to tribal properties, which occurs on the sight-restricting curves of US101,
- infrequent public transit service within the Blyn area, curtailing commute and travel options for tribal employees, the elderly and the handicapped,
- poor condition of roads and the lack of sidewalks in the original Jamestown S’Klallam settlement and to the tribal cemetery.

The second most cited tribal response (14 percent) was inadequate funding for infrastructure improvements and technical support. Additional responses included the Jimmycomelately Creek improvement project (nine-percent), the Olympic Discovery Trail (nine-percent) and jurisdiction (five-percent).³⁰

When asked how these issues should or could be resolved, most of the tribal responses (44 percent) cited improvements or enhancements to the US101 corridor, specifically:

- Build secondary road system, which avoids US101 and enables internal circulation and access to tribal properties. Examine options for connecting Corriea Road south to either Sophus Road or Woods Road;
- Conduct traffic study, which forecasts future land use and traffic along US101 and identifies short and long-term solutions;
- Construct pedestrian underpass underneath US101, which offers a grade-separated connection to tribal services north and south;³¹
- Construct transit bus pull-out facility on the south side of US101;
- Merge two local access points on US101 – Chicken Coop Road and Zaccardo Road - into one; and

³⁰ All public roads serving tribal lands are currently owned by the State of Washington and Clallam County.

³¹ The Pedestrian-Service Cart Tunnel project is BIA -funded and scheduled for construction in July 2003.

- Widen US101 with acceleration-deceleration lanes for safer turns into tribal properties.³²

Additional solutions cited by tribal officials were better coordination and partnership with the state and County (20 percent), establish a Driver Program for Elder trips (eight percent), identify Olympic Discovery Trail connections (eight percent) and identify and secure funding for technical support and infrastructure improvements (eight percent). Other responses included completion of the Jimmycomelately Creek Estuary Project, improvements to sidewalks and roadways in the Jamestown Settlement area, redirection of East Sequim Bay Road traffic away from the Tribe's campus and concurrency.³³

Outside Agency Officials. Similar but different in their responses, nearly half (45 percent) of the outside agency officials cited US101 as the most pressing transportation issue for the Jamestown S'Klallam Tribe. Their concerns however focused on increased tourist traffic and new commercial development generated by future tribal enterprises. The officials believe, without a sound transportation plan and strategy, the Tribe's future development may diminish the capacity and safety of US101, which they perceive as the economic "lifeline" for the Olympic Peninsula. The second most cited tribal transportation issue (18 percent) focused on tribal member access to social services, infrequent transit service, traffic safety and community "connectiveness." In the latter response, respondents expressed concern that the current spread of tribal members throughout the Olympic Peninsula increases tribe-generated vehicle trips. Moreover, the distance makes accessing services more difficult, especially for members without transportation. Other responses included the Olympic Discovery Trail (identify alignment on tribal lands), the Railroad Bridge Park (completing negotiations with Clallam County for parking area maintenance) and storm water run off.

When asked how will or should their agencies assist in resolving these issues, the outside officials cited most frequently technical assistance and support (59 percent). The assistance would be help in identifying grant programs and in the planning and design of

³² US101 improvement projects, near and abutting tribal lands, are scheduled in 2003 - 2009.

³³ Concurrency, defined by the Washington State Growth Management Act, requires sufficient roadway capacity to accommodate trips generated by new land development.

better transportation facilities and service. The second most cited response (18 percent) was funding. The officials indicated, if tribal priorities match agency priorities, they would program capital funds for tribal roadway, transit, pedestrian and recreational projects through the State Transportation Improvement Program (STIP), the local Transportation Improvement Programs (TIPs) and the Regional Transportation Planning Organization (RTPO).

Ten percent of the outside agency responses indicated it will be difficult to assist in any way until the Tribe's economic development plans are known. Other responses (10 percent) pledged to continue maintaining US101 and providing transit service.

C. 1996 TRANSPORTATION PLAN. When asked if they read or were familiar with the "Jamestown S'Klallam Transportation Plan" prepared by Annette White and Richard Rolland in 1996, most (75 percent) of the tribal officials said "yes." Most (88 percent) of the outside officials said "no." Those that did read the 1996 Plan indicated it:

- Established a good basis for long-term planning,
- Documented access issues on US101 and
- Provided a Phase I Roads Inventory.

When asked what should be included in a revised 2003 plan, the tribal responses were mixed with some (22 percent) requesting discussion on people mover, transit and paratransit services. Others requested an updated roads inventory and discussion on the Jimmycomelately Creek Project, the Olympic Discovery Trail, US101 improvements and site-specific transportation solutions.

Over half (53 percent) of the outside official responses requested detail on the Tribe's economic development plans and the impact the plans will have on the capacity and operation of US101. Other responses (24 percent) requested discussion on public

transportation and non-motorized services including the Olympic Discovery Trail. The remaining responses requested discussion on traffic safety, consolidating US101 access points and compatibility of the tribal plan with state and County transportation plans. One official requested discussion on new roads added to the IRR-BIA inventory.

D. 1994 COMPREHENSIVE PLAN. When asked if they were aware of or read the Tribe's 1994 Comprehensive Plan, all (100 percent) of the tribal officials said "yes." Eighty-nine percent of the outside officials said "no." The tribal officials said the transportation goals outlined in Section G-1 were important (43 percent) but outdated (29 percent). One tribal official stated the road beautification policy is important.

E. FUTURE OPPORTUNITIES. When asked what future transportation opportunities are possible for the Jamestown S'Klallam Tribe, responses varied considerably. The tribal officials cited most frequently (55 percent) access, mobility and circulation. This included new or improved access to tribal properties from US101, to the Sequim Bay waterfront and to alternative transportation service. Other "opportunity" responses included JKT development and the employment it will generate, partnership with outside transportation agencies and integrated planning, which acknowledges the relationship between transportation, economic development and natural resources.

Nearly half (44 percent) of the "opportunity" responses from the outside agency officials indicated they could not discuss or envision opportunities until the Tribe's economic development plans were revealed. One-third of the responses (33 percent) stressed partnership and collaboration. Remaining outside official responses focused on a south side bus pullout on US101 and 683 contracting.

F. PROBLEMS. Responses also varied when the respondents were asked to identify problems that should be addressed before transportation opportunities are realized. The tribal responses included:

- Better coordination between the Tribe's leadership and community;
- Checkerboard land holdings which hinder development plans;

- Inadequate internal controls and administrative coordination to keep pace with growth;
- Proving there is sufficient demand to justify more transit service in the Blyn basin; and
- Traffic speeds in front of the Tribe's Administration Building.

Most (56 percent) of the outside agency officials stated there are no problems. The remaining responses included staffing support and on-site septic tanks.

G. OTHER. When offered the opportunity to comment further before ending the interview, miscellaneous tribal responses included:

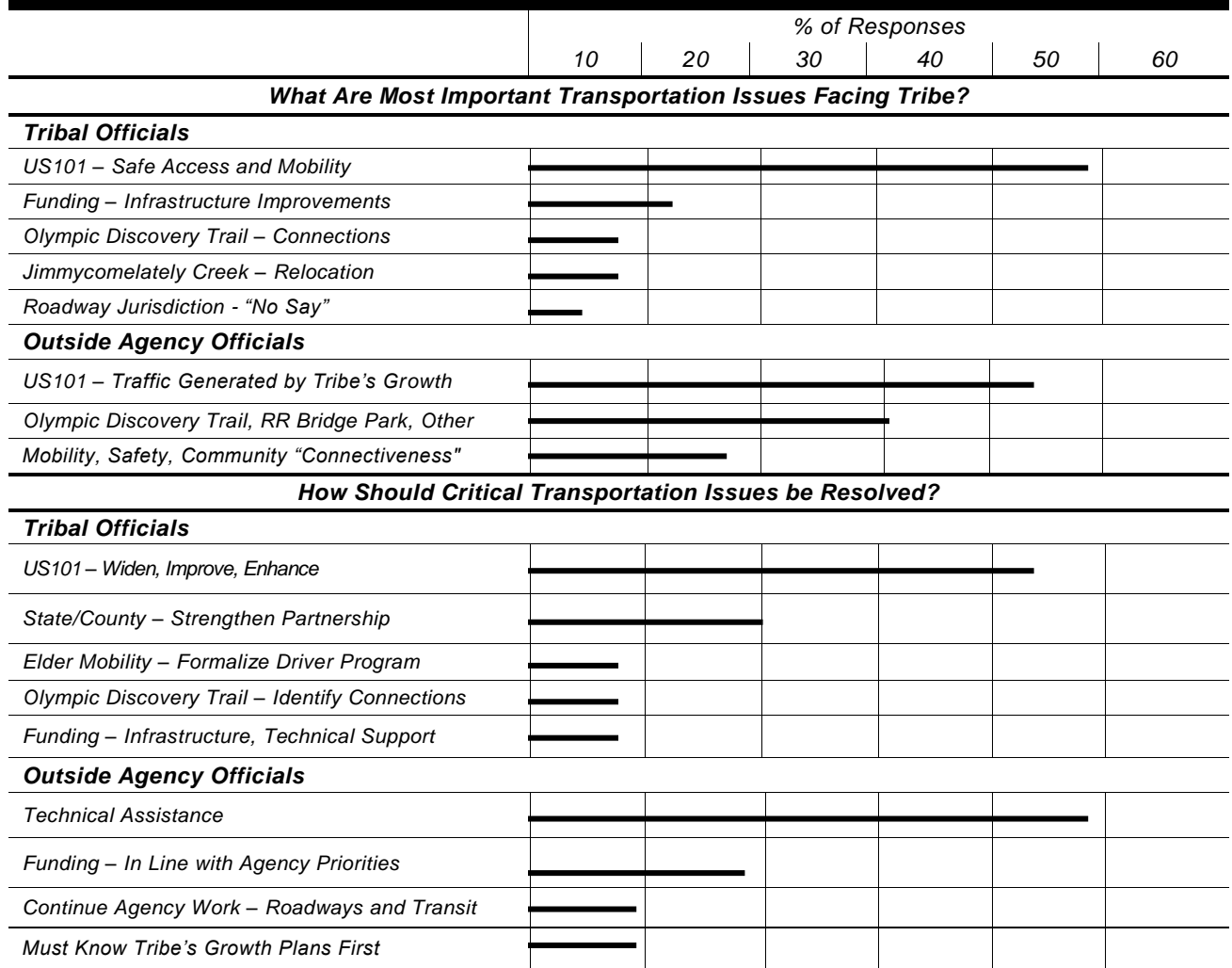
- Old Blyn Highway (west) may be vacated as part of the Jimmycomelately Creek improvement project.
- The tribal transportation plan should consider a traffic underpass under US101 connected to a new two-lane frontage road on the north side of US101.
- The plan should be coordinated with the Tribe's Comprehensive Plan, which is being updated.
- A good working relationship has formed between the Tribe and the Washington State Department of Transportation.

The outside agency comments were overwhelmingly positive.

- Eighty-three percent indicated coordination with the Tribe is "very good," the Tribe's demeanor and work is professional and its projects are models of collaboration, planning and design.
- Seventeen percent expressed concern they were not informed of the Tribe's 2003 Priority Project List and requested better communications in the future.

Table 16 summarizes the key findings of the transportation survey.

Table 16: JAMESTOWN S'KLALLAM TRANSPORTATION SURVEY



CHAPTER IV. TRANSPORTATION DEFICIENCIES.

This chapter follows the field documentation described in Chapter II and the perceptions discussed in Chapter III. It summarizes the noted deficiencies of the Jamestown S’Klallam transportation system. The chapter begins with the 2002 roads inventory³⁴ and is followed by system deficiencies by mode – road, transit, non-motorized, air and water.

A. IRR INVENTORY DEFICIENCIES. The Tribe’s current inventory represents 17 miles of roads and trails. In reality, tribal members routinely travel on more roads than listed in inventory. If these were included, actual mileage would be 84.9 or 67.9 more than reported in the current inventory. A description of the additional roads and the rationale for their inclusion in an updated inventory is provided here.

A.1 State Roads. A total of 40 state highway miles should be added to the Tribe’s IRR inventory. They represent additional sections of US101 and SR104.

US101. The 2002 inventory lists 13 miles for US101. These miles represent the Blyn section. Tribal property, businesses and households are accessed along the length of the Class 2 facility - from Port Angeles to SR104. The highway provides access to:

- the 34 percent of tribal households in Clallam County,
- the 10 percent of tribal households in Jefferson County, and
- the tribally owned properties, land and businesses within the Tribe’s land consolidation area.

The more realistic mileage for US101 is 37 total miles, from Port Angeles to SR104. This should be included in the 2003 inventory.

SR104. The 2002 inventory does not list State Route 104. The 16-mile Class 2 facility connects US101 to the Hood Canal Bridge and the Washington State Ferry System. It enables access to the City of Seattle and destinations east, north and south. The third largest concentration of tribal households - eight percent - is located in the Seattle metropolitan area. SR104 provides access to these households and should be listed in the 2003 inventory.

³⁴ A separate document, *Technical Appendix #1*, contains the recommended 2003 inventory with BIA 5407 inventory forms and strip maps.

A.2 County Roads. Currently, 2.7 miles of Clallam County roads are listed in the 2002 inventory. This mileage should be revised to better reflect the County roads that serve tribal properties, services and households. Moreover, mileage in the 2002 inventory should be corrected to reflect the actual lengths of listed roads.

Blyn Basin. County roads in Blyn - where tribal government is located - function as tributaries to US101. Here, there is a high concentration of tribal employment and development. Tribal staff, clients and visitors use the County roadways daily for work, recreation and business. Most of the roads, however, are not listed in inventory. Those recommended for inclusion are:

- Blyn Crossing - 0.1 miles – Class 3
- Chicken Coop Road - 3.6 miles – Class 3
- East Sequim Bay Road - 4.2 miles – Class 4
- Sophus Road - 0.2 miles – Class 3
- Zaccardo Road - 0.4 miles – Class 3.

Additionally, mileage on two County roads already in the 2002 inventory should be corrected to accurately reflect length:

- Corriea Road - 0.7 additional miles – Class 3, and
- Old Blyn Highway – 0.9 additional miles – Class 3.

Craft Property. This tribal property is located north of downtown Sequim. It is on a private road, which cannot be listed, but the Class 4 County road providing access to it should be - Woodcock Road (2.0 miles).

Jamestown Seafoods. Access to the Tribe's seafood plant is via US101 and Carlsborg Road (0.7 miles – Class 4), which connects to Business Park Loop (0.5 miles – Class 3). These County roads and their mileage should be included in the 2003 inventory.

Jamestown Village. The Jamestown S'Klallam ancestral settlement is located north of the City of Sequim. Here, tribal residences are located on the following roads:

- Jake Hall Road – 0.4 miles – Class 3,
- Jamestown Road – 1.6 miles – Class 3,
- Loop Drive – 0.2 miles – Class 3,
- Prince Road – 0.1 mile – Class 3,

- Serpentine Avenue – 0.6 miles – Class 3,
- West and East Coon Drives – 0.2 miles – Class 3,
- West and East Johnson Drive – 0.2 miles – Class 3, and
- Wilcox Lane – 0.7 miles – Class 3.

Access to the Jamestown Village is via:

- Sequim-Dungeness Way – 2.3 miles – Class 4, and
- Woodcock Road – 0.7 miles – Class 4.

These County roads and their mileage should be included in the 2003 IRR inventory.

Medical Clinic – Railroad Bridge Park. The Tribe operates a medical clinic on 777 5th Avenue in the City of Sequim. Access to the Tribe’s Railroad Bridge Park is also via 5th Avenue. The length of 5th Avenue from Washington Avenue to Old Olympic Highway (1.0 miles – Class 4) should be included in the 2003 inventory. Also, the length of West Hendrickson Road (Class 3) should be corrected from 1.4 to 1.6 miles.

Shannon Property. This tribal property is near the Jefferson-Clallam county line. It is accessed via Knapp Road (0.3 miles – Class 3) and Diamond Point Road (0.5 miles – Class 3). Portions of both County roads should be included in the 2003 inventory.

Slater Property. This tribal property is on Headgate Road, southwest of the City of Sequim. While Headgate is a private road and can not be listed, County roads that provide access to the property should be. The roads are River Road (0.6 miles – Class 4), Silberhorn Road (0.3 miles – Class 3) and Turnstone Lane (0.7 miles – Class 3).

A.3 City Roads. There are four miles of City of Sequim roads currently not in inventory but routinely used by tribal members to access tribal properties, services and households. The roads are:

West Washington Avenue. This three-mile Class 4 collector provides access into the City of Sequim. It is the “spine” which connects other roads to tribal properties and residences.

North Sequim Road. This one-mile Class 4 road provides access to the Jamestown Village.

Table 19, page 90 in Chapter V summarizes the new 2003 IRR inventory.

B. ROAD DEFICIENCIES AND CONDITIONS.

B.1 Speeds. Speeds exceed posted limits on US101, Old Blyn Highway, East Sequim Bay Road and Chicken Coop Road by at least five-mph. The problem is acute on Old Blyn Highway, where there is an established pedestrian and bicycle environment at the Tribal Government Complex. Traffic speeds were frequently cited by tribal officials in the Transportation Survey.

B.2 Accidents. Traffic accidents are routinely reported on roadways serving the Jamestown S’Klallam. According to State and County accident logs, from 1999 to 2002, 48 accidents were recorded on the Blyn Section of US101. An additional 24 accidents were recorded on County roads that daily serve tribal members.

B.3 Road Shoulders and Widths. Roadway shoulders and widths are substandard on County roads serving tribal properties. They do not meet the design standards established in the Clallam County Comprehensive Plan (Section 31.03.130 - Roadway Standards and Section 31.02.442 - Bicycle Routes).

B.4 Access. There is a proliferation of access points on the state highway serving Tribal government. On the Blyn section of US101, there are 14 County road connections. Only one has dedicated turn lanes. This condition is documented in the Jamestown S’Klallam Transportation Plan (pgs. 46-49), the Jamestown S’Klallam Comprehensive Plan (pgs. 34 and 42), and the Clallam County Comprehensive Plan, Section 31.03.425 - Transportation Policy #5. It is also documented in the PRTPO Regional Transportation Plan, as follows:

“Continued development along the frontage of state routes...without appropriate access control has resulted in a deterioration of these state routes’ ability to move people in a timely and safe manner.... This is most evident along US101 where county arterial roads directly access the state highway system at intersections, increasing congestion...”
(Source: Peninsula RTPO, *Regional Transportation Plan, Land Use Chapter*, pgs. 4 –23, January 2003.)

One hazardous location on US101 is the “V” intersection at Chicken Coop Road and Zaccardo Road. Others include US101 connections at Corriea, Sophus and Blyn roads, at Blyn Crossing and at Old Blyn Highway.

There are opportunities to correct the current conditions on US101. These opportunities and improvements should be timed with 1) land development planned by the Jamestown S’Klallam and 2) the US101 improvements scheduled by the Washington State Department of Transportation. The opportunities are represented in the *US101 Concept Plan*, outlined in Chapter V, page 93. State improvements should be coordinated with the *US101 Concept Plan*.

B.5 Level of Service. State and County roads in Blyn currently operate at acceptable levels of service: US101 operates at “D” and Old Blyn Highway at “A/B.” The Jamestown S’Klallam Transportation Plan (pgs. 31-34), the PRTPO Regional Transportation Plan (pg. 5-15, Figs. 5.2 and 5.3) and the Clallam County Comprehensive Plan (Section 31.03.425) advise level-of-service will quickly deteriorate with a three to 4.5 percent increase in traffic. For the purpose of analysis, a gross estimate of new traffic that may be generated by new tribal development in Blyn was undertaken. This is shown in Table 17, page 82.

The analysis indicates an estimated 9,854 new trips-per-day may be generated by new tribal development. This represents an 84 percent traffic increase on Old Blyn Highway and a 90 percent traffic increase on US101. The new traffic does not include regional traffic growth that will occur over time. The findings suggest new tribal development, if not accommodated, may trigger level-of-service decreases on US101 to “F” and on connecting County roads to “E” or worse.

B.6 Project Coordination. The Washington State Department of Transportation is planning \$6.2 million in improvements on US101 in and near Blyn from 2003 to 2009. The improvements, while necessary, do not respond to the expressed needs outlined in the Jamestown S’Klallam 1996 Transportation Plan (pgs. 46-49) and the Tribal Council Project Priority List (Resolution 44-2002). Some of the US101 improvements requested by the Tribe are also recommended in the Clallam County Comprehensive Plan (Section 31.03.425 – Transportation Policy #5.)

TABLE 17: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN Estimated Daily Trips Generated by Tribal Development in Blyn		
Land Use	Trip Rate Factor	Daily Trips (Est)³⁵
North Side of US101		
Dental Clinic/Com.Center	11,050 S.F. @ 20 trips/1,000 S.F. ³⁶	222
Community Center	1,737s.f. @ 30.75 trips/1,000 S.F. ³⁷	52
SUB TOTAL		274
South Side of US101		
Social Services Building	10,533 S.F. @ 68.9/1,000 S.F.	724
Fire Station	2,700 S.F.	---
Hotel*	(Est) 300 rooms @ 13.34 trips/room	3,304
Hotel*	(Est) 400 rooms @ 13.34 trips/room	4,405
Recreational Facility	1-acre @ 90.38 trips/acre	90
RV Resort*	2-acre @ 74.38 trips/acre	149
Hillside Cabins*	(Avg) 135 units @ 3.16 trips/unit	427
Dining Facility*	(Est) 5,000 S.F. @ 89.95 trips/1000 S.F.	450
Conference Center*	(Est) 1,000 S.F. @ 30.75 trips/1,000 S.F. ³⁸	31
SUB TOTAL		9,580
TOTAL		9,854

***Note:** Plans for the Casino Development Area are conceptual. Square footage and # of units assigned to the area are unofficial and provide gross estimates for daily trip calculations only. Actual size may be more or less depending on final development plans.

³⁵ Unless noted, trip generation rates are from Trip Generation Manual, Institute of Transportation Engineers, Washington DC, 1997.

³⁶ Source: Road Inventory Guide, February 21, 2003, Rev. 1, US Department of Interior, Bureau of Indian Affairs, Northwest Office, Portland, Oregon, February 2003.

³⁷ Ibid.

³⁸ Ibid.

B.7 Other Road Deficiencies and Conditions.

B.7.a Zaccardo Road. With a new 10,544 square foot Social Services Building planned west of the roadway, and the expectation that Zaccardo Road will provide access, an upgrade will be needed to accommodate the new trips generated by the facility. This need is documented in the Tribal Council's Project Priority List (Resolution 44-2002).

B.7.b Blyn Crossing. With an estimated 274 new trips generated by the new dental clinic and community center at the Tribal Government Complex, roadway upgrade and widening will be required. This need is documented in the Tribe's 1996 Transportation Plan (pgs. 31-34).

B.7.c Old Blyn Highway. This County roadway provides direct access to the Tribal Government Complex, which may be termed an employment center. Roadway widening and revisions will be needed to accommodate anticipated trip growth resulting from construction of the new dental clinic and conference centers. Bicycle and pedestrian facilities do not currently meet the design standards. Speeds on Old Blyn Highway are five mphs above the posted limit. These conditions are documented in the Jamestown S'Klallam 1994 Comprehensive Plan, 1996 Transportation Plan and the Tribal Council Project Priority List (Resolution 44-2002).

B.7.d Corriea Road. The "dangerous" condition on Corriea Road at its connection to US101 is cited in the Tribe's 1996 Transportation Plan, (pgs. 31-34). A sharp curve and steep slopes hamper driver sight distance on US101 from the west. Speeds are high (69.2 mph), west of the location. A revision to the access point will be needed. Moreover, if the Casino Area Development plans are realized, the road should be upgraded and widened to accommodate new trips, which may exceed 9,000 trips per day.

B.7.e Casino Entrance Road. Three traffic accidents (two property and one injury) have been reported at this location since 1999. While turns into the facility have dedicated lanes, there is no signal. "When to turn" decisions require driver judgment in traffic streams that average 59.3 mph. If the Casino Area Development plans are realized, access facilities into the area should be revised and updated to accommodate new "in" trips, which may exceed 9,000-per-day.

C. PUBLIC TRANSIT DEFICIENCIES.

C.1 Service Frequency. According to the Peninsula Regional Transportation Plan, Clallam Transit service meets one minimum service standard but fails another. The system meets the recommended level-of-service standard for a rural route – providing at least one trip per day. It does not meet another standard requiring seven-day-a-week service. Clallam Transit operates Monday through Saturday only. While the one-trip-per-day criterion complies with regional standards, it is inadequate for the Tribe's government and employment centers in Blyn. There are currently 62 employees on the north campus. The Seven Cedars Casino employs 270. The Casino employees have multiple shifts over a 24-hour period.

