



The Regional Transportation Advisory Committee meeting will be held on **Friday, May 17, 2019**, from **9 a.m. to 11 a.m.**, in the **6th Floor Training Room 679**, Clark County Public Service Center, 1300 Franklin Street, Vancouver, Washington.

A G E N D A

- I. Call to Order and Approval of April 19, 2019 Minutes, Action
- II. 2019-2022 TIP Amendment-Performance Measures, Action
- III. 2018 Congestion Management Process, Action
- IV. Regional Origin Destination and Urban Freeway Corridor Operations Studies: Update, Discussion
- V. WSDOT: SR-500/4th Plain Intersection Improvement Packages (Judith Perez-WSDOT), Discussion
- VI. Other Business
 - A. RTAC Members
 - a. WSDOT Active Transportation Plan: complete the survey and encourage others to do so, <http://bit.ly/WSDOT-2019-ATP>
 - b. Project Showcase/Before After Analysis
 - B. RTC Staff
 - a. Transportation Alternatives Grants
 - b. Regional Grant Schedule

****Materials available at meeting***

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An advisory committee to:

Southwest Washington Regional Transportation Council

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**Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
April 19, 2019**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order by Matt Ransom, RTC Executive Director, on Friday, April 19, 2019, at 9:00 a.m. in the Public Service Center 6th Floor Training Room, 1300 Franklin Street, Vancouver, Washington. Those in attendance follow:

Bill Baumann	Human Services Council
Jennifer Campos	Vancouver
Jim Carothers	Camas
Rob Charles	Washougal
Lynda David	RTC
Ray Delahanty	WSP
Jim Hagar	Port of Vancouver
Roger Hanson	C-TRAN
Bob Hart	RTC
Mark Herceg	Battle Ground
Rick Keniston	WSDOT
Tom Kloster	Metro
Laurie Lebowsky	WSDOT
Matt Ransom	RTC
Dale Robins	RTC
Darlene Sharar	Clark County
Shann Westrand	RTC

Matt recognized Laurie Lebowsky in her new role as the WSDOT Southwest Region Planning Director. Matt asked if there were any changes or corrections to the March 15, 2019, meeting minutes and asked for a motion of approval.

ROB CHARLES, CITY OF WASHOUGAL, MADE A MOTION FOR APPROVAL OF THE MARCH 15, 2019 MEETING MINUTES AND MARK HERCEG, CITY OF BATTLE GROUND, SECONDED THE MOTION. THE MOTION PASSED WITH LAURIE LEBOWSKY, WSDOT, ABSTAINING.

II. April WSDOT: 2019-2022 TIP Amendments, Action

Dale Robins, RTC, went over the April TIP Amendments for WSDOT to increase available funding and modify the scope of the I-5 Active Traffic Management project. This project will provide improvements to allow ramp metering for southbound I-5 traffic from 78th Street to the Interstate Bridge. Below are WSDOT's two (2) requested amendments:

I-5/Active Traffic Management (PIN 420522Q): WSDOT is proposing to move state funds from the I-205/SB Mill Plain & 18th Street On-Ramp – Ramp Meter project to the I-5/Active Traffic Management project. The change will add \$240,000 in state dollars for installation of

ramp meters, mast arms, signals, cameras to the I-5 southbound corridor. This project would be implemented in 2019 on the same contract as the I-5 Active Traffic Management project.

I-5/SB, Interstate Bridge to NE 78th St. Vic. – Active Traffic Management (PIN 400019I): WSDOT is proposing to shorten the scope of the project from NE 99th Street to NE 78th Street. The NE 99th Street ramp was removed because this location would require additional funding to widen the ramp to accommodate a bus bypass. In addition, the scope was modified to provide additional detection and signs on SR-500 to accommodate the SR-500 southbound on-ramp to I-5.

Rick Keniston, WSDOT, gave some explanation of the changes WSDOT is making. These amended reports will be incorporated into the 2019-2022 TIP following Board action.

JIM CAROTHERS, CITY OF CAMAS, MADE A MOTION FOR APPROVAL OF THE TIP AMENDMENTS AND TO FORWARD TO THE RTC BOARD FOR APPROVAL AT THEIR MAY BOARD MEETING. THE MOTION WAS SECONDED BY JIM HAGAR, PORT OF VANCOUVER, AND PASSED UNANIMOUSLY

III. FY 2020 Unified Planning Work Program (UPWP), Action

Lynda David, RTC, provided an updated draft copy of the FY 2020 UPWP and noted that RTAC last saw this at the February meeting. The State and Federal representatives reviewed the draft document back in February and there have been a few minor changes made. Lynda pointed out some of the highlights of the key work elements of the plan. One of RTC's Board members suggested an update to the High Capacity Transit study and this is currently addressed in the RTP work element. Apart from continuation of core work elements, the UPWP also includes completion of the UFCO Study and the development of a Regional Active Transportation Plan. RTC will be working with Metro on the Columbia Connects study.

Lynda also noted that the FY 2020 UPWP is available on RTC's website. RTC is asking RTAC to recommend Board adoption of the FY 2020 UPWP.