Currently, Clallam Transit Route 52 stops three times at the Tribal Government Complex on weekdays. The last weekday stops are 5:14 PM, eastbound and 5:40 PM, westbound. There is no stop at the Casino. This is similar to Jefferson County Route 8. The infrequent service explains the low one-percent public transportation share of all work trips in Census Tract 9823 – where tribal government is located.

C.2 Access. As documented in Chapter II, eastbound bus users must stand on the unprotected south shoulder of US101. Currently, there is no weather-protected shelter or bus turnout at the location. The Jamestown S'Klallam have designed a recessed bus-turnout on this south shoulder, as one feature of the new Social Services Building. Construction is scheduled to begin in mid-2003. While this will alleviate one access problem, westbound users of Jefferson Transit service must still stand on the north edge of US101 and “flag” the driver. The condition does not promote safe access to public transportation.

C.3 Paratransit Service. Clallam County Transit dial-a-ride service is within the City of Sequim. Senior and disabled tribal members, who live outside the service area and do not have personal transportation, are not served. Jefferson County Transit service is also limited. Tribal officials expressed concern for elder and handicapped mobility and access in the Transportation Survey. This concern is reinforced in a 2002 study conducted by the Clallam

County Council for Coordinated Transportation.³⁹ In its survey of 75 paratransit service providers, the study found service “gaps.” They included:

- Service information difficult to access,
- Difficulty understanding service schedules and procedures,
- Limited travel times,
- Complicated service registration requirements and
- Same day service difficult to reserve.

C.4 Ridership and Performance. Ridership on Clallam Route 52 and Jefferson Route 8 has declined precipitously since 2000 (see Chapter II, Tables 13, page 59 and Table 15, page 62). Performance on the Clallam County line, compared to other rural routes, is poor. The annual cost to operate the routes has increased. Clallam Transit has indicated it may terminate Route 52.

D. NON-MOTORIZED DEFICIENCIES.

D.1 Bicycle Service. Old Blyn Highway – which directly serves tribal government – is a designated “through” bicycle route in the Clallam County Comprehensive Plan. Shoulder widths however do not comply with the design standards set in the County Comprehensive Plan Section 31.02.442. Moreover, bicycle signage and shoulder striping are lacking. Tribal government generates high bicycle use, representing six percent of all traffic at Blyn Crossing (136 bicycles per day on average). Existing road shoulder conditions do not accommodate safe bicycle travel. These conditions are present on nearly all roads serving tribal businesses, lands and residences in Clallam County. The exception is within the City of Sequim where sidewalks and some bicycle lanes are provided on city arterials.

D.2 Pedestrian Service. There are no sidewalks on County roads - outside the City of Sequim – which serve tribal properties and residences. This condition is particularly acute in the Jamestown Village and in the tribal employment center in Blyn. Shoulder widths are below the design standard established by Clallam County.

³⁹ Improving Transportation in Clallam County Through Coordination, Clallam County Council for Coordinated Transportation, 2002.

D.3 Railroad Bridge Park. The parking facility in the Railroad Bridge Park requires an upgrade. The Jamestown S’Klallam – Clallam County Maintenance Agreement that will enable improvements will expire in December 2003. Seasonal flooding inhibits access to the Nature Center within the park.

D.4 Olympic Discovery Trail. A resolution has recently been achieved on where the County recreational trail will pass through tribal lands in Blyn. As documented on page 46 of the 2003 “Shreffler Report,” the environmental impacts of a popular tourist facility crossing the sensitive Jimmycomelately Creek estuary are significant. This was also noted in the Transportation Survey.

E. AIR AND WATER SERVICES. There are no noted deficiencies in air and water services.

A summary of transportation system deficiencies is provided in Table 18, page 87.

TABLE 18: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN
Transportation System Deficiencies by Mode – 2003

#	Location	Deficiency
ROADWAY DEFICIENCIES		
1	IRR Inventory	<ul style="list-style-type: none"> ▪ Mileage revisions needed.
2	US101	<ul style="list-style-type: none"> ▪ Does not meet design specifications. ▪ Proliferation of access points. ▪ High speeds on Blyn section. ▪ Hazardous shoulder conditions for pedestrian and bicycle travel.
3	Old Blyn Highway	<ul style="list-style-type: none"> ▪ Unsafe speeds at Tribal Complex. ▪ Narrow shoulders. ▪ Does not meet design specifications.
4	Blyn Crossing	<ul style="list-style-type: none"> ▪ Does not meet design specifications.
5	Blyn Road	<ul style="list-style-type: none"> ▪ Does not meet design specifications. ▪ Possibly unnecessary access to US101.
6	Zaccardo Road	<ul style="list-style-type: none"> ▪ Does not meet design specifications at Chicken Coop Road and US101. ▪ Does not meet design specifications for access requirements.
7	Chicken Coop Road	<ul style="list-style-type: none"> ▪ Does not meet design specifications at Zaccardo Road and US101.
8	Sophus Road	<ul style="list-style-type: none"> ▪ Does not meet design specifications at connection with US101.
9	Corriea Road	<ul style="list-style-type: none"> ▪ Does not meet design specifications at connection with US101. ▪ Does not meet design specifications for high level of truck use. ▪ Does not meet design specifications for new land use access requirements.
TRANSIT DEFICIENCIES		
10	Clallam Route 52	<ul style="list-style-type: none"> ▪ Low, inadequate weekday frequencies; declining ridership. ▪ No stop at the casino. ▪ Unprotected stop on south shoulder of US101.
11	Jefferson Route 8	<ul style="list-style-type: none"> ▪ Low, inadequate weekday service frequencies; declining ridership. ▪ No stop at the casino. ▪ Unprotected “flag” stops at north and south shoulders of US101.
12	Dial-A-Ride	<ul style="list-style-type: none"> ▪ Inadequate service for Tribal Elders.
NON-MOTORIZED DEFICIENCIES		
13	Pedestrian Service	<ul style="list-style-type: none"> ▪ County roads in Jamestown Village and Tribal Complex (south and north campuses) do not meet design specifications.
14	Bicycle Service	<ul style="list-style-type: none"> ▪ County roads in Jamestown Village and Tribal Complex (south and north campuses) do not meet design specifications.
15	Railroad Bridge Park	<ul style="list-style-type: none"> ▪ Redesign, maintenance of parking area needed. Tribe-County maintenance agreement terminates December 2003. ▪ Flooding will require second emergency access.

CHAPTER V. TRANSPORTATION PLAN (2003 – 2023)

A series of recommendations for Jamestown S’Klallam transportation has developed over time. The Tribe’s 1996 Transportation Plan identified needed improvements but many have not been implemented. In 2002, the Tribe identified a similar list of safety projects but only two are fully funded and underway. This 2003 Transportation Plan incorporates all previous work and addresses current findings. Its purpose is to identify strategies that will move the Tribe’s transportation agenda forward.

A. GOAL AND OBJECTIVES. The goal of the Jamestown S’Klallam Transportation Plan is *to enable the safe and efficient movement of people, goods and services to and from tribal lands and property*. The objectives are to:

- *Improve and strengthen the Tribe’s transportation infrastructure;*
- *Update the Indian Reservation Roads (IRR) inventory;*
- *Identify a six-year transportation improvement program (TIP), which is compatible with and incorporated in federal, state, County and regional capital programs; and*
- *Outline a twenty-year transportation program which reflects the economic, cultural and environmental values of the Jamestown S’Klallam Tribal Community.*

This Transportation Plan has three sections:

Short-term recommendations – these projects collectively represent the Tribe’s six-year Transportation Improvement Program. Many are overdue and should be completed by 2009. The projects are summarized in Table 21, page 104.

Mid-term recommendations – these projects will require time for planning and design. They should be completed by 2015. The projects are summarized in Table 22, page 110.

Long-term recommendations – these projects will require lead-time but should be completed by 2023. The projects are summarized in Table 22, page 110.

B. SHORT-TERM RECOMMENDATIONS (2003 – 2009). Some of the Tribe’s transportation needs can be reasonably addressed within a six-year period. They include an update to the roads inventory, hire of a Transportation Planner and completion of over due roadway safety, transit and trail projects. Implementation of a US101 management plan should also be

achieved. Other short-term projects include study of road jurisdiction issues and execution of a parking facility maintenance agreement. Collectively, these multi-modal projects represent the Tribe's 2003 - 2009 TIP. A description of each is provided below, by mode.

ROADS

B.1 IRR Inventory – Correct and Add Mileage. The Tribe's Indian Reservation Roads inventory should contain more mileage. The inventory is an important administrative tool that determines BIA funding levels. Moreover, an accurate inventory aids in preparing the Transportation Improvement Program (TIP) and Long-Range Transportation Plan. It is recommended that inventory mileage be increased by 67.9 miles, from 17 miles to 84.9 miles. This would include 1.3-tribal miles, 53-state miles, 26.6-County miles and four-city miles. The recommended 2003 inventory is shown in Table 19, page 90.⁴⁰

B.2 Transportation Program - Hire Transportation Planner. The Jamestown S'Klallam will need an orderly process for administering and overseeing the transportation projects and initiatives discussed in this Transportation Plan. The work will require extensive program and grant coordination, on-going intergovernmental relations and daily administration of the six-year TIP and the twenty-year program. It is recommended that the Jamestown S'Klallam government create a *Tribal Transportation Planner* position within its Department of Administration and Planning to over see the program and perform the daily administrative and grant-writing functions. Creation of the position and hire should be accomplished by 2004. First year cost is estimated as: Salary - \$30,000 and Benefits - \$14,100 = \$44,100. Over the six years of the TIP, this represents \$264,600. Tribal government would cover the first year cost. Subsequent years would be covered by grants and project allocations.

B.3 US101 Task Force – Establish. Much of the Tribe's commerce and development will depend on the capability of US101 to function efficiently as a regional traffic corridor, which provides safe local access. US101 currently cuts through and provides primary access to tribal properties. Noted corridor deficiencies include proliferation of access points, road connections and shoulders that do not meet design standards, frequent accidents, and speeds that exceed posted limits. Analysis in Chapter IV-Section B.5 (page 81) indicates these conditions may

⁴⁰Each mileage addition is discussed in detail in Chapter IV - Section A, page 77.

**TABLE 19: JAMESTOWN S'KLALLAM TRIBE
(Recommended) 2003 IRR Inventory**

	Facility	Route #	Section #	Mileage	Class	Ownership
TRIBAL ROADS						
1	Railroad Bridge Park Trail	0005	10	00.3	5	Tribe
	Railroad Bridge Park Trail	0005	20	00.5	5	Tribe
2	Pedestrian Underpass	0031	10	00.5	5	Tribe
Sub-Total				01.30		
STATE ROADS						
3	US101	0001	10	13.0	2	State
	US101	0001	20	09.0	2	State
	US101	0001	30	15.0	2	State
4	US104	0006	10	16.0	2	State
Sub-Total				53.0		
CITY AND COUNTY ROADS						
<i>BLYN BASIN SUB AREA</i>						
5	Corriea Road	0002	10	00.2	3	County
	Corriea Road	0002	20	00.7	3	County
6	Old Blyn Highway	0003	10	01.1	3	County
	Old Blyn Highway	0003	20	00.9	3	County
7	Blyn Crossing	0007	10	00.1	3	County
8	Sophus Road	0008	10	00.2	3	County
9	Zaccardo Road	0009	10	00.4	3	County
10	Chicken Coop Road	0010	10	03.0	3	County
	Chicken Coop Road	0010	20	00.6	3	County
11	East Sequim Bay Road	0011	10	04.2	4	County
<i>MEDICAL CLINIC – RAILROAD BRIDGE PARK SUB AREA</i>						
12	West Hendrickson Road	0004	10	01.6	3	County
13	5 th Avenue	0012	10	01.0	4	City
14	East Washington Street	0013	10	03.0	4	City
<i>JAMESTOWN VILLAGE SUB AREA</i>						
15	North Sequim Avenue	0014	10	01.0	4	County
16	Sequim-Dungeness Way	0015	10	02.3	4	County
17	Woodcock Road	0016	10	00.7	4	County
18	Jamestown Road	0017	10	00.6	3	County
	Jamestown Road	0017	20	01.0	3	County
19	Wilcox Lane	0018	10	00.7	3	County
20	Jake Hall Road	0019	10	00.4	3	County
21	Loop Drive	0020	10	00.2	3	County
22	Prince Road	0021	10	00.1	3	County
23	West Coon Drive	0022	10	00.1	3	County
24	East Coon Drive	0023	10	00.1	3	County
25	West Johnson Drive	0024	10	00.1	3	County
26	East Johnson Drive	0025	10	00.1	3	County
27	Serpentine Avenue	0026	10	00.6	3	County
<i>SLATER PROPERTY SUB AREA</i>						
28	River Road	0027	10	00.6	4	County
29	Silberhorn Road	0028	10	00.3	3	County

30	Turnstone Lane	0029	10	00.7	3	County
JAMESTOWN SEAFOOD SUB AREA						
31	Carlsborg Road	0030	10	00.7	4	County
32	Business Park Loop	0032	10	00.5	3	County
CRAFT PROPERTY SUB AREA						
17	Woodcock Road	0016	20	02.0	4	County
SHANNON PROPERTY SUB AREA						
33	Diamond Point Road	0033	10	00.5	3	County
34	Knapp Road	0034	10	00.3	3	County
Sub-Total				30.6		
Class 2				53.0		
Class 3				15.1		
Class 4				15.5		
Class 5				01.3		
TOTAL				84.9		

Bold = Facility in current 2002 inventory.

worsen as the Tribe develops on both sides of the corridor. Level-of-service may fall to unacceptable levels when new traffic, triggered by the tribal development, is introduced into the system.

It is recommended that a US101 Task Force be established by the Jamestown S’Klallam government to oversee development of the US101 corridor in Blyn. A guide for this work is captured in the *US101 Concept Plan*, prepared for this Transportation Plan and discussed below in Section B.4, page 93. The Task Force would be comprised of representatives from:

- Jamestown S’Klallam Government,
- US Department of Interior - Bureau of Indian Affairs,
- Washington State Department of Transportation,
- Clallam County Department of Public Works,
- Clallam Transit, and
- City of Sequim.

The duration of the Task Force would 20 years, from 2003 to 2023 (the period of this Transportation Plan). The goal of the Task Force would be *to coordinate with the Jamestown S’Klallam government to ensure timely implementation of the US101 Concept Plan (or modifications thereof)*. The objectives of the Task Force would be to:

- Offer on-going review and revision (as necessary) to the *US101 Concept Plan*, ensuring it is current with changing land use and development in Blyn.
- Ensure US101 provides controlled local access while still maintaining its primary function as a regional commercial corridor.
- Oversee the phasing and timing of the *US101 Concept Plan* and contribute the necessary expertise and resources to ensure timely implementation.
- Ensure the *US101 Concept Plan* is compatible with and incorporated in tribal, state, regional, County and local capital improvements programs for the purpose of funding and project coordination.

The Tribal Council should appoint the US101 Task Force in 2003. Bi-annual progress reports from the Task Force to the Council should be submitted for the duration of Phase 1, from 2004 to 2009.

B.4 US101 Concept Plan – Implement Phase 1. There are continuing and long-term issues associated with US101 in Blyn and its connecting road system. They involve safety, access and mobility. Specifically:

- Safe and direct access to the Tribal Government Complex on the north side of US101;
- Safe and direct access to the Social Services Complex on the south side of US101;
- Safe and direct connections across US101 for both vehicles and pedestrians;
- Safe and direct access to the Casino Development Area from US101;
- Protection and stewardship of the Jimmycomelately Creek Estuary and its abutting environmentally sensitive land; and
- Construction of new road infrastructure concurrent with growth on the south side of US101.

The *US101 Concept Plan* was developed in response to these issues.⁴¹ It is summarized in Table 20, page 94 and illustrated in Figure 14, page 95.

Purpose, Goal and Benefits. The purpose of the *US101 Concept Plan* is to ensure rehabilitation of the US101 corridor concurrent with anticipated land development and growth in Blyn. The goal is to eliminate the need for multiple access points and provide controlled and safe access to the abutting land uses. The plan is phased over a twenty-year period and, when completed, should enhance safety, access and mobility for the Jamestown S’Klallam. The benefits of each phase are provided here.

Benefits: Phase I - Blyn Crossing Overpass (2003-2009)

- Grade-separated north-south US101 traffic crossings.
- Controlled access to the Tribal Government Complex.
- Traffic and speed management on Old Blyn Highway.

⁴¹ Two technical review meetings were held to discuss US101 improvements. At the first meeting, three alternatives were developed and resulted in the *US101 Concept Plan*. At a second meeting, alternatives to two components of the *US101 Concept Plan* (the Old Blyn Crossing Interchange and the Corriea Road Partial Interchange) were developed. All of the alternatives are discussed and illustrated in Technical Appendix A, page 137.

Table 20: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN

US101 CONCEPT PLAN

Phase I – Blyn Crossing Overpass (2003-2009).

- *Construct overpass over US101 connecting Blyn Crossing and Woods Road. Include eastbound and westbound ramps at Woods Road and Old Blyn Highway.*
- *Construct traffic intersections (roundabouts) at Old Blyn Highway and Woods Roads – at their connections to US101 access ramps.*
- *Construct US101 frontage road from Woods Road east to Chicken Coop Road.*
- *Construct intersection (roundabout) at Zaccardo Road and frontage road.*
- *Vacate Old Blyn Highway from Blyn Crossing Overpass, west.*
- *Widen Old Blyn Highway from Blyn Crossing east to mountable cul-de-sac, east of the Tribal Administration Building (resulting in road closure at that location.)⁴²*
- *Close Zaccardo Road, Chicken Coop Road, Blyn Crossing and Woods Road connections to US101.*

Phase II – East Sequim Bay Road Interchange (2009 – 2015)

- *Construct partial interchange at East Sequim Bay Road and Old Blyn Highway. Include ramps under US101 for eastbound and westbound access.*
- *Construct traffic intersection (roundabout) at East Bay Sequim Road access ramps.*
- *Connect Corriea Road to Woods Road.*

Phase III – Corriea Road Interchange (2015 – 2023):

- *Construct partial interchange on US101 for direct access to Corriea Road.*
- *Connect Sophus Road to Corriea Road.*
- *Close Casino Entrance Road and Sophus Road connections to US101.*

⁴² Old Blyn Highway should not be vacated at this location. The mountable cul-de-sac would enable emergency evacuation. It would also enable pass-through for bicyclists and pedestrians traveling on the Olympic Discovery Trail.

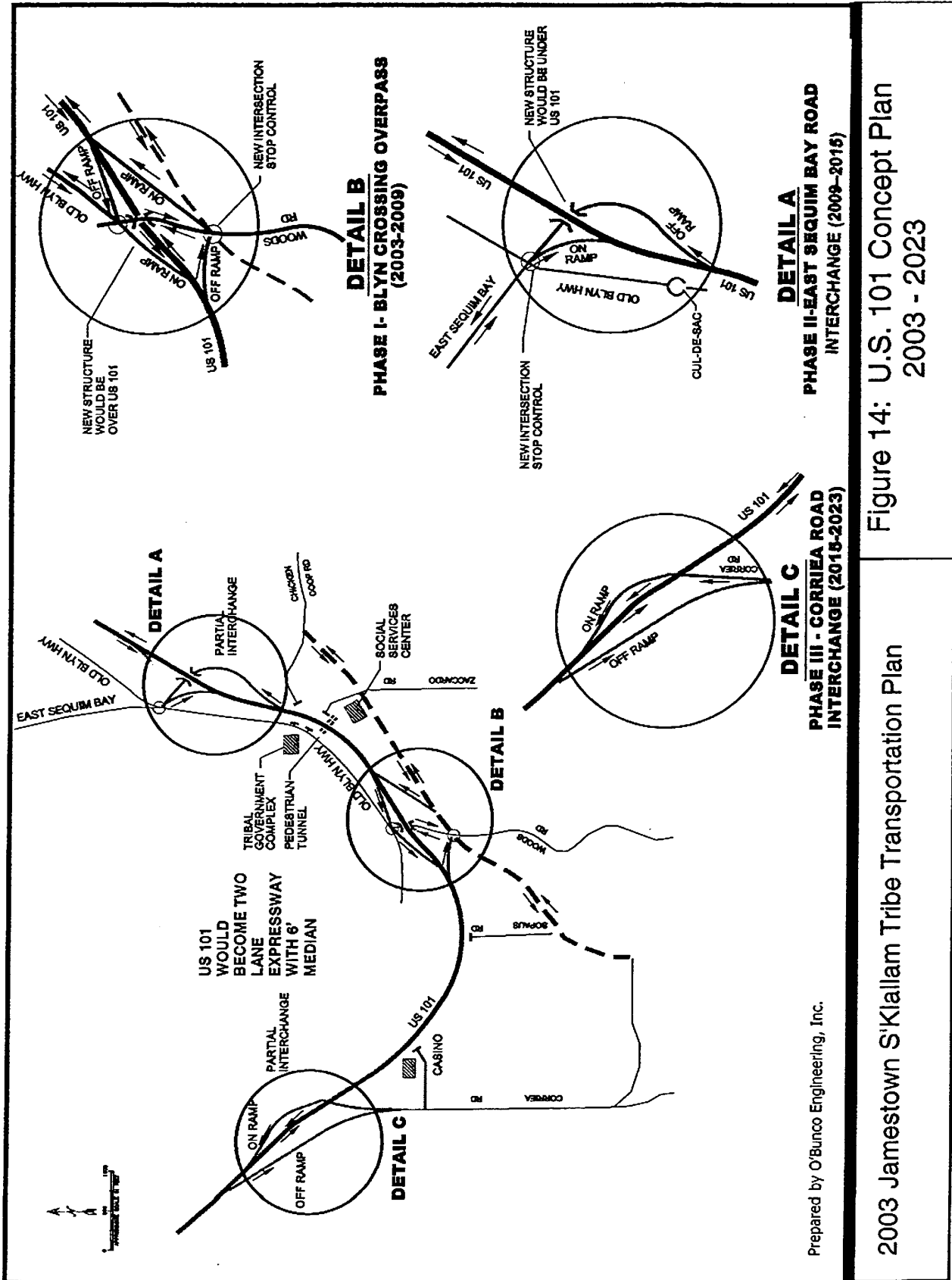


Figure 14: U.S. 101 Concept Plan
2003 - 2023

2003 Jamestown S'Klallam Tribe Transportation Plan

- Protection of the Jimmycomelately Creek and abutting lands.
- Controlled access to the Social Services Complex.
- Closure of four local access locations on US101.

Benefits: Phase II - East Sequim Bay Road Interchange (2009 – 2015)

- Improved circulation and road connections – timed with development - south of US101.
- Controlled access to East Bay Sequim Road and Old Blyn Highway, east.

Benefits: Phase III - Corriea Road Interchange (2015 – 2023)

- Controlled access to the Casino Development Area.
- Improved south side circulation with additional road connections.
- Closure of two access connections on US101.

First Phase. The *US101 Concept Plan* will depend, in part, on the timing of Jamestown S’Klallam development and thus is presented in phases. Construction of the Social Services Building and Pedestrian-Service Cart Tunnel is scheduled for mid-2003. Building expansions are also underway at the Tribal Government Complex, north of US101. As discussed in Chapter IV-Section B.5, page 81, the development will require capacity and access improvements. The Washington State Department of Transportation has scheduled improvements on US101 in and near Blyn from 2003 to 2009. These state projects are currently not part of the *US101 Concept Plan* but should be coordinated with the Plan. This coordination and implementation of Phase 1 of the *US101 Concept Plan* are the first tasks of the US101 Task Force. Phase 1 is estimated to cost **\$16,610,824**.

B.5 Casino Entrance Road – Install Speed Limit Signs. As noted in Chapter II, page 41, speeds on the Casino Entrance Road are higher (20.4 mph) than acceptable levels for service roads (15 mph). There is no posted speed limit within the Casino complex. It is recommended that a 15-mph limit be established and speed limit signs installed. This should be implemented by 2004. **\$1,000** should be programmed.

B.6 Roads Jurisdiction Study – Undertake Study. As roads improve and develop in Blyn over time, the primary users and traffic generators will be the Jamestown S’Klallam. Tribal officials expressed concern in the Transportation Survey that their government has limited “say” in road management and development. It is recommended that a *Roads Jurisdiction Study* be undertaken by the Jamestown S’Klallam government to explore the question of who should ultimately control and manage the roads that serve the Jamestown S’Klallam.

The study would examine options for greater tribal control, which may be accomplished, for example, through a Memorandum of Understanding dictating shared maintenance and management responsibilities. Another option would be the relinquishing of jurisdiction over one or several County roads to tribal government. The goal of the study would be to examine these and other options and develop recommendations, which would answer the cost, administrative and legal questions of “who” should oversee the road system and “how” a management system may be implemented.

The study should also examine the classification of Old Blyn Highway, Corriea Road, and the new local facilities represented in the *US101 Concept Plan*. The Tribal Council should commission the *Road Jurisdiction Study* in 2005 and a final report submitted with recommendations to the Council by 2006. **\$35,000** should be programmed for the study.

PUBLIC TRANSPORTATION

B.7 Transit Working Group - Establish. Public bus service for the tribal enterprises and government in Blyn is inadequate. The two bus lines, operated by Clallam Transit and Jefferson Transit, run north-south on US101. The bus lines are experiencing high operating costs and declining ridership. Clallam Transit has indicated it will terminate its route if the poor performance continues. It is recommended that the Jamestown S’Klallam government establish a *Transit Working Group*, comprised of representatives from Clallam Transit, Jefferson Transit and the Clallam County Council for Coordinated Transportation. The *Transit Working Group* would explore and develop creative strategies for enhancing public bus service on US101 through Blyn. It would examine the feasibility of:

- Consolidating Route 8 (Jefferson Transit) and Route 52 (Clallam County) into one route, for the purpose of improving productivity and frequencies, and attracting ridership,
- Providing three (3) additional evening stops at the north and south transit pullouts at the Tribal Government Complex and Social Services Building,
- Creating a new transit stop at the Casino and
- Instituting an Employee Rideshare Program at the Casino and Tribal Government Complex.

Tribal Council should appoint the *Transit Working Group* in 2005. A report with recommendations and implementation strategies should be submitted to the Council by 2006.

B.8 Elder-Handicapped Driver Program – Implement. In the Transportation Survey, Tribal officials expressed concern that access to public transportation is difficult for the tribal elderly and disabled in Blyn and the Jamestown Village. A review of current paratransit services confirmed this. It is recommended that an *Elder and Handicapped Driver Program* be instituted by the Jamestown S'Klallam government. The program may take several forms. Two possible formats are:

- A *Volunteer Driver Program* with one paid coordinator overseeing a “crew” of volunteer drivers. The volunteers would use available tribal government vehicles or their personal vehicles. The estimated annual cost for this program would be \$12,800.
- A *Paid Driver Program* with one coordinator and two back up drivers. Each would receive a small stipend and use their personal vehicles. They would communicate via cell phone. The estimated annual cost for this program would be \$ 22,850. (Recommended)

However formulated, the objective would be to transport the tribal elderly and handicapped to emergency, social service and medical appointments upon request. The program would be available three days per week from 7:00 AM to 2:00 PM. Before implementation, discussion with Clallam Transit and the Clallam County Coordinated Transportation Council is encouraged. These agencies have experience with similar programs and offer services related to driver training, licensing, route scheduling, driver-vehicle insurance and vehicle purchase. The Elderly-Handicapped Driver Program should be initiated by 2005. An initial estimate of \$22,850 per year, representing \$91,400 to 2009 should be programmed for the service.

NON-MOTORIZED

In the Transportation Survey, tribal members expressed concern that pedestrian and bicycle service in Blyn and the Jamestown Village is inadequate and unsafe. An inventory of the road facilities confirmed that road shoulder widths do not meet Clallam County design specifications. There is high bicycle use at the Seven Cedars Casino and on Blyn Crossing but there are limited shoulders and no bicycle facilities at these locations. Recommendations for improved

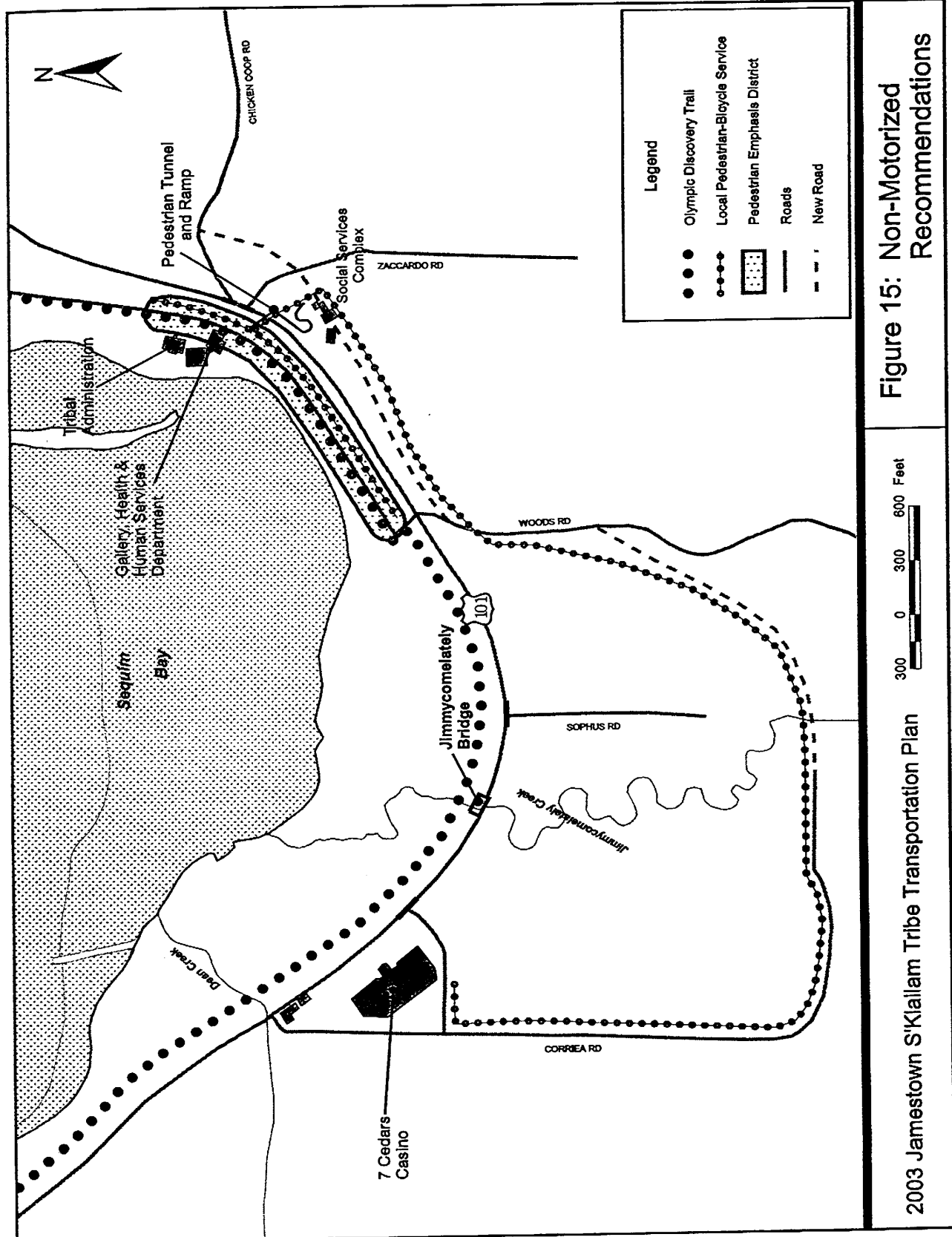
pedestrian and bicycle service are provided here. The recommendations in the Blyn area are illustrated in Figure 15, page 100.

B.9 Pedestrian-Bicycle Safety Program – Implement. It is recommended that Tribal Council undertake three safety initiatives.

B.9.a Designate a Pedestrian Emphasis District at the Tribal Government Complex. It is recommended that Old Blyn Highway from Blyn Crossing, east to its proposed closure (east of the Tribal Administration Building) be designated a *Pedestrian Emphasis District*. Within the District, the roadway would be widened with 8' foot shoulders. Traffic speeds would be restricted to 10 mph and signage posted which would advise motorists of the special designation. The *Pedestrian Emphasis District* would feature amenities such as tables, benches, view areas, marked shoreline trails, bicycle parking and cultural and information kiosks. It would link to the north portal of the Pedestrian-Service Cart Tunnel and extend to the Sequim Bay Scenic Pullout on the north side of US101. The Olympic Discovery Trail, when constructed, should complement and enhance the services within the Tribe's *Pedestrian Emphasis District*. The district should be designated by 2008. The costs for the amenities within the district should be incorporated in the cost for improving and widening Old Blyn Highway.

B.9.b Widen Roadway Shoulders in Blyn. It is recommended that existing and new roads serving tribal lands in Blyn be widened or constructed with 6' shoulders. This would provide space for walking and bicycling along Corriea Road, Corriea Road Extended, Woods Road, the proposed south Frontage Road, Zaccardo Road (north) and Old Blyn Highway (where 8' shoulders are recommended). The Pedestrian-Service Cart Tunnel would provide the linkage for pedestrians and bicycles crossing north and south. Users of the tunnel would continue their travel on the widened roadway shoulders. The timing of this recommendation should follow the timing of the road improvements outlined in the *US101 Concept Plan*. The cost of the Blyn road shoulder widenings would be incorporated in the larger road program.

B.9.c Widen Roadway Shoulders in the Jamestown Village. Currently there are either no shoulders or narrow shoulders on roads in the Jamestown Village. It is recommended that the Jamestown Village roads (those included in the 2003 IRR inventory) be widened with 3'



shoulders. These roads are *Woodcock Road, Jamestown Road, Wilcox Lane, Jake Hall Road, Loop Drive, Prince Road, West Coon Drive, East Coon Drive, West Johnson Drive, East Johnson Drive* and *Serpentine Avenue*. The total cost of the program is estimated at \$3,974,790. One-third of this cost **(\$1,324,930)** should be programmed in the 2003 TIP. The improvements should begin in 2008 and continue through the mid-term and long-term of this Transportation Plan.

B.10 Olympic Discovery Trail – Complete Blyn Alignment. The future service promised by the Olympic Discovery Trail should improve mobility for the pedestrian and bicycle modes in Blyn. It is recommended that the Olympic Discovery Trail alignment:

- run east and west along the north side of US101 (on vacated rail grade right-of-way),
- follow the proposed north-south crossing at Blyn Crossing,
- run east-west along Old Blyn Highway and
- cross the mountable cul-de-sac on Old Blyn Highway (east of the Tribal Administration Building) and continue east.

The Tribe recognizes the Clallam County Department of Public Works is the lead agency responsible for finalizing, financing and constructing the trail. However, because it will cross tribal lands, it is recommended that the trail segment in Blyn follow the alignment recommended in this Plan and be completed by 2008.

B.11 Olympic First Nations Trail Program – Participate in Planning. The Olympic Peninsula Tribal Tourism Association has submitted a proposal to the Washington State Governor's Office of Indian Affairs. It advocates development of an *Olympic First Nations Trail*. The Olympic Peninsula is home to perhaps the greatest diversity of Native American cultures in Washington State. These diverse indigenous cultures are dispersed throughout the Peninsula. Without education and information, however, a traveler can easily pass through the region and learn nothing of the tribal communities that have existed for thousands of years.

Goal and Objectives. The goal of the *Olympic First Nations Trail* is to provide a trail of interpretive signs, informational kiosks, exhibits and displays along US101 and on roads that lead to the tribal lands in Clallam and Jefferson counties. Several Olympic Peninsula tribes,

including the Jamestown S’Klallam, have informational kiosks and interpretive signs. The objective would be to link these existing and new amenities with a unified look and message and enrich the route with graphics and traditional architectural elements. The program is an economic development and tourism opportunity for the entire region.

Work Program. Under the Washington State Governor’s Office of Indian Affairs, and in partnership with the Olympic Peninsula Tribal Tourism Association, a tourism planning consultant and an architectural consultant would be retained to work with tribal cultural and artistic advisors and the planning staff of the Peninsula Tribes. The effort would also involve partnership at the County and state level. Participating Tribes would include the Squaxin Island, Skokomish, Jamestown S’Klallam, Lower Elwha S’Klallam, Makah, Quileute, Hoh, and Quinault/Queets. The work program involves preparation of Initial, Cultural, Corridor and Facilities reports. The findings would be combined and a program plan and budget established.

It is recommended that the Jamestown S’Klallam government participate, as a sponsor, in the regional effort. A detail description of the *Olympic First Nations Trail* program is presented in Technical Appendix C, page 151.

B.12 Dungeness River Audubon Center – Initiate Maintenance Agreement and Provide Second Access. It is recommended that a revised maintenance agreement be initiated by the Jamestown S’Klallam and the Clallam County Public Works Department. The current agreement will expire in December 2003. The new 2004 agreement should outline the requirements and procedures for County improvement and management of vehicular parking within the park. As reported in Chapters II and III, seasonal flooding sometimes prevents access to the Natural Science Center. A second access should be constructed. This however can only be achieved through purchase of private land near the entrance. It is recommended that the appropriate parcels be purchased when they become available. This should be accomplished by 2009. The costs for the land acquisitions can not be determined at this time.

B.13 2003 – 2009 Transportation Improvement Program (TIP). A Transportation Improvement Program is a funding mechanism and management tool for prioritizing

community transportation projects and programs. The multi-modal projects discussed above comprise the recommended Year 2003 – 2009 Jamestown S’Klallam TIP. It represents a total estimated cost of **\$18,327,754**. The TIP is summarized in Table 21, page 104.

B.13.a Funding the Transportation Improvement Program. Because the US Department of Interior - Bureau of Indian Affairs is unable to fund all tribal capital projects, it will be necessary to supplement BIA funds with other resources. There are a variety of state and federal funding sources available. An accounting is provided in Chapter VI, page 111. In pursuing these funds, the Jamestown S’Klallam is encouraged to develop *funding partnerships* with federal, state, County and local governments. Similar to the successful partnership achieved with the Sequim Bay Scenic Pullout project, *funding partnerships* serve several purposes. They alert abutting governments to a system deficiency and encourage their involvement in solving it. They encourage dialogue among all parties. They bolster the financial resources of one government by introducing the resources of another. Lastly, *funding partnerships* inform the funding agency that its support and investment will serve multiple community interests.

Joint funding applications are another important tool for successfully securing TIP financing. Federal, state, County and local governments should be encouraged to endorse and serve as co-signatories on Jamestown S’Klallam grant applications that are compatible with their own capital plans. Specifically:

Roadway Safety and Construction Funding. There are two recommended methods for securing roadway safety and construction funds. Both should be tried. The first should target federal funds with direct application to the state’s congressional representatives, the US DOT Federal Highway Administration and the US DOI Bureau of Indian Affairs. The second method should target state transportation funds through the Washington State Department of the Transportation, the Olympic Peninsula Regional Transportation Planning Organization (PRTPO), the state County Road Administration Board (CRAB) and the state Transportation

**Table 21: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN
(Recommended) Six-Year Transportation Improvement Program (TIP)
2003 - 2009**

#	Project	Action	Start	Cost ⁴³
ROADS				
1	IRR Inventory	Add 67.9 miles to roads inventory	2003	NA
2	Transportation Planner	Create position to oversee transportation programs (\$44,100 x 6)	2004	264,600
3	US101 Task Force	Appoint multi-agency Task Force to assist with US101 corridor	2003	NA
4	US101 Concept Plan Phase I	Construct Blyn Crossing Overpass	2006	15,638,414
		Construct Frontage Road from Woods to Chicken Coop	2006	544,580
		Vacate OBH from Blyn Crossing, west	2007	NA
		Widen OBH from Blyn Crossing, east to cul-de-sac	2008	427,830
		Close four US101 connections	2009	NA
5	Casino Entrance Road	Institute 15 mph limit, post signs	2004	1,000
6	Road Jurisdiction Study	Commission study to examine road jurisdiction issues.	2005	35,000
Sub Total (92 %)				16,911,424
PUBLIC TRANSPORTATION				
7	Transit Working Group	Identify strategies for improved transit service	2004	NA
8	Elderly-Handicapped	Institute driver program (\$22,850 x 4)	2005	91,400
Sub Total (1 %)				91,400
NON-MOTORIZED				
9	Pedestrian- Bicycle Safety Program	Designate Pedestrian Emphasis District	2008	Note 1
		Widen roadway shoulders to 6' to 8' in Blyn	-	Note 1
		Widen roadway shoulders to 3' in Jamestown Village (1/3)	2008	1,324,930
		Begin Olympic Discovery Trail alignment in Blyn	2008	NA
10	First Nations Trail	Participate in, sponsor regional trail program	2004	TBD
11	Railroad Bridge Park	Execute parking maintenance agreement	2004	TBD
		Purchase land for emergency access	2009	TBD
Sub Total (7 %)				1,324,930
Program Total				18,327,754

Note 1 = Cost part of applicable roadway improvement project. **OBH** = Old Blyn Highway. **TBD** = To Be Determined. **NA** = Not Applicable

⁴³ Project costs are estimates based on planning assumptions, which should be refined before actual costs are determined. Methodology for estimating cost is presented in Technical Appendix D, page 155.

Improvement Board (TIB). The alternative funding sources described in Chapter VI, page 132 should also be sought. The Tribe's grant applications should be filed jointly with the RTPO, the Bureau of Indian Affairs and the Clallam County Department of Public Works.

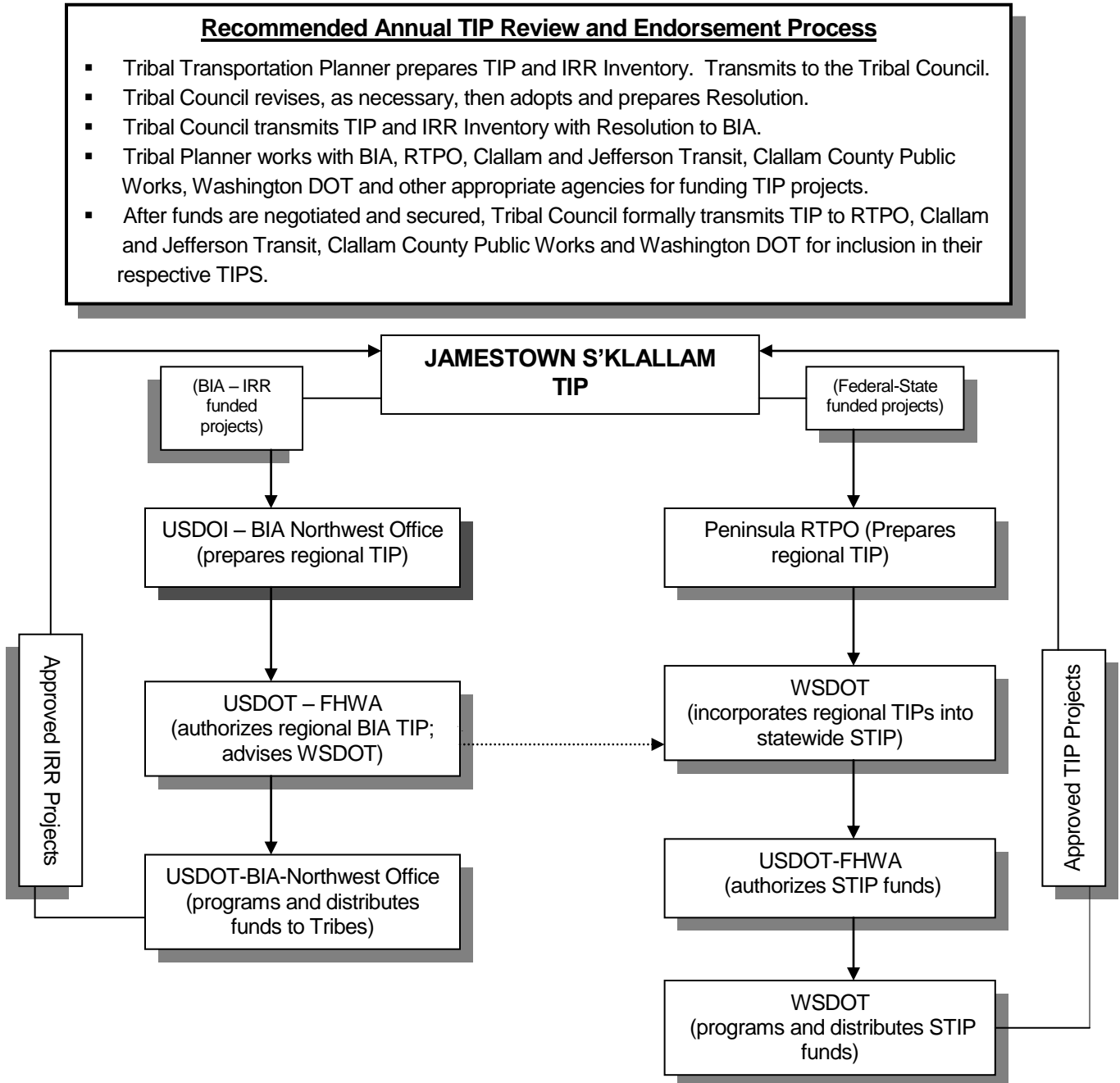
Transit Funding. Applications for federal and state transit operating and capital funds should be prepared jointly with the Bureau of Indian Affairs, Clallam Transit, Jefferson Transit and the PRTPO.

Pedestrian and Bicycle Funding. Grant applications for non-motorized service should be pursued jointly with the PRTPO, the Clallam County Department of Public Works and the Bureau of Indian Affairs. The applications should affirm that tribal projects are compatible with state, County and regional non-motorized goals. They should be directed to the USDOT Federal Highway Administration, US DOI Bureau of Indian Affairs, the Washington State Department of Transportation, the state Transportation Improvement Board and the alternative funding agencies identified in Chapter VI, page 132.

B.13.b Endorsing the Transportation Improvement Program. Similar to the funding process, the formal steps for endorsing the tribal TIP should be inclusive, ensuring all federal, state and local transportation agencies are aware of the document and have a participatory role in reviewing and funding it. A recommended annual TIP endorsement process is illustrated in Figure 16, page 106.

Figure 16: JAMESTOWN S'KLALLAM TRIBE TRANSPORTATION PLAN

Transportation Improvement Program



C. MID-TERM RECOMMENDATIONS (2009 – 2015). The recommended mid-term improvements and projects should be implemented by 2009 and completed by 2015.

C.1 US101 Concept Plan – Implement Phase II. As discussed in Section B.4, page 93, a *US101 Concept Plan* has been developed to guide long-term development of the US101 corridor. The plan has three phases. Phase II is entitled *East Sequim Bay Road Interchange*. Its components are:

- Construct partial interchange at East Sequim Bay Road and Old Blyn Highway, under US101.
- Construct traffic intersection (roundabout) at East Sequim Bay Road.
- Connect Corriea Road to Woods Road.

The US101 Task Force (described in Section B. 3, page 89), should oversee these Phase II projects and ensure timely implementation, with completion by 2015. Bi-annual progress reports should be submitted to the Tribal Council. The estimated cost for Phase II is **\$11,386,230.**

C.2 Pedestrian Safety Program – Continue Village Road Widening. This should continue the Jamestown Village road shoulder-widening program discussed in Section B.9, page 99. The purpose would be to provide shoulders for safe walking and bicycling. The estimated cost is **\$1,324,930.**

C.3 Department of Public Works – Examine Feasibility. As the Blyn and Jamestown Village roads, transit, pedestrian and bicycle systems improve and expand over time, and with the possible “take over” of all or part of the system by the Jamestown S’Klallam, it is recommended that tribal government examine the feasibility of establishing a public works department. The department would oversee all transportation services, functions and systems within and near tribal properties in Blyn and the Jamestown Village. The objectives of the department would be to:

- Provide a single administrative unit where all matters relating to tribal transportation are addressed;

- Establish government-to-government relations with federal, state, County and local governments on matters relating to tribal transportation, its funding, operations and administration; and
- Manage and oversee revenue, grants and apportionments derived from federal, state, regional, County and tribal sources, PL93-638 contracting, developer mitigation fees and other existing and new revenue sources.

The responsibilities of the Jamestown S’Klallam Department of Public Works would be to:

- Develop and implement policy, programs, rules and regulations governing the administration and management of tribal transportation;
- Identify, administer and monitor the revenues and expenditures which support the department and its programs;
- Implement and monitor the department’s transportation operations ensuring compliance with legal mandates;
- Establish a central data center for system information;
- Develop an effective coordination and planning relationship with members of the tribal community, ensuring an inclusive transportation development process;
- Prepare and recommend criteria for transportation project identification, selection and scheduling; update the annual Transportation Improvement Program and, every five years, the Long-Range Transportation Plan; and
- Routinely report the department’s activities and progress to the Tribal Council and the Jamestown S’Klallam Tribal Community.