ROB CHARLES, CITY OF WASHOUGAL, MADE A MOTION FOR APPROVAL OF THE FY 2020 UPWP AND TO FORWARD TO THE RTC BOARD FOR APPROVAL AT THEIR MAY BOARD MEETING. THE MOTION WAS SECONDED BY LAURIE LEBOWSKY, WSDOT, AND PASSED UNANIMOUSLY

IV. 2019 Obligation Strategy, Action

Dale Robins, RTC, reminded RTAC that Federal Obligation Authority rules require that each state must spend its level of obligation for each year. By August, each region must obligate 100 percent of their targeted obligation level. If obligation levels are not met, any remaining funds could be lost. As of the end of March, only one project has been obligated in this region and with the target obligation of \$6.25 million there is little room for error. If any delays occur the region is at risk of not meeting the obligation target. Dale went over the list of projects planned

for obligation in 2019, noting that a couple of the larger projects have risk of obligation delays due to issues that are slowing down the projects.

A subcommittee of RTAC members, met on April 5, 2019 to develop an obligation strategy. The subcommittee is recommending the following strategy:

- 1) Immediately add \$1 million in CMAQ funds for year 2019 for the Mill Plain BRT project development (PE). C-TRAN is to obligate funds before August 2019. This was the highest scoring project in last year's evaluation and will bring the C-TRAN project to their \$4 million cap.
- 2) Give the Executive Director authority to amend the TIP in August, if needed, to meet obligation target (TIP amendment must be submitted by August 16, 2019):
 - Remove all projects programmed in year 2019 of the TIP that are required to be obligated in 2019 but have not been obligated by August 15th. Necessary for Financial Feasibility. Could include any of the following projects: STEVE 2, Mill Plain TSP Phase II, Pioneer Street Railroad Overpass, Mill Plain Blvd-104th to Chkalov, Mill Plain Arrival on Green, and Centralized Signal System Enhancement. Any projects removed from the TIP, would be eligible to request funds in future call for projects.
 - If Pioneer Street RR Overpass is delayed, it would be replaced by adding \$800,000 in STBG-Rural funds for construction of the Clark County Blair Road project. The Blair Road project would remain below the \$4 million cap. Clark County would need to submit an amended LAA by September 1st.
 - If Mill Plain, 104th to Chkalov, is delayed, it would be replaced by adding \$1,000,000 in STBG-Urban funds for right-of-way on the NE 137th Av. Corridor Completion project. The project remains below the \$4 million cap. City would need to submit an amended LAA by September 1st.

Dale noted that RTC does not want the region to lose any money. There was discussion around the table regarding the three (3) year delay timeline and members wanting to implement a new timeline for new projects. RTC will come back to RTAC with a proposal for the delay policy.

JIM HAGAR, PORT OF VANCOUVER, MADE A MOTION TO FORWARD THE OBLIGATION STRATEGY TO THE RTC BOARD FOR ADOPTION AT THE BOARD'S MAY MEETING. THE MOTION WAS SECONDED BY MARK HERCEG, CITY OF BATTLE GROUND, AND UNANIMOUSLY APPROVED.

V. 2018 Congestion Management Process (CMP) – Initial Data, Discussion

Dale Robins, RTC, presented some of the initial data for the 2018 congestion monitoring report. The full report should be complete and brought back to RTAC in May. The 2018 Congestion Management Process (CMP) serves as the foundation for monitoring the regional transportation system. The monitoring element of the congestion management process is designed as an informational tool to be used within the decision-making process. The CMP should be used to identify needs and develop solutions. Overall, the CMP Monitoring Report provides a

consolidated assessment of the regional transportation system's operating conditions. Deficiencies and corrective actions are implemented by local agencies.

Dale went over some of the initial findings including Corridor Capacity Ratio, Speed as Percent of Speed Limit, Corridor Speed, Intersection Delay and the Columbia River Crossings. Some of the speed issues have been resolved with various intersection improvements and Active Traffic Management.

There was discussion including noting that congestion length is longer and that crashes occurring more frequently cause so much delay which adds to the issues with commute trip reliability. WSDOT is looking into options and is expecting that Active traffic measures will help prevent some of the delays.

VI. Update on Trail Segment – Jim Hagar, Port of Vancouver, Discussion

Jim Hagar, Port of Vancouver, noted that the project is known as Trail Segment 2 but is the third piece of the project with trail segments 1 and 3 now complete. Segment 2 took a bit longer due to the bridge over the wetland. The Port is expecting this segment will be open by June 2019. Jim also noted that the Project Showcase will be done once the project is complete. The Port has found that there are more walkers and runners now utilizing the trail.

VII. Other Business

A. RTAC Members

- a) Laurie Lebowsky, WSDOT, provided a handout regarding WSDOT's Active Transportation Plan (ATP) update that WSDOT will be working on. WSDOT will be working with RTC and will be bringing updates back to RTAC. Lynda David, RTC, noted that she is working on the scope for RTC's ATP and will be reaching out to member agencies.
- b) Rob Charles, City of Washougal, noted that construction of the SR 14 roundabout will start this summer and WSDOT is expecting completion by October 2019.
- c) Jim Hagar, Port of Vancouver, asked what involvement RTC will be having in WSDOT's new I-5 bridge office opening this year. Matt Ransom, RTC, indicated he was not sure what role RTC will have at this time.
- d) Darlene Sharar, Clark County, shared that Clark County is working on a policy for roundabout corridors.
- e) TIB Complete Streets Grant Awards – Matt Ransom, RTC, congratulated Vancouver and Battle Ground for their TIB Complete Streets Grant Awards:
 - City of Vancouver, \$700,000 – Jennifer Campos, City of Vancouver, noted this was a lot of work but the City received six (6) nominations and will be using the funds to complete traffic calming and pedestrian improvements as part of the

McLoughlin Safety Improvements project and will also create some new bike lanes.