One organizational model for the Department of Public Works is provided in Technical Appendix B, page 148. This option and alternative models should be considered. A feasibility study should commence in 2010 and findings submitted to Tribal Council by 2012. The estimated cost for the study is **\$15,000**.

D. LONG-TERM RECOMMENDATIONS (2015 - 2023). The recommended long-term programs will require lead-time but should be completed by 2023.

D.1 US101 Concept – Implement Phase III. This phase of the *US101 Concept Plan* is entitled *Corriea Road Interchange*. Its components are:

- Construct partial US101 interchange for direct access to Corriea Road.
- Connect Sophus Road to Corriea Road.
- Close Casino Entrance Road and Sophus Road access to US101.

The US101 Task Force should assist in implementing these projects and submit bi-annual progress reports to the Tribal Council. Phase III should be completed by 2023 at an estimated cost of **\$8,904,131.**

D.2 Pedestrian Safety Program – Continue Village Road Widening. This represents the third and final phase of the Jamestown Village road shoulder-widening program. The estimated cost is **\$1,324,930.**

D.3 Department of Public Works - Create. If supported by the findings of the Road Jurisdiction Study (Section B.6, page 96) and the Public Works Department Feasibility Study (Section C.3, page 107), it is recommended that the Jamestown S’Klallam establish a Public Works Department. The department would represent an additional unit of the existing Jamestown S’Klallam government, with its own administrative and operations functions. The cost, configuration and functional requirements should be determined and the new department in-place by 2023.

Each recommendation – short-term, mid-term and long-term – is summarized in Table 22, page 110. The known estimated cost of the twenty-year program is **\$41,282,975.** The next chapter discusses funding sources that may support the recommended six and 20-year programs.

**Table 22: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN
(Recommended) Twenty –Year Transportation Program
2003 - 2023**

Program	Activity	Start	Cost⁴⁴
Short-Term (2003-2009) (TIP)	1 – IRR Inventory	2003	NA
	2 – Tribal Transportation Planner (44,100 x 6)	2004	264,600
	3 – US101 Task Force	2003	NA
	4 – Phase I – <i>US101 Concept Plan</i>	2004 – 09	-
	4a – Construct Blyn Crossing Overpass	2006	15,638,414
	4b – Construct Frontage Road from Woods to Chicken Coop	2006	544,580
	4c – Vacate OBH from Blyn crossing, west	2007	NA
	4d – Widen OBH from Blyn crossing, east to cul-de-sac	2008	427,830
	4e – Close four US101 connections	2009	NA
	5 – Speed Limit – Casino Entrance Road/Lot	2004	1,000
	6 – Road Jurisdiction Study	2005	35,000
	7 – Transit Working Group	2004	NA
	8 – Elderly-Handicapped Driver Program (\$22,850 x 4)	2005	91,400
	9 – Pedestrian-Bicycle Safety Programs	2008	1,324,930
	10 – First Nations Trail Program	2004	TBD
	11a – RR Bridge Park – maintenance agreement	2004	NA
	11b – RR Bridge Park – emergency access	2009	TBD
SUB TOTAL (44%)			18,327,754
Mid-Term (2009-2015)	1 – Phase II – <i>US101 Concept Plan</i>	2009-15	-
	1a – East Sequim Bay Road Interchange	2010	10,809,616
	1b – Corriea-Woods Connection	2010	576,614
	2 – Pedestrian Safety Programs (JT Village) 1/3	2010	1,324,930
	3 – Department of Public Works Study	2010	15,000
SUB TOTAL (31%)			12,726,160
Long-Term (2015-2023)	1 – Phase III – <i>US 101 Concept Plan</i>	2015-23	-
	1a – Corriea Road Interchange	2020	8,177,825
	1b – Corriea Road upgrade	2020	726,306
	1c – Two US101 access closures	2020	NA
	2 – Pedestrian Safety Program (JT Village) 1/3	2023	1,324,930
	3 – Department of Public Works	2023	TBD
SUB TOTAL (25%)			10,229,061
PROGRAM TOTAL			41,282,975

TBD = To Be Determined. NA – Not Applicable.

⁴⁴ Project costs are estimates based on planning assumptions, which should be refined before actual costs are determined. Methodology for estimating cost is presented in Technical Appendix D, page 155.

CHAPTER VI. PROGRAM FUNDING

This chapter identifies the federal and state funding programs that may support the Jamestown S’Klallam Transportation Plan. Section A summarizes the Plan recommendations and possible funding sources. Sections B, C and D describe the programs and the rules governing them. It should be noted that one source will not satisfy all requirements. A combination of several funding sources will likely be needed. Successful capital programming will depend on several variables such as strategic planning, project timing, funding partnerships and the larger issue of TEA-21 reauthorization.

A. FUNDING BY RECOMMENDATION. This section summarizes the Transportation Plan recommendations and the funds that may support them. The “#” after each project is the page number where the funding source is described.

ROAD

A.1 Transportation Program. The fund sources that may support the Tribe’s transportation planning function including management of the IRR Inventory, Transportation Improvement Program and Long-Range Transportation Plan and the hire of a Transportation Planner are:

Federal: Transportation-Community-System Preservation Pilot Program (119), State Planning and Research (120) and IRR Planning (122).

Alternative: Community Development Block Grant – Planning (132), Economic Development Technical Grant (133), Rural Community Assistance (134) and Social and Economic Development Strategies (134).

A.2 US101. The fund sources that may support Phase I, Phase II and Phase III of the *US101 Concept Plan* are:

Federal: National Highway System (114), STP Transportation Enhancements (115), STP Hazard Elimination Safety (116), High Priority Demonstration (117), Public Lands Highway (118), Scenic Byways (119), IRR Construction (122), IRR Traffic Safety (125) and IRR Bridge (125).

State: County Arterial Preservation (128) and Rural Arterial Trust (1290).

Alternative: Indian Community Development Block Grant (133) and Public Works Construction (133).

NON MOTORIZED

A.3 Pedestrian-Bicycle Service - Olympic Discovery Trail. The fund sources that may support the Transportation Plan's non-motorized recommendations are:

Federal: STP Transportation Enhancements (115), STP Hazard Elimination Safety (116), Public Lands Highways (118), Recreational Trails (118), Scenic Byways (119), IRR Construction (122) and IRR Traffic Safety (125).

State: Non-Highway & Off Road Vehicle Activities (130) and Washington Wildlife and Recreational Program (131).

Alternative: Aquatic Lands Enhancement Account (132) and Indian Community Development Block Grants (133).

A.4 Railroad Bridge Park. The fund sources that may support alternative access improvements to the Railroad Bridge Park are Recreational Trails (118), NOVA (130) and WWRP (131) funds.

A summary is provided in Table 23, page 113.

B. FEDERAL TRANSPORTATION FUNDS. The Highway Trust Fund (HTF) is the primary source for federal transportation. Road projects are financed from its highway account. Transit projects are financed from its general and mass transit accounts. HTF revenue is received from all states from gasoline and diesel fuel taxes. It is re-distributed by the U.S. Congress back to States for transportation improvements. The U.S. Department of Transportation administers the program, which is governed by the *Intermodal Surface Transportation Efficiency Act (ISTEA)* and its successor, the *Transportation Equity Act for the 21st Century (TEA-21)*; Public Law 105-178 – 112 Stat. 107.⁴⁵

⁴⁵ It should be noted that TEA-21 will end this year and the U.S. Congress will pass a new six-year transportation authorization bill in October 2003. The bill may change several of the federal funding programs discussed in this Plan. The Jamestown S'Klallam government is encouraged to follow the federal reauthorization process.

TABLE 23: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN
Fund Reference Table

PLAN RECOMMEN- DATIONS	Transportation Planning - Management US101 Concept Plan	Public Transit and Driver Program	Pedestrian- Bicycle Safety Program	Railroad Bridge Park
FEDERAL FUND SOURCES				
Non-Discretionary Federal-Aid Program				
National Highway System (114)		X	X	
STP Hazard Elimination Safety (116)		X	X	X
STP Transport Enhancements (115)		X	X	X
Discretionary Federal Aid Program				
High Priority Demonstration (117)		X		
Job Access –Reverse Commute (117)			X	
Public Lands Highway (118)		X		X
Recreational Trails (118)			X	X
Scenic Byways (119)		X	X	
TCSP (119)	X			
State Planning and Research (120)	X			
Transit Federal-Aid Program				
FTA Section 5310 (120)			X	
FTA Section 5311 (121)			X	
Indian Reservation Roads (IRR) Program				
Planning (122)	X			
Construction (122)		X	X	X
Traffic Safety (125)		X	X	X
Bridge (125)		X		
Maintenance (125)				
STATE FUND SOURCES				
County Arterial Preservation (128)		X		
Rural Arterial Trust (129)		X		
Rural Mobility Grant (129)			X	
Paratransit Grant (130)			X	
NOVA (130)				X
WWRP (131)				X
ALTERNATIVE FUND SOURCES				
ALEA (132)				X
CDBG Planning and General (132)	X			
Economic Dev Technical Grant (133)	X			
CDGB – Indian (133)		X	X	X
Public Works Construction (133)		X		
Rural Community Assistance (134)	X			
SEDS (134)	X		X	

“(X)” = the page number where the fund source is described.

The two TEA-21 programs relevant to the Jamestown S’Klallam transportation program are the Federal-Aid Program and the Indian Reservation Roads Program. Each are described here.

B.1 Federal-Aid Program. The U.S. Congress annually apportions transportation funds to States through the federal-aid program. The program acknowledges the sovereign right of States to determine and prioritize their transportation needs. The State, usually through its department of transportation, is the direct recipient of the funds. Indian governments are not direct recipients but there are opportunities to access the funds, as follows:

- Tribal governments may apply directly to the State DOT for non-discretionary federal-aid funds.
- Local agencies and regional planning organizations may apply to the State DOT for federal-aid benefiting Tribal projects.
- Tribal governments may apply directly to Congressional representatives for certain federal-aid funds.
- IRR funds may be used as the required match for federal-aid transportation projects.
- The State DOT may transfer a portion of its federal-aid to the BIA for self-governance contracting. (PL 93-638)
- Lastly, the State DOT may delegate authority to administer a federal-aid project to a Tribal government. This is a State determination.

The three federal-aid categories for which the Jamestown S’Klallam are eligible are non-discretionary, discretionary and planning. This section describes each.

B.1.a Non-Discretionary. Non-discretionary funds are annually apportioned to States for system preservation and maintenance. The National Highway System and Surface Transportation Program are non-discretionary and described here.

B.1.a.1 National Highway System (NHS). The NHS was established under ISTEA and officially designated in 1996. It is a 163,800-mile network of principal arterials that serve major population centers, international border crossings, ports, airports, public transportation and intermodal facilities. US101, which traverses the Jamestown S’Klallam properties in Blyn, is a NHS-designated highway. NHS funds may be used for a variety of projects including construction, reconstruction, resurfacing, transportation planning, traffic management, parking, car and van pool projects, bicycle and pedestrian facilities, management systems and wetland

mitigation. The funds may also be used on non-NHS roads and for transit projects eligible under the Federal Transit Act.⁴⁶ TEA-21 expanded eligibility to include national habitat mitigation, bus terminals and intelligent transportation system (ITS) improvements.

Washington State has received \$565 million over six years. In 2003 alone, it received \$89.6 million. For match requirements, the general rule is 80 percent – federal and 20 percent – state. Because Washington State has federal lands, its federal share is higher at 86 percent.

The program contact is Aaron Butters, Funds Management Engineer, Washington State Department of Transportation, PO Box 47325, Olympia, Washington 98504-7325. Telephone: 360-705-7120. E-mail: buttera@wsdot.wa.gov

B.1.a.2 Surface Transportation Program (STP). STP is the most flexible of the non-discretionary programs. It accommodates the widest array of eligible projects. STP may be used for construction, reconstruction, resurfacing, restoration, rehabilitation and operational improvements. STP funds may also be used for:

- Mitigation to wildlife and wetlands caused by transportation projects;
- Capital cost of transit projects eligible under the Federal Transit Act;
- Highway and transit safety improvements and hazard elimination;
- Surface transportation planning;
- Capital and operating costs for traffic monitoring, management and control;
- Carpool and vanpool projects;
- Bicycle and pedestrian facilities;
- Transportation control measures;
- Transportation enhancements; and
- Transportation management systems.

Two STP programs are noteworthy: Transportation Enhancements and Hazard Safety Elimination.

B.1.a.3 Transportation Enhancements. Ten percent of all STP funds must be for transportation enhancements, which may include:

⁴⁶ If the project is in or near a fully accessible NHS highway, improves level-of-service and is more cost effective than a highway improvement.

- facilities and educational activities for pedestrians and bicyclists;
- scenic or historic highway programs including tourist and welcome centers;
- environmental mitigation to address highway water runoff or wildlife mortality;
- transportation museums; and
- landscaping and related scenic beautification.

The transportation enhancement program is the most flexible and comprehensive of all STP programs. Tribal governments are eligible to apply.⁴⁷ The match requirement is generally 86.5 percent – federal and 13.5 percent – state. Applicants may use funds from other federal agencies for match. Thus, up to 100 percent of an individual project may be financed with federal funds. Washington State enhancement funds total \$24.9 million for 2002-2003. The program contact is David Kaiser, Highways and Local Programs, Washington State Department of Transportation, PO Box 47390, Olympia, Washington 98504-7390. Telephone: 360-705-7381. E-mail: kaiserd@wsdot.wa.gov

B.1.a.4 Hazard Elimination Safety (HES). The purpose of HES is to eliminate hazards on federal classified routes with 1) intersection improvements, 2) protective and warning devices, 3) alignment improvements and 4) other methods. The program supports improvements to “High Accident Locations” (HAL) and “Risk Locations” (where high volumes, speeds and unsafe conditions are present). “HAL” is currently funded at \$10 million and “Risk,” at \$6 million. The match requirement is generally 80 percent – federal and 20 percent – state. Tribal governments are eligible. It should be noted, this program may be modified with TEA-21 reauthorization.

The program contact is Dave Zevenbergen, Washington State Department of Transportation, Highways and Local Programs, PO Box 47309, Olympia, Washington 98504-7390. Telephone: 360-705-7384. E-mail: zevenbd@wsdot.wa.gov

B.1.b Discretionary Funds. Discretionary funds are not distributed automatically to States. They must be requested and are issued at the discretion of the U.S. Secretary of

⁴⁷ However, to be considered for funding, the STP project must be administered and the application signed by a Certification Acceptance (CA) agency. The Jamestown S’Klallam, if applying, should seek a “CA Sponsor” which could be the Peninsula Regional Transportation Planning Organization or the Clallam County Public Works Department.

Transportation and/or the U.S. Congress. Tribal governments may also request these funds through the BIA or a congressional representative. Six discretionary programs are described in this section: High Priority (Demonstration) Projects, Job Access/Reverse Commute, Public Lands Highways, Recreational Trails, Scenic Byways and Transportation-Community-System Preservation. A description of each follows.

B.1.b.1 High Priority and Demonstration Projects. The U.S. Congress provides funds for named high priority projects identified in federal authorization bills. The program is authorized at a funding level of \$9.4 billion, which represents a 54 percent increase over ISTEA funding. Washington State has received \$199 million for high priority projects over the last six years. The match requirement is 80 percent – federal and 20 percent – state. Some projects, such as planning studies, are funded at 100 percent. Tribal governments are eligible to apply.

The program contact is Rick Smith, Director of Program Management, Washington State Department of Transportation, PO Box 47325, Olympia, Washington 98504-7325. Telephone: 360-705-7150. E-mail: smithrick@wsdot.wa.gov

B.1.b.2 Job Access – Reverse Commute Grants. The Job Access Program provides competitive grants to local governments and non-profit organizations. Its purpose is to link transportation and employment for welfare recipients and the low-income. Coordination with human services is required. Area transit agencies must also approve the program before a request is forwarded to Washington DOT. The Reverse Commute Program supports access to suburban jobs from urban centers.

TEA-21 funding for the program increased from \$70 million in 1999 to \$150 million in 2003. The maximum federal share is 50 percent but other federal funds may be used to meet the local match, including Temporary Assistance for Needy Families (TANF). Grant applications must discuss 1) the percent of population on welfare, 2) the need for additional services, 3) coordination with existing transportation and social service agencies, 4) use of innovative approaches, 5) presence of a regional plan, 6) long-term financing strategies and 7) consultation with the community to be served. In 2002, Washington DOT received a new \$2.1 million federal grant for the program. Tribal governments are eligible for funding.

The program contact is Kathleen Davis, Washington State Department of Transportation, P.O. Box 47390, Olympia, Washington 98504. Telephone: 360-705-7377. E-mail: kdavis@wsdot.wa.gov

B.1.b.3 Public Lands Highway (PLH). The Public Lands Highway Program is a discretionary program that supports public lands highways.⁴⁸ The Jamestown S’Klallam Tribe is federally recognized and, thus, eligible to apply for PLH funds. They cover planning, research, engineering and construction. Eligible projects usually plan for tourism and recreational travel, vehicular parking, interpretive signage, acquisition of scenic easements, pedestrian and bicycle service, roadside rest areas and other facilities such as visitor centers. PLH funds may be used as match for any federal-aid project. The program is 100 percent federally funded. The Tribe’s Scenic Pullout-Transit Shelter on US101 was funded by PLH in 1996.

In prior years, candidate projects were ranked by the State DOT, after receiving applications from Tribal governments. The State project list was then forwarded to the Federal Highway Administration for funding in the next calendar year. The new method for requesting PLH funds is through a congressional representative. For the Jamestown S’Klallam, this would be through the offices of:

- Senator Patty Murray, 2988 Jackson Federal Building, 915-2nd Ave., Seattle, Washington 98174. Telephone: 206-553-5545. E-mail: senator.murray@murray.senate.gov
- Congressman Rick Larsen, 1529 Longworth HOB, Washington, DC 20515. Telephone: 202-225-2605. E-mail: Rick.Larsen@mail.house.gov

B.1.b.4 Recreational Trails. The Recreational Trails Program is authorized under ISTEA *Section 1112* and continues under TEA-21. Eligible activities include: 1) development, restoration and maintenance of new and existing trails, 2) purchase and lease of trail-related equipment, 3) acquisition of easements or property for trail corridors and 4) trail safety and environmental educational programs.

There is a 20 percent match requirement. The minimum award for each project is \$5,000. The maximum is \$50,000. The State must have an advisory committee – representing

⁴⁸ A public lands highway is a forest road or any highway through unappropriated or unreserved public lands, non-taxable Indian lands or other Federal reservation under the jurisdiction of and maintained by a public authority and open to public travel.

motorized and non-motorized recreational trail users – to rank and approve project applications on a competitive basis. In Washington State, the recreational trails program received approximately \$1 million in 2003. Tribal governments are eligible for funding.

The program contact is Kammie Bunes, Interagency Committee for Outdoor Recreation, 1111 Washington Street, SE, PO Box 40917, Olympia, Washington 98504-0917. Telephone: 360-902-3000. E-mail: kammieb@iac.wa.gov

B.1.b.5 Scenic Byways Program. The program was established in ISTEA and continues under TEA-21. Eligible activities include the planning, design and development of scenic byways, safety improvements, pedestrian and bicyclist facilities, rest areas, turnouts, overlooks, shoulder improvements, passing lanes and interpretive facilities. Historic and cultural activities are also eligible. These funds were used to finance a portion of the Scenic Sequim Bay Pullout - Transit Shelter on US101.

Grants are issued at the discretion of the U.S. Secretary of Transportation or the U.S. Congress. The match requirement is 80 percent – federal and 20 percent – state. Federal land management agencies may provide the non-federal share for projects on federal or tribal lands.

The program contact is Judy Lorenzo, Washington State Department of Transportation, Heritage Corridor Branch Manager, PO Box 47393, Olympia, Washington 98504-7390. Telephone: 360-705-7274. E-mail: LorenzoJ@wsdot.wa.gov

B.1.b.6 Transportation-Community-System Preservation Pilot Program (TCSP). This pilot program – authorized under TEA-21 *Section 1221* – enables research and grants to investigate the relationship between transportation, community system preservation and private sector initiatives. State, local and tribal governments and metropolitan (MPO) or regional (RTPO) planning organizations are eligible for funding. Eligible projects should reduce the environmental impact of transportation; reduce the need for costly infrastructure investments; ensure efficient access to jobs, services and trade centers; and/or examine private sector development patterns and investments. Activities may also include transit-oriented development and traffic calming measures.

\$120 million is authorized from 1999 to 2003. In allocating the funds, the U.S. Secretary of Transportation must ensure equitable distribution among a diversity of populations and geographic regions. Often funding requests are submitted directly to Congressional representatives.

The program contact is Kathleen Davis, Washington State Department of Transportation, PO Box 47390, Olympia, Washington 98504. Telephone: 360-705-7377. E-mail: kdavis@wsdot.wa.gov

B.1.c State Planning and Research (SPR) Funds. In accordance with *Title 23 U.S.C. Sections 505 and 104(f)*, two percent of federal-aid is reserved for state planning and research. The State of Washington received \$56 million in SPR funds over the six-year TEA-21 authorization. It distributes a portion by formula to each MPO/RTPO. The Jamestown S'Klallam government may request SPR funds through the Peninsula Regional Transportation Planning Organization.

The program contact is George F. Kovich, Coordinator, Peninsula Regional Transportation Planning Organization, 5720 Capital Boulevard, Tumwater, PO Box 47440, Olympia, Washington 98504-7440. Telephone: 360-704-3207. E-mail: kovichg@wsdot.wa.gov

B.2 Transit Program. Transit grants are administered through the U.S. Department of Transportation Federal Transit Administration. Programs for which the Jamestown S'Klallam may be eligible are Section 5310 and Section 5311.

B.2.a. Section 5310: Grants for Planning and Design of Mass Transportation Facilities (Elderly and Persons with Disabilities) Program. The U.S. Secretary of Transportation may make Section 5310 loans and grants to States and public bodies for mass transportation services for the elderly and persons with disabilities when service is not available or insufficient. The Secretary may also make loans and grants to nonprofit corporations and associations. The grants should coordinate or provide service where no private or nonprofit operation is available. There is no apportionment formula. Distributions are at the discretion of the U.S. Secretary of Transportation.

The program covers 80 percent of vehicle and equipment cost. The applicant must cover the remaining 20 percent with non-federal funds. The 5310 grant program receives \$2 million annually. Access is competitive. Tribal governments are eligible.

The program contact is Cathy Silins, Washington State Department of Transportation, Public Transportation and Rail Division, PO Box 47387, Olympia, Washington 98504-7387. Telephone: 360-705-7919. E-mail: silinsc@wsdot.wa.gov

B.2.b Section 5311: Non-Urbanized Area Formula Assistance Program. Section 5311 supports public transportation *in rural areas*. There must be a fair and equitable distribution of funds within States, including support for Indian reservations. Funds are apportioned to the Governor based on population in non-urban areas. The formula is updated regularly with U.S Census population estimates. Eligible activities include operating grants for purchase-of-service agreements and user subsidies.

The federal share for administration is 100 percent; for capital projects - 80 percent of net costs; and for operating expenses - 50 percent. The program is funded at \$3 million a year. For both programs (5310 and 5311), there is a consolidated application form.

The program contact is Cathy Silins, Washington State Department of Transportation, Public Transportation and Rail Division, P.O. Box 47387, Olympia, Washington 98504-7387. Telephone: 360-705-7919. E-mail: silinsc@wsdot.wa.gov

B.3 Indian Reservation Roads (IRR) Program. The IRR program was established in May 1928. It is dedicated to Indian road projects that are eligible for HTF funding. (23 U.S.C 201). The IRR system is composed of public roads and represents 54,718 miles. Fifty-six percent are State and County roads. Forty-three percent are BIA roads. The remaining are Tribal. The Bureau of Indian Affairs and the Federal Highway Administration jointly administer the program. Their mandate is to:

- Provide safe and efficient transportation and public access to and within Indian reservations, Indian lands and Alaska Native villages and communities;
- Develop transportation systems to support economic development;
- Rehabilitate or replace deficient bridges which restrict mobility;
- Improve the condition of gravel and paved roads;

- Reduce the number and severity of traffic accidents;
- Provide for employment opportunities for Indian reservation members; and
- Increase a Tribal government's capability to manage its road system.

TEA-21 authorized \$1.6 billion for the IRR program from 1998 to 2003, with \$200 million in the first year and \$275 million in each subsequent year. There are five IRR categories that apply to the Jamestown S'Klallam. They are: Transportation Planning, Construction, Traffic Safety, Maintenance and Bridge.

B.3.a IRR Transportation Planning. Up to two percent of IRR funds may be used for “those Indian Tribal Governments applying for transportation planning pursuant to the provision of the Indian Self-Determination and Education Assistance Act.”⁴⁹ With this, each government is eligible for transportation-planning funds to prepare its long-range transportation plan and related activities. Funding levels vary for each Tribal government.

The program contact is Kyle Kitchel, Community Planner, Northwest Region Office, Bureau of Indian Affairs, 911 NE 11th Avenue, Portland, Oregon 97232-4169. Telephone: 503-872-2869.

B.3.b IRR Construction. Since 1983, IRR construction funds have been distributed to the twelve BIA regions – and then to Tribes within each region – based on a Relative Need Formula. The formula determines the percentage of Highway Trust Funds to be allocated to each Tribal government in accordance with *12.U.S.C. Section 202(e)*. The allocations are based on 20 percent – population, 30 percent – vehicle-miles-traveled and 50 percent – cost-to-improve. The percentages reflect the importance of each factor.

The Tribe's population data is obtained from “Indian Service Population and Labor Force Estimates” published by the U.S. Department of Interior – Bureau of Indian Affairs. Vehicle-miles-traveled is derived by multiplying the length of each road in the Tribe's inventory by the projected traffic each road will carry over 20 years. The cost-to-improve factor is extracted from road conditions documented in each Tribe's inventory. The BIA estimates the cost to improve each road segment. The costs are then summed and represent the cost-to-improve factor. The Relative Need Formula is computed as:

$$A = 0.5 \times (CI / \text{Total } CI) + 0.3 \times (VMT / \text{Total } VMT) + 0.2 \times (POP / \text{Total } POP)$$

Where:

<i>A</i>	= Percent of relative need for an individual Tribe
<i>CI</i>	= Total cost- to-improve for an individual Tribe
<i>VMT</i>	= Total vehicle-miles-traveled for an individual Tribe
<i>POP</i>	= Total population for an individual Tribe
<i>Total CI</i>	= Total cost to improve for all Tribes
<i>Total VMT</i>	= Total vehicle miles traveled for all Tribes
<i>Total POP</i>	= Total population for all Tribes
<i>0.50, 0.30, 0.20</i>	= Coefficients reflecting relative importance for each formula factor

According to the BIA, the Jamestown S’Klallam’s 2002 distribution factors are: \$343,500 - Cost-To-Improve, \$0 – Vehicle-Miles-Traveled and 641 – Population.

The Tribe’s share of the BIA Northwest Region’s \$18.1 million planning-construction funds was \$24,890 in 2002, with \$24,320 for construction and \$570 for 2%-Planning. Rather than issuing specific amounts to each Tribal government, the Northwest Region pools the funds and distributes when eligible projects are ready-to-go. Table 24, page 124 shows the authorized 2002 distributions for the region’s 45 Tribal governments.

It should be noted that a Negotiated Rulemaking Committee – representing thirteen federal representatives and twenty-nine tribal governments – has recommended a new Relative Need Formula or TTAM – Tribal Transportation Allocation Methodology. TTAM preserves the allocation method described above and creates a fund for High Priority Projects or HPPs. HPPs receive five percent of all IRR funds for 1) emergency projects and 2) projects for Tribes with small IRR shares. TTAM also advises - when IRR funds exceed TEA-21 levels, 12.5 percent of the increase will be for HPPs. An additional 12.5 percent will flow through a new Population Adjustment Factor, which will enable a minimum allocation for all Tribes.

The contact for this program is Joseph Bonga, Area Road Engineer, Northwest Regional Office, Bureau of Indian Affairs, 911 NE 11th Avenue, Portland, Oregon 97232-4169. Telephone: 503-872-2873.

⁴⁹ “Indian Reservation Roads Program, Transportation Planning Procedures and Guidelines,” U.S. DOT Federal Highway Administration, October 1999, Pgs. 7-8.

**TABLE 24: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN
BIA Northwest Region IRR Distributions by Tribe
2002**

ANAG CT RES	RESERVATION CNP-14 OWN	COST TO IMPROVE	COST PERCENT	VMT COUNT	VMT PERCENT	POPULA TION	POP PERCENT	60-30-20 PERCENT	Total Const TOTAL	* 2% Pn TOTAL
P00001	CONANTZ	0	0.00000	0	0.00000	1482	0.00108	0.00022	40,160	1,128
P01141	GRAND RONDE	11,318,500	0.00183	12,445	0.00125	18,468	0.001344	0.000350	700,781	18,588
P01142	GRITZ	185,000	0.00001	70	0.00001	2,843	0.00148	0.00031	68,485	1,800
P01152	COOS-L. LIMPOUN	2,841,800	0.00028	8	0.00000	341	0.00025	0.00018	38,949	808
P01153	COWCREEK BAND OF UMPQUA	0	0.00000	8	0.00000	454	0.00033	0.00007	14,783	348
P01185	COQUILLE INDIAN TRIBE	1,481,000	0.00013	980	0.00004	388	0.00038	0.00013	28,114	658
P02101	COQUILLE	191,385,000	0.01188	57,887	0.00511	13,388	0.00077	0.00080	2,168,811	80,538
P04108	FORTY FILL	91,976,800	0.00840	98,878	0.00886	6742	0.00482	0.00089	1,568,886	38,483
P04185	NORTHWESTERN BAND AND SHOS	0	0.00000	0	0.00000	283	0.00021	0.00004	8,187	218
P05181	COLEMAN DALENE	13,807,500	0.00127	5,823	0.00089	1,588	0.00118	0.00015	232,701	5,432
P05182	NEZ PERCE	6,888,200	0.00078	628	0.00008	1,838	0.00134	0.00008	151,181	3,542
P05183	KOOTENAI	67,308	0.00001	738	0.00007	681	0.00084	0.00015	34,486	888
P05185	CHENABUK	103,500	0.00001	48	0.00000	1,475	0.00108	0.00022	48,283	1,184
P05188	HON	288,800	0.00002	85	0.00001	87	0.00087	0.00003	8,533	183
P05116	CHUMBU	1,288,200	0.00011	188	0.00002	885	0.00048	0.00016	35,825	832
P05117	CHUMBU	10,508,488	0.00089	14,271	0.00144	3,203	0.00234	0.00138	388,787	7,288
P05118	SHOSHONE BAND	3,278,808	0.00088	678	0.00005	883	0.00078	0.00001	88,483	1,808
P05120	SHOSHONE	888,200	0.00088	188	0.00002	1,828	0.00133	0.00008	87,888	1,888
P05121	SHOSHONE ISLAND	1,188,700	0.00090	458	0.00006	2,882	0.00152	0.00037	82,888	1,821
P05125	LOWER ERYIA	881,288	0.00088	22,888	0.00232	3,824	0.00221	0.00117	258,816	8,888
P05128	JAMESTOWN KILLAM	343,500	0.00003	0	0.00000	841	0.00047	0.00011	24,228	578
P05143	SHOSHONE	2,731,400	0.00085	11,831	0.00117	2,482	0.00175	0.00083	184,801	4,811
P05148	KLAMATH	8,282,800	0.00087	808	0.00088	3,328	0.00242	0.00078	175,887	4,121
P05144	SHOSHONE	2,388,500	0.00082	68	0.00001	228	0.00017	0.00014	32,884	782
P05145	WARM SPRINGS	134,882,200	0.01228	181,888	0.00821	3,837	0.00288	0.00184	2,888,877	88,708
P18187	LUMMI	288,300	0.00002	1,878	0.00028	4,848	0.00038	0.00005	188,888	3,888
P18188	MUCKLESHOOT	1,114,888	0.00028	188,833	0.01188	3,821	0.00057	0.00088	885,887	20,758
P18189	MUCKLESHOOT	184,188	0.00082	187,372	0.01588	3,451	0.00282	0.00027	1,772,185	27,488
P18181	MUCKLESHOOT	288,308	0.00082	888	0.00088	2,842	0.00207	0.00045	188,784	2,881
P18113	PORT GAMBLE	573,288	0.00005	884	0.00000	1,884	0.00088	0.00005	48,434	1,884
P18114	PORT MADISON	41,700	0.00000	28,823	0.00002	3,288	0.00241	0.00088	242,284	5,878
P18116	PORT MADISON	25,800	0.00000	171	0.00002	17,318	0.01284	0.00233	884,188	13,218
P18118	PORT MADISON	1,588,888	0.00014	1,328	0.00011	182	0.00012	0.00013	28,781	878
P18122	SHOSHONE	277,800	0.00003	75,211	0.00057	838	0.00088	0.00042	588,845	12,827
P18123	TULALIP	23,808	0.00000	58	0.00000	3,248	0.00237	0.00048	105,788	2,478
P18131	UPPER SHAGIT	11,508	0.00000	17,823	0.00171	843	0.00047	0.00001	135,488	3,178
P18133	SHOSHONE INDIAN TRIBE	144,300	0.00001	25,388	0.00258	578	0.00042	0.00088	188,788	4,488
P18138	SHOSHONE TRIBE	0	0.00000	0	0.00000	182	0.00012	0.00002	8,284	128
P18139	SHOSHONE	282,700	0.00003	42	0.00000	182	0.00013	0.00004	8,888	212
P11134	SHOSHONE	38,888,388	0.00082	41,838	0.00822	15,888	0.01188	0.00088	1,484,842	34,377
P12102	SHOSHONE	47,273,888	0.00431	48,188	0.00484	2,288	0.00184	0.00087	883,325	20,887
P12103	KALISPEL	3,480,308	0.00031	1,148	0.00011	788	0.00014	0.00022	48,250	1,131
P12188	FLATHEAD	82,353,700	0.00782	18,214	0.00483	11,338	0.00828	0.00088	1,327,518	31,184
P15188	METLAKHTLA-KAMETTE	13,842,488	0.00128	18,445	0.00187	1,883	0.00148	0.00181	338,481	7,883
P15189	MUKAH	18,447,288	0.00188	28,832	0.00278	1,781	0.00128	0.00181	425,817	8,888
45		638,282,388		888,871		147,148		7.86287%	17,888,888	414,887

B.3.c. IRR Traffic Safety. Through the Indian Traffic Safety Program, the BIA issues grants for traffic safety projects. The objective is to reduce the number of traffic accidents on Indian reservations. Projects are selected on a competitive basis. Notice of funding is distributed each January to the Tribal Chair. The program contact is Larry Archambeau, Program Manager, Bureau of Indian Affairs, Indian Highway Safety Program, 505 Marquette, NW, Suite 1425, Albuquerque, New Mexico 87102. Telephone: 505-248-5053. Ext. 16.

B.3.d IRR Maintenance. Since 1951, the U.S. Congress has appropriated funds for the maintenance of BIA roads. U.S. DOT distributes the funds – roughly \$26 million annually – directly to the BIA, which apportions to Tribes based on formula and need. The Northwest Region receives roughly \$2.8 million.

The program contact is Kyle Kitchel, Community Planner, Northwest Region Office, Bureau of Indian Affairs, 911 NE 11th Avenue, Portland, Oregon 97232-4169. Telephone: 503-872-2869.

B.3.e IRR Bridge. The IRR Bridge Program was established in 1992 and is administered by the BIA. Different from past years, one-percent of a State's federal-aid bridge program is no longer transferred to the BIA. A separate \$13 million Nationwide Priority Program is now available for IRR bridges. To be eligible, the bridge must be:

- on an IRR road and have an opening of 20 feet,
- unsafe due to structural deficiency, deterioration or functional obsolescence and
- recorded in the National Bridge Inventory.

The program contact is Joseph Bonga, Area Road Engineer, Northwest Regional Office, Bureau of Indian Affairs, 911 NE 11th Avenue, Portland, Oregon 97232-4169. Telephone: 503-872-2873.

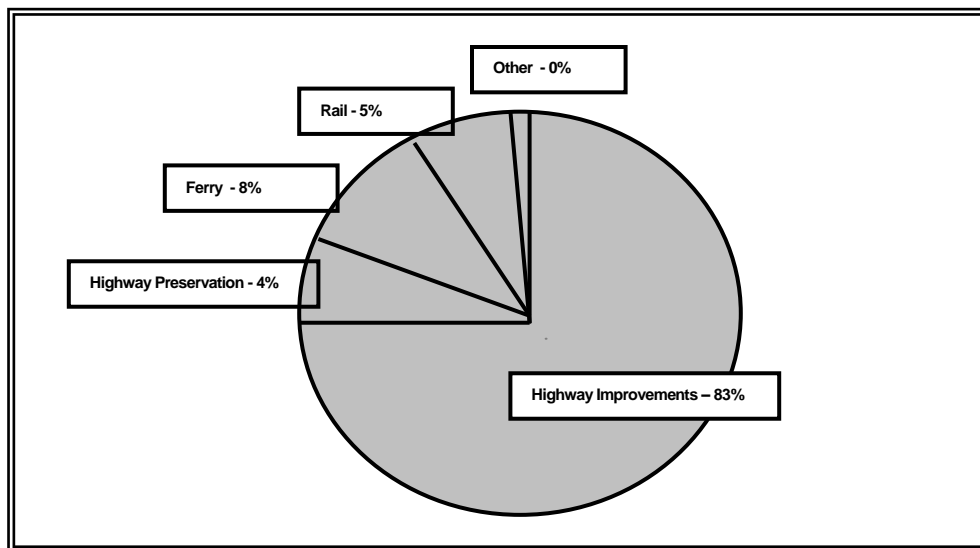
The federal-aid programs are summarized in Table 25, page 126.

**TABLE 25: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN
Federal Transportation Fund Programs**

Program	Description	Match
Non Discretionary Federal-Aid Program		
National Highway System	Grants for improvement projects on and off the NHS system.	86% - Federal 14% - State/Local
STP – Hazard Elimination Safety	Grants to eliminate hazards on federally classified routes.	80% - Federal 20% - State/Local
STP – Transportation Enhancements	The most flexible grant program for multi-modal projects.	86.5%- Federal 13.5% - State
Discretionary Federal Aid-Program		
High Priority Demonstration Projects	Priority transportation projects authorized by U.S. Congress.	80%-Federal 20% - State
Job Access – Reverse Commute	Grants linking transportation service to employment.	50% - Federal 50% - State/Local
Public Lands Highway	Grants to preserve roads on federal and Indian lands.	100%
Recreational Trails	Grants to develop and maintain public recreational trails.	80% - Federal 20% - State/Local
Scenic Byways	Grants for planning, development and enhancement of scenic byways.	80% - Federal 20% - State/Local
Transportation-Community-System Preservation	Grants for improving transportation systems and services.	100%
State Planning and Research	Grants for transportation research and planning.	Variable
Transit Federal-Aid Program		
FTA Section 5310	Grants for elderly and disabled transit service.	80% - Federal 20% - State/Local
FTA Section 5311	Grants for transit service in rural areas.	50-80% - Federal 20% - State/Local
Indian Reservation Roads (IRR) Program		
IRR Planning	Grants for Tribal transportation planning.	100%
IRR Construction	Grants – by formula – for IRR road construction and preservation.	100%
IRR Traffic Safety	Grants for Tribal traffic safety projects.	100%
IRR Bridge	Grants for IRR bridge improvements.	100%
IRR Maintenance	Grants – by formula – for IRR road maintenance.	100%

C. STATE TRANSPORTATION FUNDS. Washington State draws from nearly 60 sources to support its transportation system. The largest source is the motor vehicle fuel tax and sales tax. The tax revenue is placed into state accounts and drawn for specific transportation uses. Recent voter initiatives and a lingering economic recession have diminished these accounts. *Referendum 51*, which would have increased transportation spending by \$7.7 billion over ten years, failed in November 2003.⁵⁰ Pressed for new revenue, the State Legislature this year passed *Transportation 2003* or *HB2231*. The bill creates a \$4.2 billion, ten-year transportation investment program. As shown in Figure 17, emphasis is on highway projects (83 percent). The taxes and fees raised by *HB2231* are shown in Table 26, page 128.

**Figure 17: New Washington State Transportation Revenue
(HB 2231)
Allocation by Mode - 2004 to 2013**



⁵⁰ Referendum 51 requested a 9-cent increase in the gasoline tax, a one percent motor vehicle sales and use tax, and a 15 percent surcharge on annual licensing fees for vehicles over 10,000 pounds gross weight. The referendum was rejected by 61.6 percent of the voters.

**TABLE 26: New Washington State Transportation Revenue
(HB 2231)
2004 – 2013**

Restricted Revenues		
	5-Cent Gas Tax Increase	1,747,250,000
	15 Percent Increase in Gross Weight Fees	118,224,000
	Title Fee Transfer	58,500,000
	Bond Proceeds	2,600,000,000
	Less Debt Service	(950,471,000)
Sub Total		3,573,503,000
Flexible Revenues		
	0.3 Percent Sales Tax on Motor Vehicles	347,797,000
	\$20 Plate Number Retention Fee	40,000,000
	Bond Proceeds	349,500,000
	Less Debt Service	(132,100,000)
Sub Total		605,197,000
Total		4,178,700,000
<p><i>Explanation:</i></p> <ul style="list-style-type: none"> ▪ <u>Gas Tax.</u> The tax on motor vehicle fuels increases by 5-cents per gallon, from 23 to 28 cents, in July 2003. This, and related gas taxes, is expected to generate \$1.75 billion over 10 years. ▪ <u>Gross Weight Fees.</u> The gross weight portion of the combined license fee for trucks, tractors and buses increases by 15 percent. This is expected to generate \$118 million. ▪ <u>Title Fee.</u> Additional fees are expected to generate \$59 million. ▪ <u>Sales Tax on Vehicles.</u> The motor vehicle sales and use tax will increase from 6.5 to 6.8 percent. It is expected to generate \$348 million. ▪ <u>License Plates.</u> Beginning November 2003, for a fee of \$20, vehicle owners may keep existing license numbers on replacement plates. This is expected to generate \$40 million. ▪ <u>Restricted vs. Flexible.</u> Of the \$4,179 million new funds, \$3,574 million is restricted by the 18th amendment to the State Constitution, which limits use to highways only. \$605 million may be used for any transportation purpose. 		

The six state fund sources that may support the Jamestown S’Klallam are County Arterial Preservation Account, Rural Arterial Trust Account, Rural Mobility Grant Program, Paratransit Grant Program, Non-Highway and Off-Road Vehicle Activities Program (NOVA) and Washington Wildlife and Recreational Program (WWRP). Each is described below.

C.1 County Arterial Preservation Account. The purpose is to maintain and preserve County arterials in unincorporated areas. Distributions to Counties are based on total paved arterial lane miles. The account will receive \$28 million in 2003-2005. Clallam County received

\$140,000 in 2002 and is slated to receive a similar level in 2003. Revenues are generated from gas tax and treasury deposit earnings.

The program contact is Randy Hart, Grant Program Engineer, County Road Administration Board, 2404 Chandler Court, SE, Suite 240, Olympia, Washington 98504-0913. Telephone: 360-664-3299, ext. 232. E-mail: randy@crab.wa.gov

C.2 Rural Arterial Trust Account. The Rural Arterial Trust Account provides grants on a competitive basis to Counties for improvements and construction of roadway collectors in rural areas. The program will receive \$38 million in 2003-2005. Revenue sources are the gas tax and treasury deposit earnings.

The program contact is Randy Hart, Grant Program Engineer, County Road Administration Board, 2404 Chandler Court, SE, Suite 240, Olympia, Washington 98504-0913. Telephone: 360-664-3299, ext. 232. E-mail: randy@crab.wa.gov

C.3 Rural Mobility Grant Program. The Rural Mobility Grant program was established by the State Legislature in 1993. It enables public transportation in rural communities without service. A nine-member committee, which reports to the state Secretary of Transportation and represents rural interests, distributes the funds. Eligible projects must serve people residing in rural communities. Higher consideration is given to projects which:

- Meet a demonstrated need for transportation in communities without public transit,
- Involve inter-jurisdictional approaches to public transportation programs,
- Demonstrate local support with match and agency coordination,
- Incorporate new and innovative approaches to public transportation, and
- Include mechanisms to measure and evaluate success.

Grants are available for planning, vehicle and equipment purchases, construction and operating assistance (including purchased service.) Tribal governments are eligible for funding.

The program contact is Jerry Irvs, Washington State Department of Transportation, Public Transportation and Rail Division, PO Box 47387, Olympia, Washington 98504. Telephone: 360-705-7912. E-mail: irvsj@wsdot.wa.gov

C.4 Paratransit Grant Program. Persons with special transportation needs are unable to transport themselves or purchase transportation because of physical or mental disability, income status or age. (RCW 47.06B). The Washington State Legislature created the Paratransit Grant Program to:

- Provide service for persons with special transportation needs,
- Enhance the access of such persons to health care, shopping, education, employment, public services and social opportunities and
- Enable communities to identify, plan and address the special transportation needs of their residents.

Grants may be issued for operating and capital assistance, matching funds for federal grants and project development (to implement community coordination.) Eligible organizations include public transportation agencies and Tribal governments. There is no match requirement however local match is encouraged. Though the 2003-2005 funding cycle is over, a call for projects may be issued in July 2004. The program funding level is \$4 million.

The program contact is Jerry Irvs, Washington State Department of Transportation, Public Transportation and Rail Division, PO Box 47387, Olympia, Washington 98504. Telephone: 360-705-7912. E-mail: irvsj@wsdot.wa.gov

C.5 Non-Highway and Off-Road Vehicle Activities (NOVA). The purpose of NOVA is to acquire, plan, develop and manage services for off-road bikers, equestrians, bicyclists and other users of non-highway roads. The program is funded through the motor vehicle gas tax. Tribal governments are eligible but must have a current outdoor recreation plan or business plan. Applications are reviewed on a competitive basis with funding divided into four categories: 1) Non-Highway Road Capital and Planning, 2) Off-Road Vehicle Capital and Planning, 3) Education and Enforcement and 4) Maintenance and Operations. Projects are funded at 100 percent. NOVA received \$3.6 million for 2003-2004.

The program contact is Kammie Bunes, Interagency Committee for Outdoor Recreation, 1111 Washington Street, SE, PO Box 40917, Olympia, Washington 98504-0917. Telephone: 360-902-3000. E-mail: kammieb@iac.wa.gov

C.6 Washington Wildlife and Recreational Program (WWRP). WWRP enables the acquisition and development of parks, water access, trails and critical habitats. Tribal governments are eligible but must have an outdoor recreational or habitat conservation plan. There are seven WWRP categories in two State accounts:

- *Outdoor Recreation Account:* Local Park, State Park, Trails, Water Access.
- *Habitat Conservation Account:* Critical Habitat, Natural Areas, Urban Wildlife Habitat.

Applications are evaluated on a competitive basis. There is a 50 percent match requirement for local and tribal governments. The Governor and State Legislature approve the final list of projects. Funds are from general obligation bonds and those assigned by the State Legislature. The program received \$45 million for 2003-2005.

The program contact is Kammie Bunes, Interagency Committee for Outdoor Recreation, 1111 Washington street, SE, PO Box 40917, Olympia, Washington 98504-0917. Telephone: 360-902-3000. E-mail: kammieb@iac.wa.gov

These state fund sources are summarized in Table 27.

TABLE 27: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN State Transportation Fund Programs		
Account	Description	Agency
County Arterial Preservation	Funds pavement, resurfacing and rehabilitation of County arterials.	CRAB
Rural Arterial Trust	Funds construction and improvements to County major and minor collectors in rural areas.	CRAB
Rural Mobility Grant Program	Funds public transportation projects in rural areas.	WSDOT
Paratransit Grant Program	Funds public transportation services for persons with special transportation needs.	WSDOT
Non-Highway & Off Road Vehicle Activities (NOVA)	Supports the acquisition, planning and development of off-road recreational facilities and trails.	Interagency Committee for Outdoor Recreation
Washington Wildlife and Recreational Program (WWRP)	Funds acquisition and development of parks, water access sites, trails, critical habitat and natural areas.	Interagency Committee for Outdoor Recreation

D. ALTERNATIVE FUNDS. This section describes alternative fund sources that may support Jamestown S'Klallam transportation programs. They are Aquatic Lands Enhancement Account Grant Program, Community Development Block Grant, Economic Development Technical Grant, Indian Community Development Block Grant, Public Works Construction Grant, Rural Community Assistance Program and Social and Economic Development Strategies Program. Each is described below.