- City of Battle Ground, \$350,000 – Mark Herceg, City of Battle Ground, also noted that the application was a lot of work and Battle Ground received two (2) nominations. Awarded funds will be used for some traffic calming, some ADA ramp improvements and a Bike & Ped plan.

B. RTC Staff

a. WSDOT Freight & Goods Transportation System, 2019 Update

- **City and Port counts, May 1 deadline** - Lynda David, RTC, mentioned that WSDOT is updating their Freight and Goods Transportation System and looking for count updates from agencies. Dale Robins, RTC, asked agencies to get updated counts to him by April 26th.

b. RTC Project Database, Project Showcase, and Before and After Analysis – Dale Robins, RTC, reminded the group that agencies need to be sure to complete their required Project Showcases and the Before and After Analysis'. Dale asked agencies that when doing these reports to provide him with 2 or 3 photos during construction and 2 to 3 pictures after completion.

c. Dale noted that TA Grants are due May 1st for 2021-2022.

d. Dale announced that the RTC Board approved the Call for Projects for the STBG and CMAQ programs for 2020-2023 funding at their April Board meeting. Grants will be due July 12th, 2019.

The meeting adjourned at 10:30 a.m.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: May 10, 2019
SUBJECT: **2019-2022 TIP Amendment-Performance Measures, Action**

BACKGROUND

The federal transportation act, MAP-21 (2012), established performance driven transportation planning and decision making, and these provisions were carried into the current federal transportation act, the FAST Act (2015). Provisions in MAP-21 are designed to create a national performance management program for National Highway System (NHS) designated assets.

Performance management provides a means for the efficient investment of federal transportation funds by focusing on national transportation goals and improving project decision making through performance-based planning and programming. Metropolitan planning organizations (MPOs) are to take a performance-based approach to their transportation planning.

RTC has agreed to support WSDOT and C-TRAN performance targets relating to the following subject areas: Safety, pavement & bridge, system performance/congestion, freight movement, and transit asset management. RTC's region is an air quality attainment area and congestion mitigation and air quality program performance measures do not apply.

TIP REQUIREMENT

Metropolitan Planning Organizations (MPOs) are required to establish and reference the performance targets and performance based plans in their Transportation Improvement Programs (TIPs) and Regional Transportation Plans (RTPs).

The Transportation Improvement Program must reference all performance targets and plans prior to any project amendments after May 20, 2019. Attached to this memorandum are the proposed performance measure language changes to the 2019-2022 Transportation Improvement Program.

RTAC ACTION

At the May 17, 2019 RTAC meeting, members will be asked to take action to recommend amending the attached performance measure language into the 2019-2022 Transportation Improvement Program.

Attachment

On-Road Emission Reduction Strategies

The State Implementation Plan (SIP) for Washington State includes an enhanced I/M vehicle emissions testing program for the Vancouver portion of the Portland-Vancouver Air Quality Maintenance Area. Washington's vehicle emission inspection program was added to the Vancouver urban area in 1993 and expanded to Brush Prairie, Battle Ground, Ridgefield and La Center in 1997.

Although not required as TCM's, there are plans for improved public transit and transit facilities. Additional efforts that contribute to emissions reductions include the 2006 Commute Trip Reduction (CTR) Efficiency Act that replaced the 1991 CTR Act. The CTR program calls for reduction of single occupant vehicle travel by major employers in the affected Urban Growth Areas of Clark County. As required by the CTR Efficiency Act, the RTC Board of Directors updated RTC's Regional CTR Plan and local CTR Plans for Vancouver, Camas, Washougal and unincorporated Clark County in May 2015 (Resolution 05-15-10). Vancouver has also voluntarily implementing a variety of local programs and promotions to encourage commute trip reduction for non-CTR employers.

PERFORMANCE MEASURES

Introduction

Federal 23 USC 150 states that performance management provides a means to the most efficient investment of federal transportation funds by focusing on national transportation goals and improving project decision making through performance-based planning and programming. Federal 23 USC Part 134 directs metropolitan planning organizations (MPOs) to take a performance-based approach to transportation planning. Metropolitan Planning Organizations (MPOs) are required to establish and reference the performance targets and performance based plans in their TIPs and Regional Transportation Plans. The framework gives flexibility to RTC to either support WSDOT statewide performance targets, or to establish targets for the MPO. In addition C-TRAN must develop transit performance targets. By supporting WSDOT targets, RTC is agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant WSDOT performance target.

RTC has agreed to supported WSDOT and C-TRAN performance targets relating to the following subject areas: Safety, pavement & bridge, system performance/congestion, freight movement, and transit asset management. RTC's region is an air quality attainment area and Congestion Mitigation and Air Quality program performance measures do not apply.