D.1 Aquatic Lands Enhancement Account (ALEA) Grant Program. The Washington Legislature created this State program in 1984. It supports projects that protect wildlife, fish habitats, and enhance public access to water resources. To be eligible, projects must be on or associated with navigable waters.

The program operates on a two-year funding cycle. A call for applications is announced in the Spring of even years. The process is competitive. Grant awards may not exceed \$1 million and should be completed within two years. A one-to-one match is required. Tribal governments are eligible to apply. The next round of ALEA grants is dependent on appropriation by the State Legislature.

The program contact is Leslie Ryan, Washington State Department of Natural Resources, P.O. Box 47027, Olympia, Washington 98504-7027. Telephone: 360-902-1064. E-mail: leslie.ryan@wadnr.gov

D.2 Community Development Block Grant (CDBG) – General Purpose and Planning Only. The CDBG programs are restricted to low and moderate-income communities only.⁵¹

The CDBG General-Purpose Program provides grants for public facilities such as streets. Tribal governments are eligible. Depending on Congressional action, \$7 million should be available this year. Applications are screened on a competitive basis. The maximum amount for a single grant is \$750,000. The call-for-project opens in September and closes in mid-November. Awards are announced in February.

The CDBG Planning Only Program issues grants for public and community facilities, economic development and planning projects. While Tribal governments are not eligible, eligible

⁵¹ Low and moderate income is defined as 80 percent of County median income.

jurisdictions (cities with less than 50,000 population and Counties with less than 200,000) may include Tribal governments in funded projects. \$400,000 is available in 2003. Awards are limited to up to \$24,000 for a single jurisdiction and \$40,000 for multiple jurisdictions. Applications are processed throughout the year on a funds-available basis.

The contact for both programs is Dan Riebli, CDBG Program Manager, Washington State Department of Community, Trade and Economic Development, PO Box 48300, Olympia, Washington 98504. Telephone: 360-725-3017. E-mail: danr@cted.wa.gov

D.3 Economic Development Technical Grants. These grants are issued by the U.S. Economic Development Administration to address economic development problems within States and on Indian reservations. Eligible activities include feasibility studies, preparation and maintenance of a Comprehensive Economic Development Strategy (CEDS) and implementation of the strategy. Match requirements vary depending on economic distress. There is no funding cycle but awards are generally issued in November of each year.

The program contact is Lloyd Kirry, Economic Development Administration, 915 Second Avenue, Room 1856, Seattle, Washington 98174. Telephone: 206-220-7682. E-mail: lkirry@eda.gov

D.4 Indian Community Development Block Grants (ICDBG). The Community Development Block Grant program for Indian Tribes is administered by the U.S. Department of Housing and Urban Development. The program provides grants to Indian and Alaska Native communities. Eligible projects include infrastructure construction for roads, water and sewer facilities and single or multipurpose community buildings. The Northwest Region received \$4 million in ICDBG funds in 2003. Applications are processed through the HUD Seattle Office. The call-for-projects is posted annually in the Federal Register.

The program contact is Ray Engle, Grants Management Specialist, HUD, Office of Native American Programs – Seattle, 909 First Avenue, Suite 300, Seattle, Washington 98104. Telephone: 206-220-5270. E-mail: RayEngle@HUD.gov

D.5 Public Works Construction Grants. The purpose of this program is to attract new industry, encourage business expansion and generate long-term private sector jobs. Eligible

projects include water and sewer facilities serving industry and commerce, access roads to industrial sites, port and business incubator buildings. Water quality, wastewater, transportation, flood management and solid or hazardous waste projects qualify. The match requirement is usually 30 percent but depends on the degree of economic distress. Tribal governments are eligible to apply.

The contact for this U.S. Economic Development Administration program is Lloyd Kirry, 915 Second Avenue, Room 1856, Seattle, Washington 98174. Telephone: 206-220-7682. E-mail: lkirry@doc.gov

D.6 Rural Community Assistance Program (RCAP). The U.S. Department of Agriculture - Forest Service administers this \$20 million national program. Its purpose is to provide grants to timber-dependent communities in rural areas. Communities with populations less than 10,000 are eligible, as are Tribal governments. The maximum award per application is \$50,000. Grants assist in the study, design, engineering and/or implementation of new community economic development strategies. Eligible communities must have a strategic plan or community action plan. Applications may be submitted in January, March and May of each year. Program funds in Washington State total \$500,000 in 2003.

The program contact is Sheila Walker, USDA Forest Service, Olympic National Forest, 1835 SW Black Lake Boulevard, Suite A, Olympia, Washington 98512. Telephone: 360-956-2298. E-mail: swalker@fs.fed.us

D.7 Social and Economic Development Strategies (SEDS). The U.S. Department of Health and Human Services administers the SEDS program. It provides grant assistance to Tribal governments to improve governance and to promote social and economic development. Eligible projects include:

- Development of a community economic infrastructure that will result in businesses, jobs and an economic support structure;
- Establishment or expansion of businesses and jobs in tourism, agriculture, light and heavy manufacturing and technology and Internet activities
- Strengthening the Indian community's economic base through business development and enterprise zone ventures.

Grants are not awarded for construction or real property acquisition. Awards range from \$50,000 to \$1 million. Grantees must provide 20 percent match. Applications may be submitted in January and May of each year. SEDS grants in Washington State totaled \$3.6 million in 2002. In Clallam County, the Lower Elwha Tribe received \$349,630 and the Makah Tribe received \$277,749.

The program contact is Theron Wauneka, Project Manager, ACKCO, Inc., 2214 N. Central, Suite 250, Phoenix, Arizona 85004. Telephone: 800-525-2859. E-mail: Theron.Wauneka@ackco.com

These alternative fund programs are summarized in Table 28.

Table 28: JAMESTOWN S'KLALLAM TRANSPORTATION PLAN Alternative Fund Programs		
Program	Description	Match
Aquatic Lands Enhancement Account	Grants for water-related access and habitat improvement. (DNR)	50% - State 50% - Local
Community Development Block Grant – General Purpose and Planning Only	Grants for planning and development in low and moderate income communities (State –CTED)	100% - Federal
Economic Development Technical Grants	Grants for economic development in States and on Indian reservations (EDA)	Variable
Indian Community Development Block Grants	Grants for housing and economic development (HUD)	Variable
Public Works Construction Grants	Grants for construction of facilities to attract new industry, encourage business expansion, diversify economy and generate jobs (EDA)	70%-75% - Federal 25%-30% - Local
Rural Community Assistance Program	Grants for economic development in rural communities. (USDA-Forest Service)	Variable
Social and Economic Development Strategies	Grants to Indian governments for governance, social and economic development (DHHS)	80% - Federal 20% - Local

Jamestown S'Klallam 2003 Transportation Plan

TECHNICAL APPENDIX

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TECHNICAL APPENDIX A *This technical appendix contains the findings of two (2) technical review meetings for the draft Jamestown S'Klallam Transportation Plan. The first was held on June 24, 2003 and the second, on July 23, 2003. Each are summarized here.*

#1. US101 DESIGN ALTERNATIVES. A Technical Review was held at the Jamestown S'Klallam Administration Building on June 24, 2003. The purpose was to review alternatives to conditions and operations on the US101 corridor in Blyn. Tribal, federal and state transportation officials attended the meeting.⁵² Land uses (current and proposed) were reviewed, as were traffic volumes, speeds and accidents. Several alternatives were discussed. These are illustrated in Figures T1, T2 and T3 (pages 141, 142 and 143) and summarized below.

Alternative A1 - Blyn Crossing Overpass. This alternative attempts to resolve the north-south crossing, access, speed and capacity issues on US101 and connecting County roads. The components of Alternative A1 are:

US101

- Construct US101 overpass from Blyn Crossing to Woods Road.

Old Blyn Highway

- Vacate Old Blyn Highway from Blyn Crossing, west.
- Widen and improve Old Blyn Highway from Blyn Crossing east, to the Tribal Administration Building.
- Construct a mountable cul-de-sac, east of Tribal Administration Building (resulting in closure of Old Blyn Highway at that location).
- Upgrade east-end access onto US101 at either Blyn Road or Old Blyn Highway.

Other Roadway Improvements

- Widen and improve Corriea Road and connect to Woods Road.
- Widen and improve Woods Road from the Corriea Road connection to a proposed US101 frontage road.
- Construct a US101 frontage road (south of US101) from Woods Road east to Zaccardo Road.

⁵² (1) Annette Nesse – Jamestown S'Klallam Director of Administration and Planning; (2) Kyle Kitchel – Bureau of Indian Affairs NW Office Liaison, (3) George Korvich – Washington State Department of Transportation RTPO Coordinator, (4) Brian Walsh, P.E., Washington State Department of Transportation Services Engineer and (5) Valerie J. Southern – Transportation Consultant.

- Upgrade and widen the Zaccardo Road access at US101, one-quarter mile south.

US101 Access Closures

- Close access at Corriea Road, Sophus Road, Blyn Crossing, Woods Road, Chicken Coop Road and Blyn Road or Old Blyn Highway (east end).
- Consolidate and upgrade the Zaccardo-Chicken Coop access.

An Alternative A2 was also considered which connected Corriea Road to Sophus Road, rather than Wood Roads. The proposed US101 frontage road would connect to Sophus Road.

It was noted that Alternatives A1 and A2 do not provide safe, direct access to the Casino Development Area from US101, especially for recreational vehicles and service trucks.

Alternative B1 – Casino Interchange. Alternative B1 is similar to Alternative A1. Its primary purpose is to enable direct, safe access into the Casino Development Area from US101. The components of Alternative B1 are:

US101

- Construct a diamond US101 interchange west of Corriea Road with access ramps to an extended Old Blyn Highway (north) and Corriea Road (south).

Old Blyn Highway

- Widen and improve Old Blyn Highway from the Casino interchange, east to the Tribal Administration Building.
- Construct a mountable cul-de-sac, east of the Tribal Administration Building (resulting in closure of Old Blyn Highway at that location).
- Upgrade access to US101 at either Blyn Road or Old Blyn Highway (east end.)

Other Roadway Improvements

- Widen and improve Corriea Road with direct connection west to the proposed US101 diamond interchange.
- Connect Corriea Road to Woods Road.
- Improve and widen Woods Road from its Corriea Road connection to a proposed new US101 frontage road.
- Construct a US101 frontage road (south of US101) from Woods Road to Zaccardo Road.
- Upgrade and widen Zaccardo Road from its access at US101, one-quarter mile south.

US101 Access Closures

- Close local access at Corriea Road, Sophus Road, Blyn Crossing, Woods Road, Chicken Coop Road and Blyn Road or Old Blyn Highway (east end).
- Consolidate and upgrade the Zaccardo-Chicken Coop access on US101.

An Alternative B2 was also considered. It is similar to B1 except Corriea Road would connect to Sophus Road, rather than Woods Road. The proposed US101 frontage road would also connect to Sophus Road.

It was noted that Alternative B1 and B2 do not enable safe north-south traffic crossings from the Tribal Government Complex to the Social Services and Casino Development Areas. The alternatives also extend Old Blyn Highway across environmentally sensitive land, which is undesirable.

Alternative C1 – East-West Flyovers. This alternative is similar to Alternative A1 and B1. Its purpose is to enable safe access into the Casino Development Area via access ramps (flyovers) from US101. The components of Alternative C1 are:

US101

- Construct two lane “fly overs” on US101 – at the Casino Entrance Road and further west, from US101 into Corriea Road.

Old Blyn Highway

- Widen and improve Old Blyn Highway from its connection at the Casino Entrance
- Construct a mountable cul-de-sac on Old Blyn Highway, east of the Tribal Administration Building (resulting in closure at that location).
- Upgrade access to US101 at either Blyn Road or Old Blyn Highway (east end.)

Other Roadway Improvements

- Widen and improve the Casino Entrance Road with direct connection to the US101 “fly over” and Corriea Road.
- Widen and improve Corriea Road with direct connection to the proposed US101 “fly over”(north) and to Woods Road (south).
- Upgrade and widen Woods Road from Corriea Road to its connection to a proposed new US101 frontage road.
- Construct a US101 frontage road (south of US101) from Woods Road to Zaccardo Road.
- Upgrade and widen Zaccardo Road from its access at US101, one-quarter mile south.

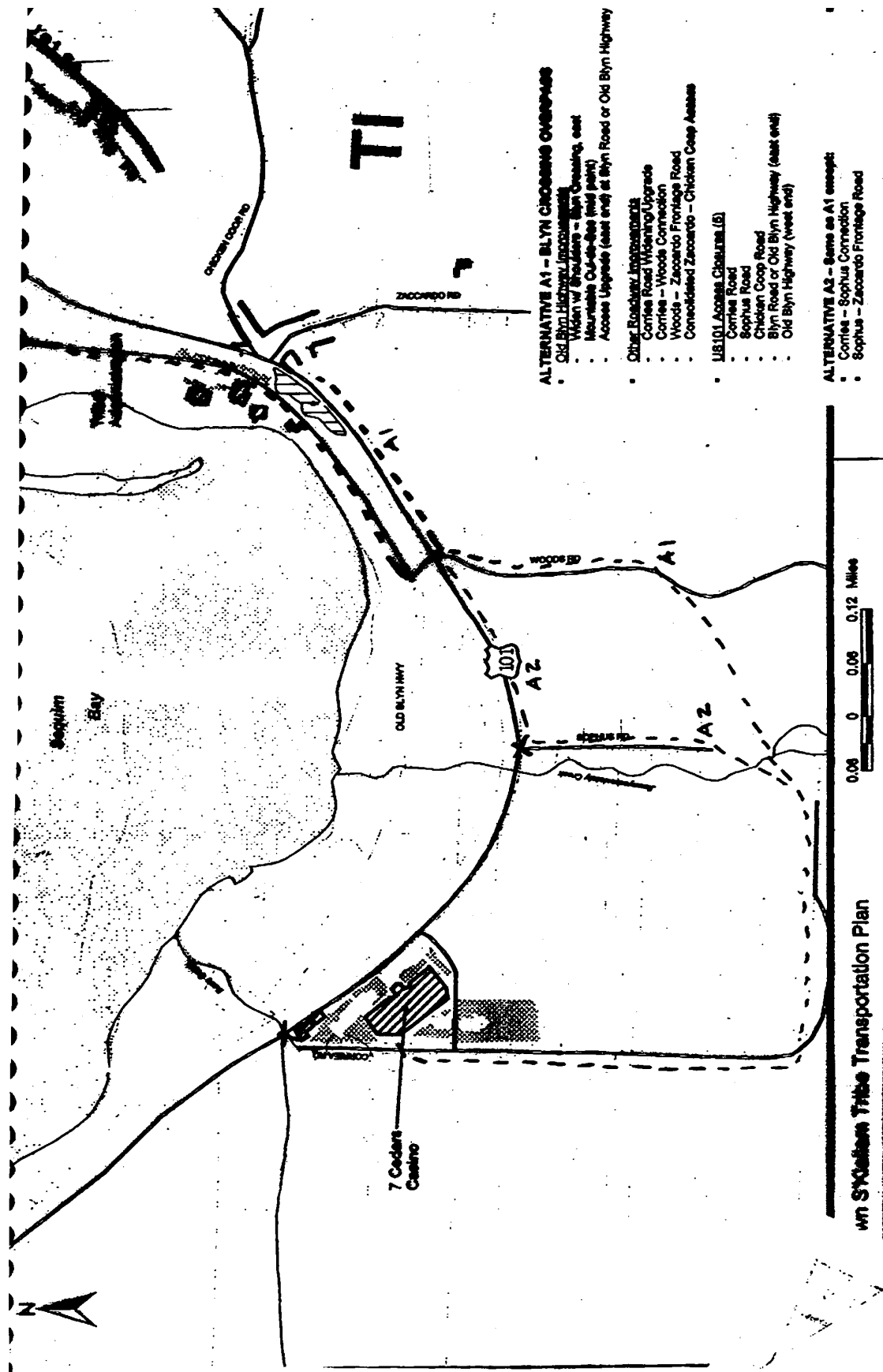
US101 Access Closures

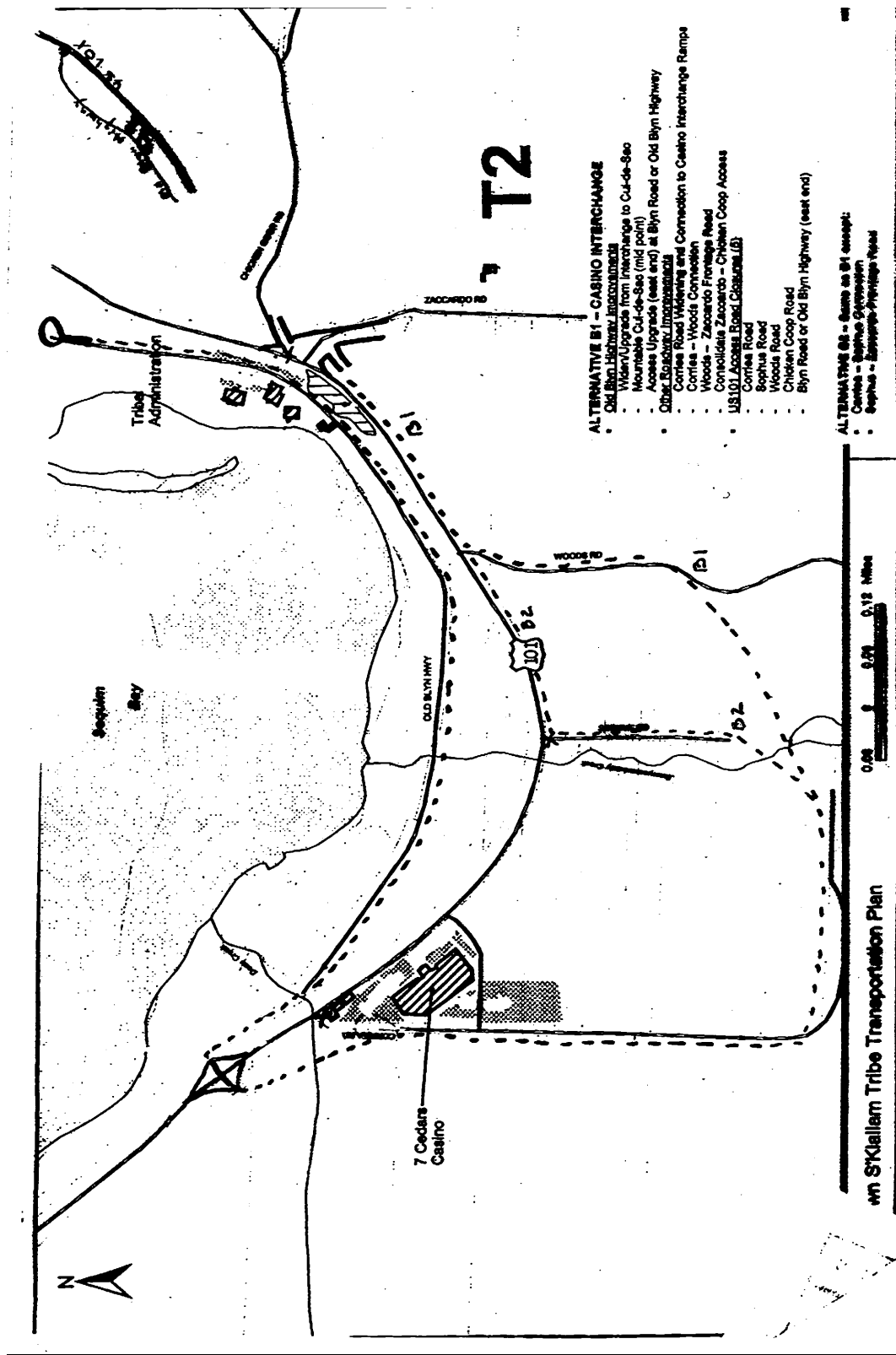
- Close local access at Corriea Road, Sophus Road, Blyn Crossing, Woods Road, Chicken Coop Road and Blyn Road or Old Blyn Highway (east end).
- Upgrade and consolidate the Zaccardo-Chicken Coop access on US101.

An Alternative C2 was considered which connected Corriea Road to Sophus Road and extended the proposed US101 frontage road west to Sophus Road.

It was determined that Alternatives C1 and C2 do not enable safe north-south traffic crossings from the Tribal Government Complex to the Social Services Building and the Casino Development Area. Moreover, the alternatives encourage extension of Old Blyn Highway across environmentally sensitive land.

Conclusion. It was determined that each Alternative addressed a portion, but not all, of the traffic access, safety and circulation issues identified by the Jamestown S’Klallam. Elements of Alternatives A1, B1 and C1 were combined and resulted in the recommended Alternative D1. This alternative is the recommended configuration discussed in the Jamestown S’Klallam 2003 Transportation Plan. Alternative D1 (entitled the *US101 Concept Plan*) is discussed in detail in Chapter V, Section B.4 (page 93) of this 2003 Transportation Plan.





#2 US101 CONCEPT PLAN DISCUSSION. A second Technical Review was held at the Jamestown S’Klallam Administration Building on July 23, 2003. The purpose was to review the transportation recommendations of the draft 2003 Transportation Plan. The review also included discussion of the proposed *US101 Concept Plan*. Tribal, federal and state transportation officials attended the meeting.⁵³ It was determined that the *US101 Concept Plan* should be retained and included in the 2003 Transportation Plan. It was also determined that two alternatives should be included, should the Tribal Council decide elements of the *US101 Concept Plan* are prohibitive. The two alternatives are presented in Figure T4 (page 147) and described here.

Option 1. Delete Blyn Crossing Overpass-Interchange: Rather than construct the Blyn Crossing Overpass (at Blyn Crossing and Woods Road), the proposed East Sequim Bay Road Interchange would be modified to include a collector road running under US101 and connecting to the proposed Frontage Road on the south side of US101. There would be roundabouts on the north and south side of the structure at East Sequim Bay Road and at the proposed Frontage Road. The East Sequim Bay Road Interchange ramps would be modified to permit EB-off, EB-on, WB-off and WB-on movements. The benefits of the alternative would include:

- Cost savings of \$15.6 million with deletion of Old Blyn Crossing Interchange.
- Protection of wetlands impacted by the Old Blyn Crossing Interchange WB-on ramp.
- Provision of a traffic crossing – north and south – under US101 with connection to the south side Frontage Road and US101 for local access and circulation.

Possible problems with the alternative include:

⁵³ (1) Annette Nesse – Jamestown S’Klallam Director of Administration and Planning; (2) Leanne Jenkins – Jamestown S’Klallam Tribal Planner; (3) Kyle Kitchel – Bureau of Indians Affairs NW Office Liaison; (4) George Korvich – Washington State Department of Transportation RTPO Coordinator, (5) Brian Walsh, P.E., Washington State Department of Transportation Services Engineer, (6) David Garlington, P.E., Washington State Department of Transportation, Transportation Engineer (Port Angeles Office) and (7) Valerie J. Southern – Transportation Consultant.

- Redistribution and “spread” of traffic further east of the Tribal Government Complex resulting in circuitous travel and infiltration into abutting land areas.
- Impact on “No Name Creek,” which is a salmon stream near the proposed interchange.

Option 2. Revise Proposed Corriea Road Partial Interchange. Rather than construct the Corriea Road Interchange as presented in the *US101 Concept Plan*, a) eliminate the WB-off ramp and further east, construct a “slip ramp” off US101 which connects to the Casino Entrance Road. The benefits include:

- Eliminates cost to construct the Corriea Road Interchange WB-off ramp, which would require “cut” into hilly grade on the south side of US101.
- Compatibility with the WSDOT US101 scheduled safety improvement project - Dawley Road to Blyn Highway.

The possible problems with the alternative include:

- Impact on Dean Creek;
- Directs regional traffic (including recreational vehicles) into the entry of the Casino complex, via the Casino Entrance Road; and
- Provides convenient WB entry but requires EB entry to follow a circuitous route from the alternative East Sequim Bay Road Partial Interchange and the south-side Frontage Road.