The TIP programs projects which support the implementation of the performed based targets and plans. As part of future Annual Listing of Obligation, RTC will classify obligated projects from the TIP by their primary performance measure. This as a way to show the effect of the transportation improvement program toward achieving the performance targets. Provided below is a status on target setting:

Safety

The stated goal for Safety: to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Pursuant to these national goals, State Departments of Transportation (DOTs) are required by the federal Highway Safety Improvement Program regulations under 23 CFR 924 to set five performance targets. These five required performance targets use five year rolling averages for number of fatalities, rate of fatalities per 100 million VMT, number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries. These targets are required for all public roads regardless of ownership or functional class.

MPOs are also required to establish the same five target areas with the state Department of Transportation for all public roads within 180 days of submittal of the state established targets. RTC agreed to plan and program projects so that they contribute to the WSDOT safety targets as reported to the Federal Highway Administration as part of WSDOT's Highway Safety Improvement Program annual submittal.

Pavement & Bridge

RCW 47.05 and the Washington State Department of Transportation's (WSDOT's) Highway System Plan set the direction for management of infrastructure condition in Washington State, which is to preserve pavements and bridges at lowest life cycle cost. The lowest life cycle strategy for any pavement or bridge is the strategy that maintains acceptable condition at the lowest annualized cost over the life of the asset. WSDOT has demonstrated this by taking a preservation first approach to pavement and bridge management over several decades.

Local agencies manage approximately 31% of the non-Interstate National Highway System (NHS) in Washington State. Using the Target Setting Framework, WSDOT worked with Metropolitan Planning Organizations (MPOs) to establish performance measures and communicate its pavement and bridge management practices, as well as what these practices mean in the context of the National Highway System (NHS). WSDOT has also communicated the annual average state facility needs for pavements and bridges within each MPO boundary. Further supporting asset performance and investments on the NHS, WSDOT Local Programs issued a call for projects specifically focused on asset management practices, for pavements on NHS roadways.

Washington MPOs & WSDOT have agreed to plan and program projects to work towards and achieve Washington pavement and bridge condition targets for infrastructure condition under 23 CFR 490. As required under 23 CFR 515, the specific strategies for pavement and bridge preservation are documented in WSDOT's Transportation Asset Management Plan, certified by FHWA in May 2018.

System Performance (Congestion) & Freight Movement

In 2018, Washington State Metropolitan Planning Organizations (MPOs) and the Washington State Department of Transportation (WSDOT) set, adopted, and reported to FHWA statewide targets for the Highway System Performance, Freight, and Congestion Mitigation and Emissions performance measures. Washington State MPOs and WSDOT are working to improve the planning and programming process to more fully align funding decisions with performance targets.

In Washington State, many of the projects selected to address mobility are prioritized through the legislative process. For this reason, it is essential that WSDOT, MPOs, regional transportation planning organizations (RTPOs), and local agencies coordinate their transportation planning efforts to develop transportation priorities that contribute towards performance targets and can be shared with lawmakers.

One such way WSDOT and its partner MPOs and RTPOs are working to make performance-supporting projects and programs clear to the legislature is through the Plan Alignment Work Group. A major focus of the group is to increase the consistency between regional plans and WSDOT's statewide plans, which includes sharing and collaboratively perfecting the data and information necessary to identify a comprehensive list of financial forecasts, maintenance needs, and project priorities related to the state system within MPOs and RTPOs.

Another way WSDOT and its partners are assessing performance and target achievement is through the Regional Integrated Transportation Information System (RITIS) data tool. The state's financial participation makes this tool available for WSDOT and MPOs to use the system in evaluating regional targets and to assist in other decision making processes.

To guide freight investments and improve freight system performance in Washington, WSDOT developed the 2017 Washington State Freight Investment Plan by engaging various freight partners and stakeholders, including MPOs and RTPOs. The Freight Investment Plan identified freight priority projects and described how those priorities would be invested and funded through FFY 2016–2020 National Highway Freight Program (NHFP) funds. Those NHFP investments would be incorporated into STIP and TIPs contributing to improving statewide freight performance on National Highway Freight Network. Over the coming years WSDOT and its partners will further align planning and programming with performance. All are committed to developing practical approaches to work towards our regional and statewide performance targets.

Transit Asset Management

Transit Asset Management (TAM) uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a state of good repair. C-TRAN is required to develop a Transit Asset Management Plan, and report annually on progress towards helping to meet these targets. In 2018, C-TRAN adopted a four-year Transit Asset Management Plan.

C-TRAN conducts an investment prioritization analysis on an annual basis as part of ongoing TAM activities to maintain a State of Good Repair (SGR) for each asset. The TAM Plan determines the required capital investment in what order and magnitude (amount) to maintain service levels. The Plan also provides ranking of SGR programs to inform the logical repair/refurbish/replace decisions associated with assets or asset classes. Based on this ranking C-TRAN will program projects in the Transportation Improvement Program.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: May 10, 2019
SUBJECT: 2018 Congestion Management Process, Action

BACKGROUND

At the April RTAC meeting staff highlighted preliminary congestion data. In May, RTC staff will provide a comprehensive overview of the draft reports. Both the draft 2018 Congestion Management Process Report and Summary Report will be available at the meeting. Please come to the May RTAC meeting prepared to discuss the 2018 Congestion Management Process findings and recommend endorsement by the RTC Board.

CORRIDOR DEFICIENCIES AND NEEDS

The corridor analysis shows that the region needs to continue to focus on operational improvements, and select capacity improvements, and address strong demand for bi-state travel.

Corridor	Capacity	Speed	Need
Highway 99		X	Intersection Improvements, Transit, and TSMO
I-5 South	X	X	I-5 Bridge Replacement, Interchanges, Transit, TSMO
Main Street	X	X	I-5 Bridge Replacement, Transit, and TSMO
I-205 South	X	X	Interchange modifications, transit, and TSMO
112 th Avenue		X	Urban Upgrade, intersections, and TSMO
Andresen South		X	Intersection Improvement and TSMO
SR-503 South	X	X	Intersection improvement, Access Management, and TSMO
164 th Av. South		X	TSMO
SR-14 Central	X	X	Auxiliary lanes and TSMO
Fourth Plain to Port		X	TSMO
Fourth Plain West		X	Road diet and TSMO
Fourth Plain Central		X	Intersection improvement and TSMO
Fourth Plain East	X	X	Intersection improvements, transit, and TSMO
Mill Plain East		X	Transit and TSMO
SR-500 West		X	Remove signals
SR-500 Central		X	Grade Separation, auxiliary lanes, and TSMO
NE 78/76 Street		X	TSMO
Burton Road		X	Urban Upgrade and TSMO
18 th Street		X	Urban upgrade, Transit and TSMO

An advisory committee to:

KEY STRATEGIES

The Congestion Management Process shows that implementation of the 20-year Regional Transportation Plan (RTP) can help address many of the key capacity bottlenecks. The following are key projects to address congestion needs within Clark County:

Identified Needs	In RTP	Funded
I-5 Interstate Bridge and Interchanges	✓	(P)
- I-5/Mill Plain Interchange (2026 Construction)		✓
- Bi-State Transit Expansion		
Freeway Operational Improvements (I-5, I-205, SR-14, SR-500)	✓	(P)
- Freeway Operational Study		✓
- Active Traffic Management I-5 Southbound (2020)		✓
- Active Traffic Management I-205		(P)
- Active Traffic Management SR-14		
I-205/SR-14 Interchange		
I-205, SR-500 to Padden Widening	✓	
I-205/Padden Parkway Interchange Reconstruction	✓	
I-205/Salmon Creek Interchange Phase II	✓	
SR-14, I-205 to 164 th Av. Widening (2020 Construction)	✓	✓
Major Intersection Upgrade	✓	
- SR-500/SR-503/Fourth Plain		
- SR-503/Padden Parkway		
- Andresen Rd./Padden Parkway		
- Fourth Plain/Andresen		
Arterial Operational Improvements	✓	
- Highway 99, 78 th St. to 139 th St.		
- Main Street, I-5 to Mill Plain		
- 112 th Avenue, 28 th St. to SR-500		
- Andresen, Mill Plain to SR-500		
- 164 th Avenue, SR-14 to Mill Plain		
- Mill Plain, 136 th Av. to 192 nd Av.		
- Fourth Plain, Port to SR-503		
- SR-503, Fourth Plain to 99 th		
- 78 th /76 th Street, Lakeshore to SR-503		
- Burton Road, Andresen to 162 nd Av.		
- 18 th Street, I-205 to 162 nd Av.		
County-Wide Transit Expansion	✓	(P)
- Mill Plain BRT		(P)
- Local Routes		
- I-5/Highway 99 BRT		
- I-205 Bi-State Transit		



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Bob Hart
DATE: May 10, 2019
SUBJECT: **Regional Origin Destination and Urban Freeway Corridor Operations Studies: Update, Discussion**

INTRODUCTION

At the February RTAC meeting, RTC staff provided members with an overview of the Regional Origin Destination (ROD) and Urban Freeway Corridor Operations (UFCO) Studies

The UFCO Study is analyzing existing freeway operational needs, identify near term strategies to address them, evaluate their effectiveness and recommend low cost strategies to improve system performance and mobility on I-5, I-205, SR-500 and SR-14. Strategies being considered include both technology based real-time advanced traffic management and low cost capital improvements to address geometric constraints.

The ROD Study analysis directly supports the operational analysis by providing an understanding of access to and from the freeways and supplements other traffic data collected for the UFCO Study. While the Regional Origin Destination Study and the Urban Freeway Corridor Operations Study are separate initiatives, they are being closely coordinated to ensure the origin destination data supports the baseline data and analysis needs of the UFCO Study.

ROD AND UFCO STUDIES: UPDATE

The ROD Study evaluated a number of options to procure origin destination data, including field data collection and private sector 'big data' providers, and recommended Inrix/Moonshadow as the preferred OD data source for the study.

The UFCO Study has completed an analysis of existing conditions for the study corridors and has developed a 'toolbox' of operational strategies that will be considered for the corridors to smooth traffic flow, improve safety, and manage congestion.