The following was also noted (in a later July 25, 2003 e-mail to Valerie J. Southern – Transportation Consultant) from George Kovich, Washington State Department of Transportation:

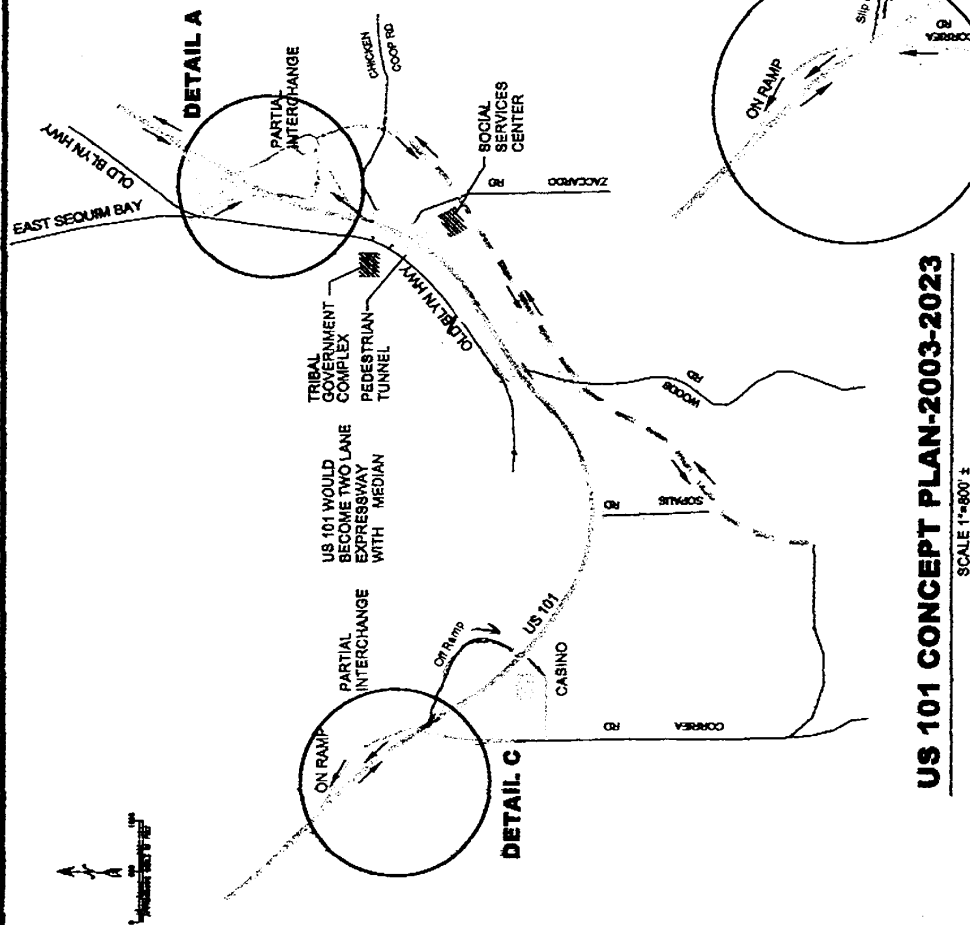
“Just an added comment on the access concepts that we discussed for US101. If the WSDOT were to agree to any interchange improvement, it would have to meet WSDOT design standards. At the moment, design standards call for a minimum of 2 mile spacing between interchanges in rural areas. It would be doubtful that WSDOT would go with the three interchanges due to the number of on and off movements in close proximity that the three would create. WSDOT would want a more detail (sic)

analysis (traffic etc.) to ensure that any improvements undertaken would improve US101 and not hinder it.”

T4

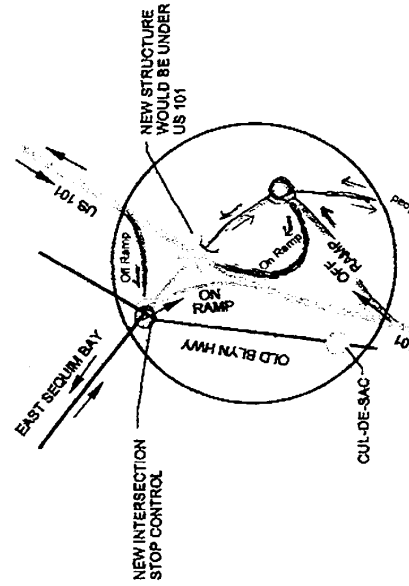
Alternative to US101 Concept Plan

- Blyn Crossing Interchange is deleted
- East Sequim Bay Road Interchange provides connection under US101 to south Frontage Road
- Coriea Road Interchange is modified. EB-off ramp is deleted. A "slip ramp" into Casino Entrance Road is added

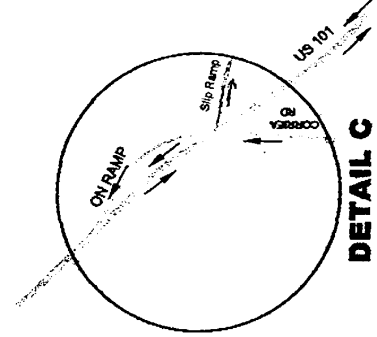


US 101 CONCEPT PLAN-2003-2023

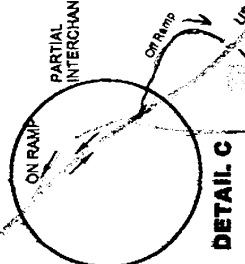
SCALE 1"=800'



DETAIL A PHASE II-EAST SEQUIM BAY ROAD INTERCHANGE (2004 - 2015)



DETAIL B PHASE III - CORIEA ROAD INTERCHANGE (2015-2023)



DETAIL C

TECHNICAL APPENDIX B

Department of Public Works - One Possible Model

A. Model Resolution: If the Jamestown S'Klallam Tribal Council established a Department of Public Works, a resolution would be needed. Suggested text follows:

“Resolution of the Jamestown S’Klallam Tribal Council Creating A Department of Public Works. Whereas: (1) *the construction, maintenance and management of the transportation system serving tribal properties in Blyn and the Jamestown Village is an important factor in the economic progress and well being of the Jamestown S’Klallam Tribal Community; and (2) at the present time most of these functions are handled by the Washington State Department of Transportation and the Clallam County Department of Public Works; and (3) the vested jurisdiction of these governments over Jamestown S’Klallam transportation may adversely affect the rights, powers and sovereignty of the community and deprive it of economic benefits which justly belong to it; and (4) it is in the best interest of the Jamestown S’Klallam Tribal Community that its future transportation be managed by its government so that a) the people of the community may become skilled in transportation construction and management and b) the economic benefits of such programs inure to the Tribal Community and its people.*

It is hereby resolved that the Jamestown S'Klallam Tribal Community will establish its own Department of Public Works, which shall undertake the care, maintenance, management and operations of all transportation services and systems serving tribal lands in Blyn and the Jamestown Village, now provided by outside state and County jurisdictions.

B. Organization. On possible organizational model for the Jamestown S'Klallam Department of Public Works is presented here. The construct organizes the Department into two central functions: Administration and Operations.

B.1 Administration. Three offices would cover the administrative responsibilities of the Department: Administrative Services, Financial Services and Planning Services.

- The Office of Administrative Services would be responsible for personnel management, payroll and procurement of administrative supplies and equipment.

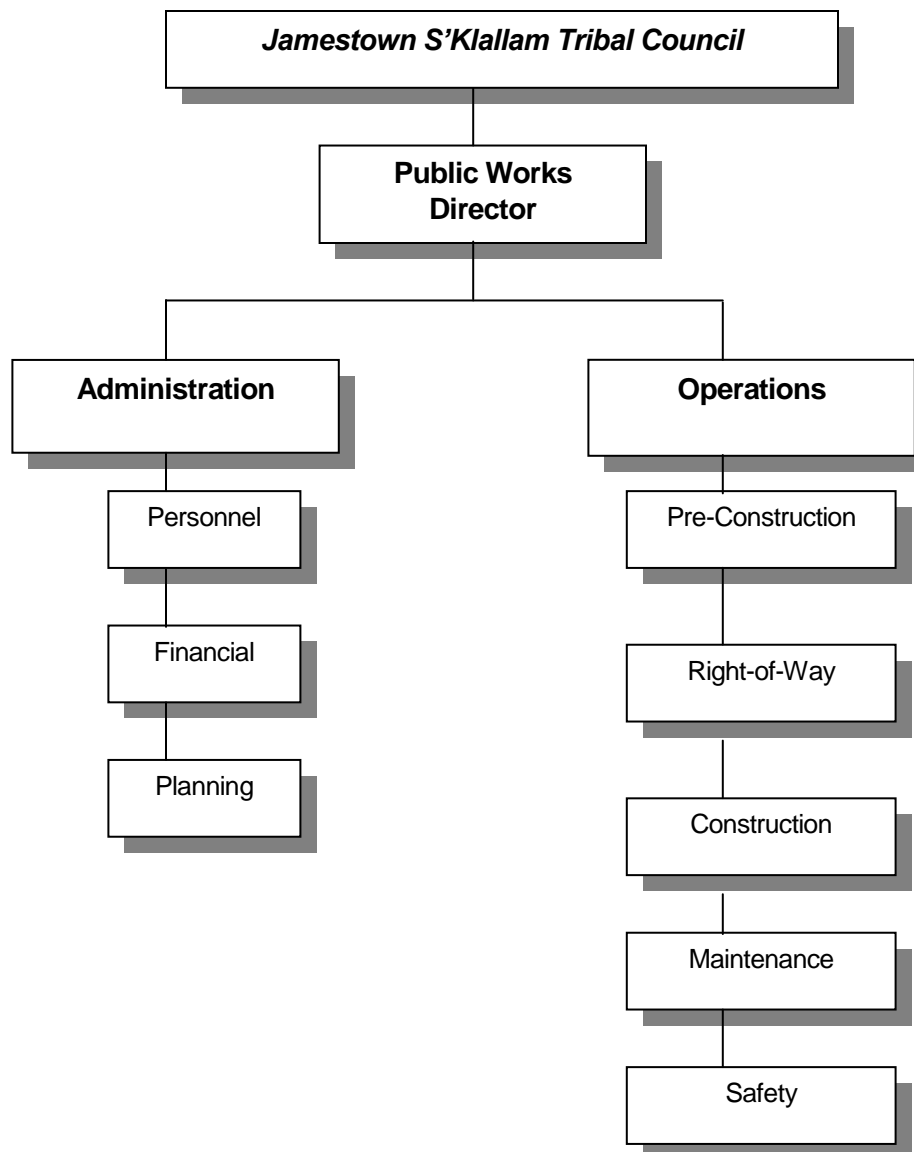
- The Office of Financial Services would provide the financial management and reporting services of the Department including the preparation of its capital and operating budgets.
- The Office of Planning would perform transportation planning services:
 - Inventories and maps which identify the characteristics, ownership, status, mileage, location and overall condition of the reservation transportation system.
 - Surveys for estimating system utilization, volumes, ridership, origins and destinations, traffic, vehicle and user classifications.
 - Statistical information on actual and projected needs and costs for maintaining, constructing and operating the system.
 - Methodology for ranking and prioritizing capital transportation projects.
 - Preparing and implementing the Transportation Improvement Program and the Long-Range Transportation Plan.
 - Studies on roadway, transit, bicycle, pedestrian, air and water transportation needs, revenues and costs in coordination with federal, state, regional and County governments.

B.2 Operations. Five divisions would perform the Department's operations function:

- Pre-Construction Division – responsible for the preparation of engineering and design plans, specifications and estimates, testing, materials and construction methods.
- Right-of-Way Division – responsible for r-o-w acquisitions, negotiations and agreements, property appraisals, archeological and environmental clearances, conservation procedures, disposal of real property and relocation assistance.
- Construction Division – responsible for overseeing project construction, TERO compliance and private contractor activities including inspections, specifications, certifications, estimations and dispute resolutions.
- Maintenance Division – responsible for routine clearing, mowing, brush and snow removal and general upkeep; supervising maintenance personnel within field offices; and equipment purchase and repair.

- Safety Division – responsible for transportation safety programs, safety regulations and the maintenance of safety records and reports.

**DEPARTMENT OF PUBLIC WORKS
One Possible Organizational Model**



TECHNICAL APPENDIX C

The Olympic First Nations Trail

A proposal submitted to the Washington State Governor's Office of Indian Affairs (GOIA) by the Olympic Peninsula Tribal Tourism Association (OPTTA)

Contacts: Mr. Walter Jackson, Chairman: OPTTA, P.O. Box 279, La Push, Washington 98350. Phone: (360) 374-6163 or Ms. Donna Wilkie, Owner: Native American Adventures, P.O. Box # 57, Neah Bay, Washington 98357. Phone: (360) 645-2554

The Vision

The Olympic Peninsula is home to perhaps the greatest diversity of Native American cultures in Washington state. Three distinct linguistic groups are represented here: the Coast Salish, the Nootka, and the Quileute. These diverse indigenous cultures occupy a diverse land. From the temperate rainforests of the Pacific Coast to the dry oak savannas of the eastern rain shadow, different environments lead to unique cultural traits.

A traveler on the Olympic Peninsula can easily pass through the region and learn nothing of the great First Nations that have existed here for thousands of years. If a traveler could get but a glimpse of another world, a mystic land of spirits, of cultures close to nature, they could share in the wisdom of the First Nations.

There are great stories to be told here. This is a place steeped in myth and legend. Here live the people of the salmon and the cedar, who built enormous longhouses and travel in ocean going canoes. Many of the land forms have associated stories. Kwati created many of the obstructions long the coast to slow the wolves that pursued him. A landslide separates Lake Crescent from Lake Sutherland, the result of a battle between good and evil. Stories of Mink the Trickster and the giant ogress Basketwoman, teach lessons in how to live.

Our vision is our story!

Goal and Project Description

How can the story of the Olympic Peninsula First Nations be told? **The goal would be the existence of a trail of interpretive signs, informational kiosks, exhibits and displays established along Highway 101 and the State Highway branches that lead to the Tribal lands in Clallam and Jefferson counties.** Several Olympic Peninsula tribes have already built informational kiosks and set up interpretive signs. To link the pieces with a unified look and message and to enrich the route with compelling graphics and traditional architectural elements would reward both travelers and the Tribes.

This would not only be a wonderful public relations and education opportunity for the tribes of the Peninsula, but an economic development/tourism opportunity as well.

Indeed, this would benefit the entire Olympic Peninsula region as a whole. Therefore, it would not only be a tribal planning effort, but a regional planning effort. Under the Washington State Governor's Office of Indian Affairs, and working in partnership with the Olympic Peninsula Tribal Tourism Association, a tourism planning consultant and an architectural consultant would be brought in to work with tribal cultural/artistic advisors and the planning staff of the Peninsula Tribes. This effort would also involve other partnership organizations at the county and state level that would assist in helping to define and further directing the effort. Tribes to be included are: Squaxin Island, Skokomish, Jamestown S'Klallam, Lower Elwha S'Klallam, Makah, Quileute, Hoh, and Quinault/Queets. As a planning effort, the following objectives have been defined as a series of reports, resulting in the "The Olympic First Nations Trail" Phase I: "Planning Study":

Objective # 1: Development of an "Initial Report"

Objective # 2: "Cultural Report"

Objective # 3: "Corridor and Facilities Report"

Objective # 4: Olympic First Nations Trail "Planning Study" (This would be a combination/collation of Objective #'s 1, 2, & 3 including a proposed work plan and budget for Phase II: "Project Development Planning". Note: Please see attached work plan for detailed information on these objectives.

Initially, a series of meetings and site visits/meetings with these organizations would have to be set up in order to establish the overall planning feasibility of this project. The proposed budget for completing this first objective and the remainder of the planning effort is as follows:

<i>Olympic First Nations Trail</i>							
Objective # 1: Initial Report							
Budget							
Consulting Fees							
Tourism Planning Consultant @ \$ 40/hr.							\$ 11,500
Travel							
Tourism Planning Consultant							2,500
Duplication and Printing							500
				Subtotal			\$ 14,500
Administrative			GOIA indirect @ ____%				
				Grand Total			

<i>Olympic First Nations Trail</i>							
Objective # 2: Cultural Report							
Budget							
Consulting Fees							
Tourism Planning Consultant @ \$ 40/hr.							\$ 9,600
Cultural/Artistic Advisors (8 tribes) @ \$ 25.00/hr.							12,000
Architectual Planning/Design Consultant @ \$ 80/hr.							8,000
Travel							
Tourism Planning Consultant							2,500
Tribal Representatives							4,000
Duplication and Printing							500
				Subtotal			\$ 36,600
Administrative			GOIA indirect @ ___%				
				Grand Total			

<i>Olympic First Nations Trail</i>							
Objective # 3: Corridor and Facilities Report							
Budget							
Consulting Fees							
Tourism Planning Consultant @ \$ 40/hr.							\$ 14,000
Cultural/Artistic Advisors (8 tribes) @ \$ 25.00/hr.							4,000
Architectual Planning/Design Consultant @ \$ 80/hr.							13,200
Travel							
Tourism Planning Consultant							2,500
Tribal Representatives							2,000
Duplication and Printing							500
				Subtotal			\$ 36,200
Administrative			GOIA indirect @ ___%				
				Grand Total			

<i>Olympic First Nations Trail</i>							
Objective # 4: Planning Study							
Budget							
Consulting Fees							
Tourism Planning Consultant @ \$ 40/hr.							\$ 5,200
Travel							-
Duplication and Printing							500
				Subtotal			\$ 5,700
Administrative			GOIA indirect @ ____%				
				Grand Total			

TECHNICAL APPENDIX D - COST ESTIMATES

PLANNING LEVEL ENGINEER'S COST ESTIMATE					
Prepared by O'Bunco Engineering					
Corridor Section: US 101 @ Blyn Crossing Overpass			Jamestown S'Klallam Tribe		
Project Description: Woods Road Crossing US 101			Date: July 2003		
Location: Blyn Washington					
	Unit	Quantity	Cost	Total	Grand Total
I. RIGHT OF WAY	SF	14000	\$10.00	\$140,000.00	\$140,000.00
II. CONSTRUCTION					
1 Grading/Drainage					
1.1 Earthwork (Cut/Fill) 15% of Section 2.3-4, & 3				\$35,297.55	
1.2 Drainage 25% of Section 2.3-4, & 3				\$58,829.25	
					\$94,126.80
2 Structures					
2.1 New Bridge Structure	SF		\$172.00		
2.2 Bridge Widening	SF				
2.3 Retaining Walls (Cut)	SF				
2.4 Retaining Walls (Fill)	SF				
2.5 Bridge Removal	SF				
3 Surfacing/Paving					
3.1 ACP Paving (Unit price includes 6" CL E and 4" CL A)	TN	2,899	\$75.00	\$217,425.00	
3.2 8" CSBC (8"CR Base)	TN	994	\$18.00	\$17,892.00	\$235,317.00
4 Roadside Development 12% of Section 1, 2 & 3 (Item includes Fencing, Temporary Water Pollution Control, Environmental Mitigation)				\$39,533.26	\$39,533.26
5 Traffic Services & Safety 18% of Section 1, 2 & 3. (Price includes Roundabout, Guard Rail, Striping, Utilities, Traffic Control)				\$59,299.88	\$59,299.88
Construction Subtotal Items 1,2,3,4 and 5					\$428,276.94
6 Contingencies 25% of Subtotal				\$107,069.24	\$107,069.24
7 Construction Subtotal (Lines 1 through 6)					\$535,346.18
8 Mobilization (8% of Line 7)				\$42,827.69	\$42,827.69
9 Subtotal (Lines 7 & 8)					\$578,173.87
10 Sales Tax (8.6%) of Line 9				\$49,722.95	\$49,722.95
11 Subtotal					\$627,896.82
12 Construction Engineering (12% of Line 11)				\$75,347.62	\$75,347.62
13 Construction Total (Lines 11 and 12)					\$703,244.44
III. DESIGN ENGINEERING & ADMINISTRATION (12% of Line 13)				\$84,389.33	\$84,389.33
IV. TOTAL ESTIMATED COST	Lines I, 13 and III				\$927,633.77

PLANNING LEVEL ENGINEER'S COST ESTIMATE					
Prepared by O'Bunco Engineering					
Corridor Section: US 101 @ Blyn Crossing Overpass			Jamestown S'Klallam Tribe		
Project Description: EB ON Ramp			Date: July 2003		
Location: Blyn Washington					
	Unit	Quantity	Cost	Total	Grand Total
I. RIGHT OF WAY	SF	60000	\$10.00	\$600,000.00	\$600,000.00
II. CONSTRUCTION					
1 Grading/Drainage					
1.1 Earthwork (Cut/Fill) 15% of Section 2.3-4, & 3				\$60,525.90	
1.2 Drainage 25% of Section 2.3-4, & 3				\$100,876.50	
					\$161,402.40
2 Structures					
2.1 New Bridge Structure	SF		\$172.00		
2.2 Bridge Widening	SF				
2.3 Retaining Walls (Cut)	SF				
2.4 Retaining Walls (Fill)	SF				
2.5 Bridge Removal	SF				
3 Surfacing/Paving					
3.1 ACP Paving (Unit price includes 6" CL E and 4" CL A)	TN	4,470	\$75.00	\$335,250.00	
3.2 8" CSBC (8"CR Base)	TN	3,792	\$18.00	\$68,256.00	\$403,506.00
4 Roadside Development 12% of Section 1, 2 & 3 (item includes Fencing, Temporary Water Pollution Control, Environmental Mitigation)				\$67,789.01	\$67,789.01
5 Traffic Services & Safety 18% of Section 1, 2 & 3 (Price includes Roundabout, Guard Rail, Striping,				\$101,683.51	\$101,683.51
Construction Subtotal Items 1,2,3,4 and 5					\$734,380.92
6 Contingencies 25% of Subtotal				\$183,595.23	\$183,595.23
7 Construction Subtotal (Lines 1 through 6)					\$917,976.15
8 Mobilization (8% of Line 7)				\$73,438.09	\$73,438.09
9 Subtotal (Lines 7 & 8)					\$991,414.24
10 Sales Tax (8.6%) of Line 9				\$85,261.62	\$85,261.62
11 Subtotal					\$1,076,675.87
12 Construction Engineering (12% of Line 11)				\$129,201.10	\$129,201.10
13 Construction Total (Lines 11 and 12)					\$1,205,876.97
III. DESIGN ENGINEERING & ADMINISTRATION (12% of Line 13)				\$144,705.24	\$144,705.24
IV. TOTAL ESTIMATED COST	Lines I, 13 and III				\$1,950,582.21

PLANNING LEVEL ENGINEER'S COST ESTIMATE

Prepared by O'Bunco Engineering

Corridor Section: US 101 @ Blyn Crossing Overpass

Jamestown S'Klallam Tribe

Project Description: WB OFF Ramp

Date: July 2003

Location: Blyn Washington

	Unit	Quantity	Cost	Total	Grand Total
I. RIGHT OF WAY	SF	60000	\$10.00	\$600,000.00	\$600,000.00
II. CONSTRUCTION					
1 Grading/Drainage					
1.1 Earthwork (Cut/Fill) 15% of Section 2.3-4, & 3				\$60,525.90	
1.2 Drainage 25% of Section 2.3-4, & 3				\$100,876.50	
					\$161,402.40
2 Structures					
2.1 New Bridge Structure	SF		\$172.00	\$-	
2.2 Bridge Widening	SF				
2.3 Retaining Walls (Cut)	SF				
2.4 Retaining Walls (Fill)	SF				
2.5 Bridge Removal	SF				
3 Surfacing/Paving					
3.1 ACP Paving (Unit price includes 6" CL E and 4" CL A)	TN	4,470	\$75.00	\$335,250.00	
3.2 8" CSBC (8"CR Base)	TN	3,792	\$18.00	\$68,256.00	\$403,506.00
4 Roadside Development 12% of Section 1, 2 & 3 (item includes Fencing, Temporary Water Pollution Control, Environmental Mitigation)				\$67,789.01	\$67,789.01
5 Traffic Services & Safety 18% of Section 1, 2 & 3 (Price includes Roundabout, Guard Rail, Striping, Utilities, Traffic Control)				\$101,683.51	\$101,683.51
Construction Subtotal Items 1,2,3,4 and 5					\$734,380.92
6 Contingencies 25% of Subtotal				\$183,595.23	\$183,595.23
7 Construction Subtotal (Lines 1 through 6)					\$917,976.15
8 Mobilization (8% of Line 7)				\$73,438.09	\$73,438.09
9 Subtotal (Lines 7 & 8)					\$991,414.24
10 Sales Tax (8.6%) of Line 9				\$85,261.62	\$85,261.62
11 Subtotal					\$1,076,675.87
12 Construction Engineering (12% of Line 11)				\$129,201.10	\$129,201.10
13 Construction Total (Lines 11 and 12)					\$1,205,876.97
III. DESIGN ENGINEERING & ADMINISTRATION (12% of Line 13)				\$144,705.24	\$144,705.24
IV. TOTAL ESTIMATED COST	Lines I, 13 and III				\$1,950,582.21