An all-day UFCO workshop is scheduled for May 14. The purpose of the workshop is to identify lower cost capital, operational and ITS projects/strategies to address congestion on each of the four study corridors. The initial set of strategies identified at the workshop will undergo additional analysis and evaluation to finalize projects/strategies to be recommended for the study.

RTC staff will present an overview of the origin destination data, the associated web based O/D analysis tool, and an update on the UFCO study at the RTAC meeting on May 17.

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Study Area

Study Goal:

To identify a list of effective strategies/projects to reduce congestion, increase safety and improve travel reliability at the intersection of SR 500/NE Fourth Plain Blvd.

Study Methodology:

The study is analyzing factors that affect:

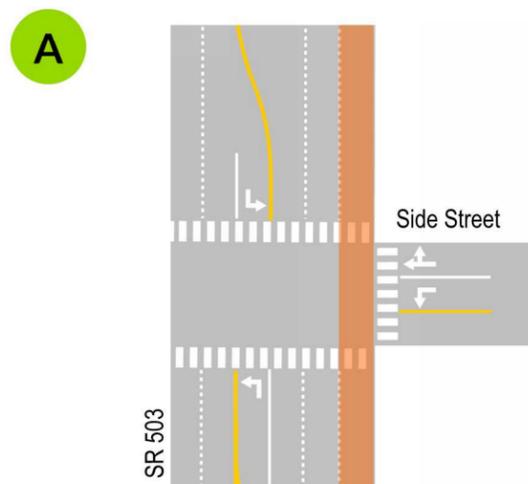
- **Mobility** - The ability to move through the intersection.
- **Reliability** - The ability to predict how long trips will take during peak periods.
- **Safety** - The safe movement of vehicles, bicycles, pedestrians, and other non-motorized travelers.



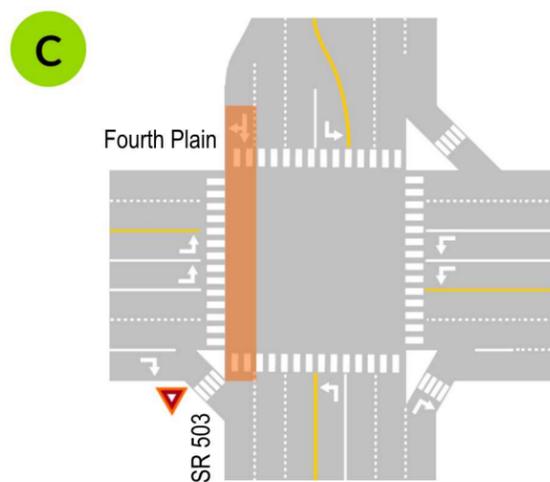
SR 503 Corridor Improvement Package



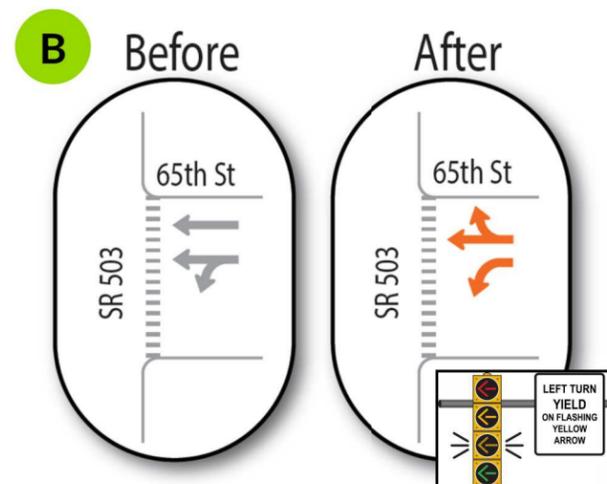
Proposed Improvements



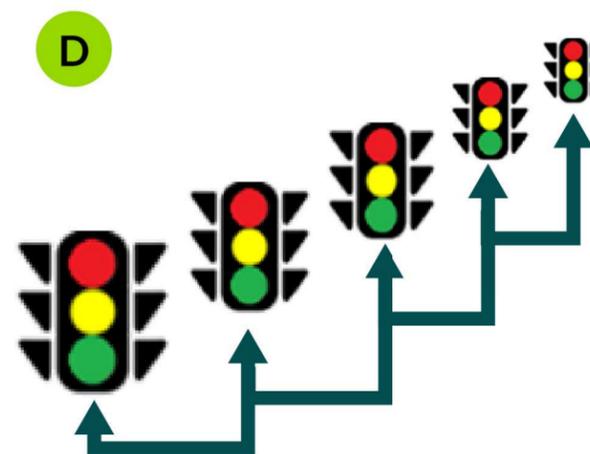
Add a third northbound lane to SR 503 between Fourth Plain Blvd and Padden Pkwy. Convert the northbound right-turn only lanes at 65th St and 76th St to shared through/right-turn lanes.



Convert the southbound right-turn lane at SR 500/Fourth Plain to a shared through/right-turn lane to provide a third southbound through lane at the intersection.



Restripe the westbound approach of SR 503/65th St to provide a dedicated westbound left-turn lane and shared through/right-turn lane. Implement flashing yellow arrows on 65th St.



Optimize the signal timing at all signalized intersections on SR 503 from Fourth Plain Blvd to Padden Pkwy.

Package Summary

Add a third northbound travel lane on SR 503 between Fourth Plain and Padden Pkwy with additional capacity improvements at the SR 500/Fourth Plain and SR 503/65th St intersections.

Benefits

- Reduces driver delay at SR 500/Fourth Plain during peak commute hours
- Reduces driver delay at SR 503/65th St during peak commute hours
- Improves travel time reliability along SR 503
- Eases congestion on SR 503 northbound between Fourth Plain and 65th St

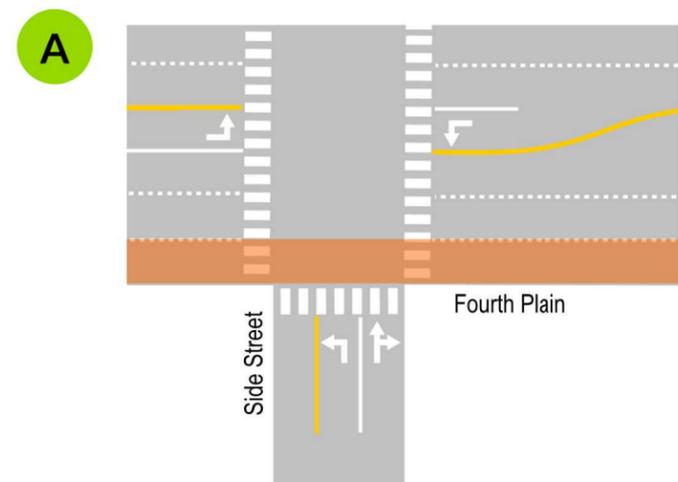
Impacts

- Requires additional right of way, signage, and striping
- Increases pedestrian crossing distance of SR 503
- May impact property access along SR 503

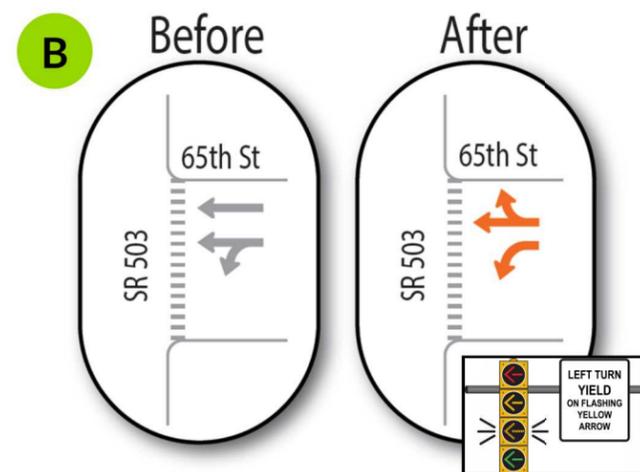
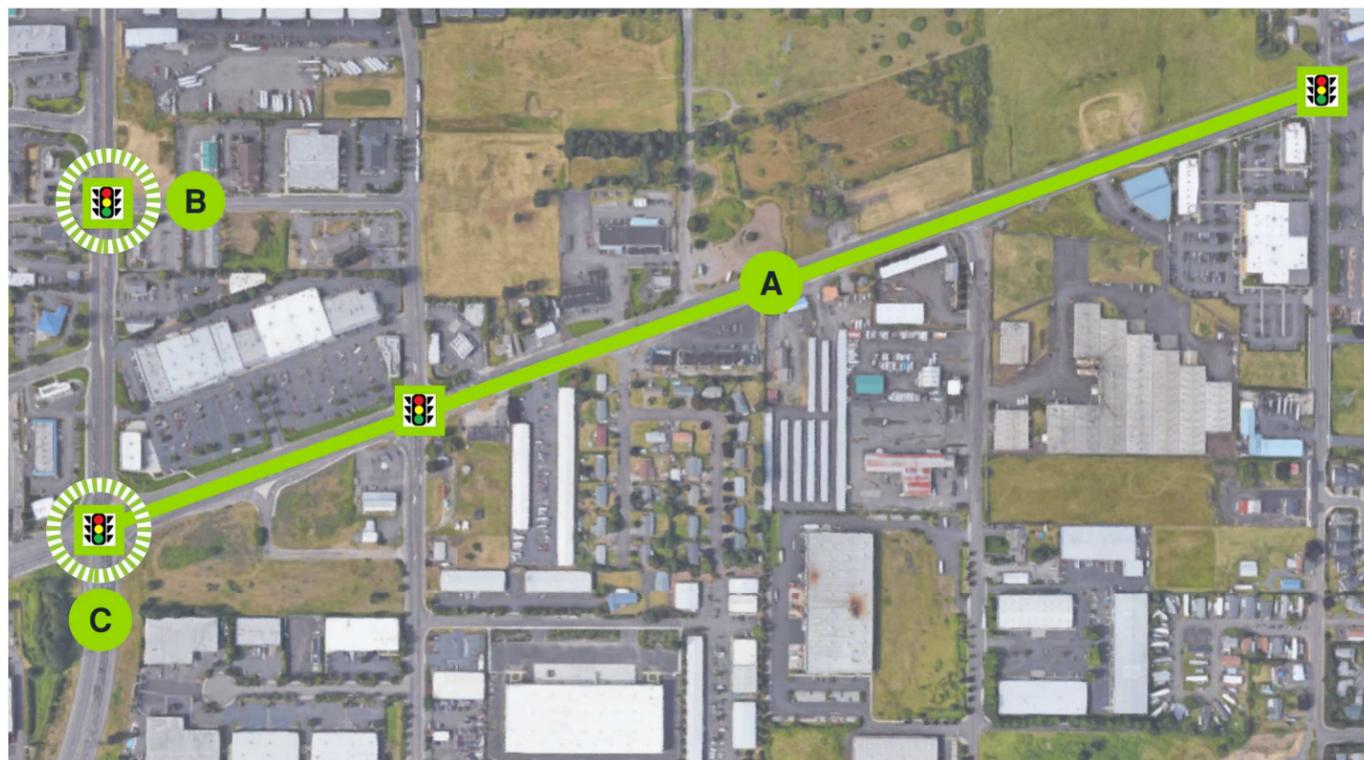
Cost Estimate: \$XXX-XXX