PLANNING LEVEL ENGINEER'S COST ESTIMATE					
Prepared by O'Bunco Engineering					
Corridor Section: US 101 @ Blyn Crossing Overpass				Jamestown S'Klallam Tribe	
Project Description: WB ON Ramp				Date: July 2003	
Location: Blyn Washington					
	Unit	Quantity	Cost	Total	Grand Total
I. RIGHT OF WAY	SF	60000	\$10.00	\$600,000.00	\$600,000.00
II. CONSTRUCTION					
1 Grading/Drainage					
1.1 Earthwork (Cut/Fill) 15% of Section 2.3-4, & 3				\$370,125.90	
1.2 Drainage 25% of Section 2.3-4, & 3				\$616,876.50	
					\$987,002.40
2 Structures					
2.1 New Bridge Structure	SF	12,000	\$172.00	\$2,064,000.00	
2.2 Bridge Widening	SF				
2.3 Retaining Walls (Cut)	SF				
2.4 Retaining Walls (Fill)	SF				
2.5 Bridge Removal	SF				
					\$2,064,000.00
3 Surfacing/Paving					
3.1 ACP Paving (Unit price includes 6" CL E and 4" CL A)	TN	4,470	\$75.00	\$335,250.00	
3.2 8" CSBC (8"CR Base)	TN	3,792	\$18.00	\$68,256.00	\$403,506.00
4 Roadside Development 12% of Section 1, 2 & 3 (item includes Fencing, Temporary Water Pollution Control, Environmental Mitigation)				\$414,541.01	\$414,541.01
5 Traffic Services & Safety 18% of Section 1, 2 & 3 (Price includes Roundabout, Guard Rail, Striping, Utilities, Traffic Control)				\$621,811.51	\$621,811.51
Construction Subtotal Items 1,2,3,4 and 5					\$4,490,860.92
6 Contingencies 25% of Subtotal				\$1,122,715.23	\$1,122,715.23
7 Construction Subtotal (Lines 1 through 6)					\$5,613,576.15
8 Mobilization (8% of Line 7)				\$449,086.09	\$449,086.09
9 Subtotal (Lines 7 & 8)					\$6,062,662.24
10 Sales Tax (8.6%) of Line 9				\$521,388.95	\$521,388.95
11 Subtotal					\$6,584,051.19
12 Construction Engineering (12% of Line 11)				\$790,086.14	\$790,086.14
13 Construction Total (Lines 11 and 12)					\$7,374,137.34
III. DESIGN ENGINEERING & ADMINISTRATION (12% of Line 13)				\$884,896.48	\$884,896.48
IV. TOTAL ESTIMATED COST	Lines I, 13 and III				\$8,859,033.82

PLANNING LEVEL ENGINEER'S COST ESTIMATE					
Prepared by O'Bunco Engineering					
Corridor Section: US 101 @ Blyn Crossing Overpass			Jamestown S'Klallam Tribe		
Project Description: Overpass & EB OFF Ramp			Date: July 2003		
Location: Blyn Washington					
	Unit	Quantity	Cost	Total	Grand Total
I. RIGHT OF WAY	SF	60000	\$10.00	\$600,000.00	\$600,000.00
II. CONSTRUCTION					
1 Grading/Drainage					
1.1 Earthwork (Cut/Fill) 15% of Section 2.3-4, & 3				\$60,525.90	
1.2 Drainage 25% of Section 2.3-4, & 3				\$100,876.50	
					\$161,402.40
2 Structures					
2.1 New Bridge Structure	SF		\$172.00		
2.2 Bridge Widening	SF				
2.3 Retaining Walls (Cut)	SF				
2.4 Retaining Walls (Fill)	SF				
2.5 Bridge Removal	SF				
3 Surfacing/Paving					
3.1 ACP Paving (Unit price includes 6" CL E and 4" CL A)	TN	4,470	\$75.00	\$335,250.00	
3.2 8" CSBC (8"CR Base)	TN	3,792	\$18.00	\$68,256.00	\$403,506.00
4 Roadside Development 12% of Section 1, 2 & 3 (item includes Fencing, Temporary Water Pollution Control, Environmental Mitigation)				\$67,789.01	\$67,789.01
5 Traffic Services & Safety 18% of Section 1, 2 & 3 (Price includes Roundabout, Guard Rail, Striping, Utilities, Traffic Control)				\$101,683.51	\$101,683.51
Construction Subtotal Items 1,2,3,4 and 5					\$734,380.92
6 Contingencies 25% of Subtotal				\$183,595.23	\$183,595.23
7 Construction Subtotal (Lines 1 through 6)					\$917,976.15
8 Mobilization (8% of Line 7)				\$73,438.09	\$73,438.09
9 Subtotal (Lines 7 & 8)					\$991,414.24
10 Sales Tax (8.6%) of Line 9				\$85,261.62	\$85,261.62
11 Subtotal					\$1,076,675.87
12 Construction Engineering (12% of Line 11)				\$129,201.10	\$129,201.10
13 Construction Total (Lines 11 and 12)					\$1,205,876.97
III. DESIGN ENGINEERING & ADMINISTRATION (12% of Line 13)				\$144,705.24	\$144,705.24
IV. TOTAL ESTIMATED COST	Lines I, 13 and III				\$1,950,582.21

PLANNING LEVEL ENGINEER'S COST ESTIMATE					
Corridor Section: US 101 @ East Sequim Bay Road				Jamestown S'Klallam Tribe	
Project Description: Interchange & EB OFF Ramp				Date: July 2003	
Location: Blyn Washington					
	Unit	Quantity	Cost	Total	Grand Total
I. RIGHT OF WAY	SF	60000	\$10.00	\$600,000.00	\$600,000.00
II. CONSTRUCTION					
1 Grading/Drainage					
1.1 Earthwork (Cut/Fill) 15% of Section 2.3-4, & 3				\$370,125.90	
1.2 Drainage 25% of Section 2.3-4, & 3				\$616,876.50	
					\$987,002.40
2 Structures					
2.1 New Bridge Structure	SF	12,000	\$172.00	\$2,064,000.00	
2.2 Bridge Widening	SF				
2.3 Retaining Walls (Cut)	SF				
2.4 Retaining Walls (Fill)	SF				
2.5 Bridge Removal	SF				
					\$2,064,000.00
3 Surfacing/Paving					
3.1 ACP Paving (Unit price includes 6" CL E and 4" CL A)	TN	4,470	\$75.00	\$335,250.00	
3.2 8" CSBC (8"CR Base)	TN	3,792	\$18.00	\$68,256.00	\$403,506.00
4 Roadside Development 12% of Section 1, 2 & 3 (item includes Fencing, Temporary Water Pollution Control, Environmental Mitigation)				\$414,541.01	\$414,541.01
5 Traffic Services & Safety 18% of Section 1, 2 & 3 (Price includes Roundabout, Guard Rail, Striping, Utilities, Traffic Control)				\$621,811.51	\$621,811.51
Construction Subtotal Items 1,2,3,4 and 5					\$4,490,860.92
6 Contingencies 25% of Subtotal				\$1,122,715.23	\$1,122,715.23
7 Construction Subtotal (Lines 1 through 6)					\$5,613,576.15
8 Mobilization (8% of Line 7)				\$449,086.09	\$449,086.09
9 Subtotal (Lines 7 & 8)					\$6,062,662.24
10 Sales Tax (8.6%) of Line 9				\$521,388.95	\$521,388.95
11 Subtotal					\$6,584,051.19
12 Construction Engineering (12% of Line 11)				\$790,086.14	\$790,086.14
13 Construction Total (Lines 11 and 12)					\$7,374,137.34
III. DESIGN ENGINEERING & ADMINISTRATION (12% of Line 13)				\$884,896.48	\$884,896.48
IV. TOTAL ESTIMATED COST	Lines I, 13 and III				\$8,859,033.82

PLANNING LEVEL ENGINEER'S COST ESTIMATE

Prepared by O'Bunco Engineering

Corridor Section: US 101 @ East Sequim Bay Road

Jamestown S'Klallam Tribe

Project Description: WB ON Ramp

Date: July 2003

Location: Blyn Washington

	Unit	Quantity	Cost	Total	Grand Total
I. RIGHT OF WAY	SF	60000	\$10.00	\$600,000.00	\$600,000.00
II. CONSTRUCTION					
1 Grading/Drainage					
1.1 Earthwork (Cut/Fill) 15% of Section 2.3-4, & 3				\$60,525.90	
1.2 Drainage 25% of Section 2.3-4, & 3				\$100,876.50	
					\$161,402.40
2 Structures					
2.1 New Bridge Structure	SF		\$172.00		
2.2 Bridge Widening	SF				
2.3 Retaining Walls (Cut)	SF				
2.4 Retaining Walls (Fill)	SF				
2.5 Bridge Removal	SF				
3 Surfacing/Paving					
3.1 ACP Paving (Unit price includes 6" CL E and 4" CL A)	TN	4,470	\$75.00	\$335,250.00	
3.2 8" CSBC (8"CR Base)	TN	3,792	\$18.00	\$68,256.00	\$403,506.00
4 Roadside Development 12% of Section 1, 2 & 3 (item includes Fencing, Temporary Water Pollution Control, Environmental Mitigation)				\$67,789.01	\$67,789.01
5 Traffic Services & Safety 18% of Section 1, 2 & 3 (Price includes Roundabout, Guard Rail, Striping, Utilities, Traffic Control)				\$101,683.51	\$101,683.51
Construction Subtotal Items 1,2,3,4 and 5					\$734,380.92
6 Contingencies 25% of Subtotal				\$183,595.23	\$183,595.23
7 Construction Subtotal (Lines 1 through 6)					\$917,976.15
8 Mobilization (8% of Line 7)				\$73,438.09	\$73,438.09
9 Subtotal (Lines 7 & 8)					\$991,414.24
10 Sales Tax (8.6%) of Line 9				\$85,261.62	\$85,261.62
11 Subtotal					\$1,076,675.87
12 Construction Engineering (12% of Line 11)				\$129,201.10	\$129,201.10
13 Construction Total (Lines 11 and 12)					\$1,205,876.97
III. DESIGN ENGINEERING & ADMINISTRATION (12% of Line 13)				\$144,705.24	\$144,705.24
IV. TOTAL ESTIMATED COST	Lines I, 13 and III				\$1,950,582.21

PLANNING LEVEL ENGINEER'S COST ESTIMATE					
Prepared by O'Bunco Engineering					
Corridor Section: US 101 @ Corriea Road Interchange				Jamestown S'Klallam Tribe	
Project Description: EB OFF Ramp				Date: July 2003	
Location: Blyn Washington					
	Unit	Quantity	Cost	Total	Grand Total
I. RIGHT OF WAY	SF	60000	\$10.00	\$600,000.00	\$600,000.00
II. CONSTRUCTION					
1 Grading/Drainage					
1.1 Earthwork (Cut/Fill) 15% of Section 2.3-4, & 3				\$60,525.90	
1.2 Drainage 25% of Section 2.3-4, & 3				\$100,876.50	
					\$161,402.40
2 Structures					
2.1 New Bridge Structure	SF		\$172.00		
2.2 Bridge Widening	SF				
2.3 Retaining Walls (Cut)	SF				
2.4 Retaining Walls (Fill)	SF				
2.5 Bridge Removal	SF				
3 Surfacing/Paving					
3.1 ACP Paving (Unit price includes 6" CL E and 4" CL A)	TN	4,470	\$75.00	\$335,250.00	
3.2 8" CSBC (8"CR Base)	TN	3,792	\$18.00	\$68,256.00	\$403,506.00
4 Roadside Development 12% of Section 1, 2 & 3 (item includes Fencing, Temporary Water Pollution Control, Environmental Mitigation)				\$67,789.01	\$67,789.01
5 Traffic Services & Safety 18% of Section 1, 2 & 3 (Price includes Roundabout, Guard Rail, Striping, Utilities, Traffic Control)				\$101,683.51	\$101,683.51
Construction Subtotal Items 1,2,3,4 and 5					\$734,380.92
6 Contingencies 25% of Subtotal				\$183,595.23	\$183,595.23
7 Construction Subtotal (Lines 1 through 6)					\$917,976.15
8 Mobilization (8% of Line 7)				\$73,438.09	\$73,438.09
9 Subtotal (Lines 7 & 8)					\$991,414.24
10 Sales Tax (8.6%) of Line 9				\$85,261.62	\$85,261.62
11 Subtotal					\$1,076,675.87
12 Construction Engineering (12% of Line 11)				\$129,201.10	\$129,201.10
13 Construction Total (Lines 11 and 12)					\$1,205,876.97
III. DESIGN ENGINEERING & ADMINISTRATION (12% of Line 13)				\$144,705.24	\$144,705.24
IV. TOTAL ESTIMATED COST	Lines I, 13 and III				\$1,950,582.21

PLANNING LEVEL ENGINEER'S COST ESTIMATE

Prepared by O'Bunco Engineering

Corridor Section: US 101 @ Corriea Road Interchange

Jamestown S'Klallam Tribe

Project Description: WB ON Ramp

Date: July 2003

Location: Blyn Washington

	Unit	Quantity	Cost	Total	Grand Total
I. RIGHT OF WAY	SF	60000	\$10.00	\$600,000.00	\$600,000.00
II. CONSTRUCTION					
1 Grading/Drainage					
1.1 Earthwork (Cut/Fill) 15% of Section 2.3-4, & 3				\$60,525.90	
1.2 Drainage 25% of Section 2.3-4, & 3				\$458,636.50	
					\$519,162.40
2 Structures					
2.1 New Bridge Structure	SF	8,320	\$172.00	\$1,431,040.00	
2.2 Bridge Widening	SF				
2.3 Retaining Walls (Cut)	SF				
2.4 Retaining Walls (Fill)	SF				
2.5 Bridge Removal	SF				
					\$1,431,040.00
3 Surfacing/Paving					
3.1 ACP Paving (Unit price includes 6" CL E and 4" CL A)	TN	4,470	\$75.00	\$335,250.00	
3.2 8" CSBC (8"CR Base)	TN	3,792	\$18.00	\$68,256.00	\$403,506.00
4 Roadside Development 12% of Section 1, 2 & 3 (item includes Fencing, Temporary Water Pollution Control, Environmental Mitigation)				\$282,445.01	\$282,445.01
5 Traffic Services & Safety 18% of Section 1, 2 & 3 (Price includes Roundabout, Guard Rail, Striping, Utilities, Traffic Control)				\$423,667.51	\$423,667.51
Construction Subtotal Items 1,2,3,4 and 5					\$3,059,820.92
6 Contingencies 25% of Subtotal				\$764,955.23	\$764,955.23
7 Construction Subtotal (Lines 1 through 6)					\$3,824,776.15
8 Mobilization (8% of Line 7)				\$305,982.09	\$305,982.09
9 Subtotal (Lines 7 & 8)					\$4,130,758.24
10 Sales Tax (8.6%) of Line 9				\$355,245.21	\$355,245.21
11 Subtotal					\$4,486,003.45
12 Construction Engineering (12% of Line 11)				\$538,320.41	\$538,320.41
13 Construction Total (Lines 11 and 12)					\$5,024,323.86
III. DESIGN ENGINEERING & ADMINISTRATION (12% of Line 13)				\$602,918.86	\$602,918.86
IV. TOTAL ESTIMATED COST	Lines I, 13 and III				\$6,227,242.73

PLANNING LEVEL ENGINEER'S ESTIMATE						
	Prepared by: O'Bunco Engineering			Page : 1 OF 1		
	Project Name: Old Blyn Highway			Date: 7-16-03		
#	Location	Recommended Improvements	Quantity	Unit	Unit Price	Total
5	Old Blyn Highway	1 Mile-Widen from 22' to 38' (Two 11' Lane width and 8' Shoulder on either side)				
		A: 3" Asphalt Concrete Pavement Class B for Rd Widening	1,584.00	TN	\$45.00	\$71,280.00
		B: 4" Asphalt Treated Base for Rd Widening	2,112.00	TN	\$45.00	\$95,040.00
		C: 1.5" Asphalt Concrete Pavement Class B for Overlay	792.00	TN	\$45.00	\$35,640.00
		D: Grading/Drainage 25% A & B (<i>Earthwork, Cut/Fill & Drainage</i>)				\$41,580.00
		E: Roadside Development 12% A & B (<i>Item includes Temporary Water, Pollution Control Environmental Mitigation</i>)				\$19,958.40
		F: Traffic Services & Safety 18% A & B (<i>Item includes intersection upgrade, Guard Rail, Illumination, striping & Traffic Control</i>)				\$29,937.60
						\$293,436.00
31	Total Direct Cost					\$293,436.00
32		Mobilization, Clearing & Grubbing 8% of line 31 =			\$23,474.88	\$316,910.88
		Design, Construction Engineering/Contingencies 35% of line 32 =			\$110,918.81	\$427,829.69

PLANNING LEVEL ENGINEER'S ESTIMATE						
	Prepared by: O'Bunco Engineering			Page 1 of 1		
	Project Name: Corriea Road Extension			Date: 7-16-03		
#	Location	Recommended Improvements	Quantity	Unit	Unit Price	Total
2	Corriea Road Extension	0.68 Mile-Construct New 24' Two Lane width with 6' Shoulder on either side				
		A: 3" Asphalt Concrete Pavement Class B for Rd Widening	2,430.00	TN	\$45.00	\$109,350.00
		B: 4" Asphalt Treated Base for Rd Widening	3,240.00	TN	\$45.00	\$145,800.00
		C: Grading/Drainage 25% A & B (Earthwork(Cut/Fill) & Drainage)				\$63,787.50
		D: Roadside Development 12% A & B (Item includes Temporary Water, Pollution Control Environmental Mitigation)				\$30,618.00
		E: Traffic Services & Safety 18% A & B (Item includes intersection upgrade, Guard Rail, Illumination, striping & Traffic Control)				\$45,927.00
						\$395,482.50
31			Total Direct Cost			\$395,482.50
32		Mobilization, Clearing & Grubbing 8% of line 31 =			\$31,638.60	\$427,121.10
		Design, Construction Engineering, Contingencies 35% of line 32 =			\$149,492.39	\$576,613.49

PLANNING LEVEL ENGINEER'S ESTIMATE						
	Prepared by: O'Bunco Engineering			Page 1 of 1		
	Project Name: Corriea Road			Date: 7-16-03		
#	Location	Recommended Improvements	Quantity	Unit	Unit Price	Total
1	Corriea Road	1.33 Mile-Widen from 20' to 36' (Two 12' Lane width and 6' Shoulder on either side)				
		A: 3" Asphalt Concrete Pavement Class B for Rd Widening	2,161.00	TN	\$45.00	\$97,245.00
		B: 4" Asphalt Treated Base for Rd Widening	2,809.00	TN	\$45.00	\$126,405.00
		C: 1.5" Asphalt Concrete Overlay	2,371.00	TN	\$45.00	\$106,695.00
		D: Grading/Drainage 25% A & B (Earthwork, Cut/Fill & Drainage)				\$55,912.50
		E: CL II Reinforce Conc. Culvert Pipe 96" Dia (Jimmycomelately Creek)	56.00	LF	\$800.00	\$44,800.00
		F: Roadside Development 12% A & B (Item includes Temporary Water, Pollution Control Environmental Mitigation)				\$26,838.00
		G: Traffic Services & Safety 18% A & B (Item includes intersection upgrade, Guard Rail, Illumination, Striping & Traffic Control)				\$40,257.00
						\$498,152.50
31		Total Direct Cost				\$498,152.50
32		Mobilization, Clearing & Grubbing 8% of line 31 =			\$39,852.20	\$538,004.70
		Design, Construction Engineering/Contingencies 35% of line 32 =			\$188,301.65	\$726,306.35

PLANNING LEVEL ENGINEER'S ESTIMATE						
	Prepared by: O'Bunco Engineering			Page 1 of 1		
	Project Name: US101 Frontage Road			Date: 7-16-03		
#	Location	Recommended Improvements	Quantity	Unit	Unit Price	Total
3	US101 Frontage Road	0.64 Mile-Construct New 24' Two Lane width with 6' Shoulder on either side				
		A: 3" Asphalt Concrete Pavement Class B for Rd Widening	2,295.00	TN	\$45.00	\$103,275.00
		B: 4" Asphalt Treated Base for Rd Widening	3,060.00	TN	\$45.00	\$137,700.00
		C: Grading/Drainage 25% A & B (Earthwork(Cut/Fill) & Drainage)				\$60,243.75
		D: Roadside Development 12% A & B (Item includes Temporary Water, Pollution Control, Environmental Mitigation)				\$28,917.00
		E: Traffic Services & Safety 18% A & B (Item includes intersection upgrade, Guard Rail, Illumination, striping & Traffic Control)				\$43,375.50
31		Total Direct Cost				\$373,511.25
32		Mobilization, Clearing & Grubbing 8% of line 31 =			\$29,880.90	\$403,392.15
		Design, Construction Engineering/Contingencies 35% of line 32 =			\$141,187.25	\$544,579.40

PLANNING LEVEL ENGINEER'S ESTIMATE						
Prepared by: O'Bunco Engineering			Page : 1 OF 1			
Project Name: COST PER MILE			Date: 7-16-03			
#	Location	Recommended Improvements	Quantity	Unit	Unit Price	Total
6	COST PER MILE	1 Mile-Construct New 24' Two Lane width with 6' Shoulder on either side				
		A: 3" Asphalt Concrete Pavement Class B for Rd Widening	3,564.00	TN	\$45.00	\$160,380.00
		B: 4" Asphalt Treated Base for Rd Widening	4,752.00	TN	\$45.00	\$213,840.00
		C: Grading/Drainage 25% A & B (<i>Earthwork(Cut/Fill) & Drainage</i>)				\$93,555.00
		D: Roadside Development 12% A & B (Item includes Temporary Water, Pollution Control Environmental Mitigation)				\$44,906.40
		E: Traffic Services & Safety 18% A & B (<i>Item includes intersection upgrade, Guard Rail, Illumination, striping & Traffic Control</i>)				\$67,359.60
						\$580,041.00
31			Total Direct Cost			\$580,041.00
32		Mobilization, Clearing & Grubbing 8% of line 31 =			\$46,403.28	\$626,444.28
		Design, Construction Engineering/Contingencies 35% of line 32 =			\$219,255.50	\$845,699.78
		City/County Cost Per Mile = \$845,699.78 (\$160 per LF)				

Jamestown Village Road Shoulder Widening Program

1.	Woodcock Road	0.7mi x \$845,700	591,990
2.	Jamestown Road	1.6 MI x \$845,700	1,353,120
3.	Wilcox Road	0.7mi x \$845,700	591,990
4.	Jake Hall Road	0.4mi x \$845,700	338,280
5.	Loop Drive	0.2mi x \$845,700	169,140
6.	Prince Road	0.1mi x \$845,700	84,570
7.	West Coon Road	0.1mi x \$845,700	84,570
8.	East Coon Road	0.1mi x \$845,700	84,570
9.	West Johnson Drive	0.1mi x \$845,700	84,570
10.	East Johnson Drive	0.1mi x \$845,700	84,570
11.	Serpentine Ave	0.6mi x \$845,700	507,420
			<u>\$ 3,974,790</u>

Elder-Handicapped Driver Program

Monday, Wednesday, Friday – 7AM – 2 PM

*Option 1: Paid Coordinator – Volunteer Drivers (3)**Monthly:*

a) Coordinator (7 hrs/day x \$5.00 = \$35 x 3 = \$105/wk x 4)	\$ 420
b) Gas (30 mi/day x 4 drivers x .35/mi = 42 x 3 = 126 x 4)	<u>504</u>
	924
c) Administration - 15%	<u>139</u>
	\$ 1,063

Annual: \$1,063 x 12 = **\$12,756***Option 2: Paid Coordinator – Paid Drivers (2)**Monthly:*

a) Coordinator - (7hrs/day x \$5.00 = \$35 x 3 = \$105/wk x4)	\$ 420
b) Driver (2) - [5 hrs/day x \$5.00 = \$25 x 3 = \$75/wk x 4] x2	600
c) Gas (50mi/day x 3 drivers x.35/mi = \$53 x 3 = \$159 x 4)	<u>636</u>
	1,656
d) Administration - 15%	<u>248</u>
	\$ 1,904

Annual: \$1,904 x 12 = **\$22,848**

TECHNICAL APPENDIX E

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