Fourth Plain Corridor Improvement Package

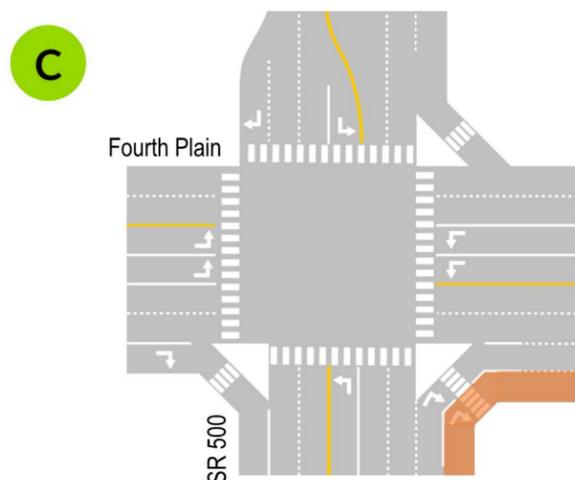
Proposed Improvements



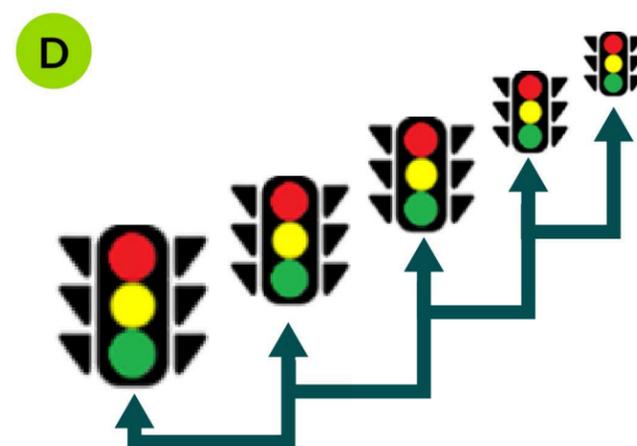
Connect the existing eastbound right-turn lanes on Fourth Plain between SR 500 and 131st Ave to provide a third eastbound lane.



Restripe the westbound approach of SR 503/65th St to provide a dedicated westbound left-turn lane and shared through/right-turn lane. Implement flashing yellow arrows on 65th St.



Widen SR 500 to provide dual northbound right-turn lanes onto eastbound Fourth Plain.



Optimize the signal timing at all signalized intersections on Fourth Plain from SR 500/SR 503 to 131st Ave.

Package Summary

This corridor package combines a third eastbound travel lane on Fourth Plain with additional capacity improvements at the SR 500/Fourth Plain and SR 503/65th St intersections.

Benefits

- Improves travel time reliability on Fourth Plain for both the AM and PM peak commute hours.
- Eases eastbound congestion on Fourth Plain between SR 500 and 121st Ave
- Reduces driver delay at SR 500/Fourth Plain, Fourth Plain/121st Ave, and Fourth Plain/131st Ave during peak commute hours

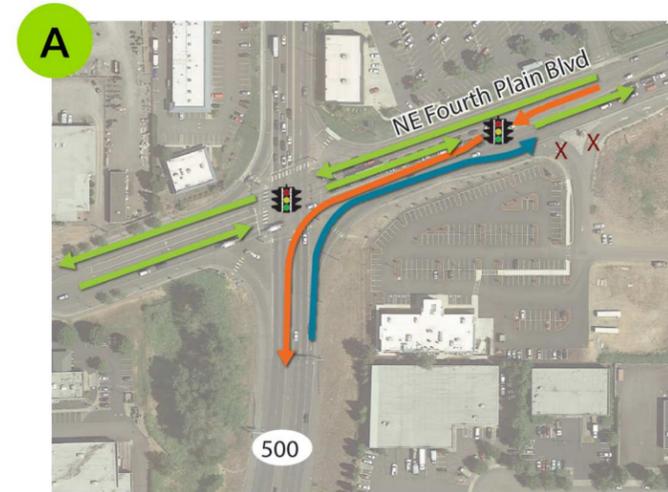
Impacts

- Requires additional right of way, signage, and striping
- Increases pedestrian crossing distance of Fourth Plain
- Will impact property access along Fourth Plain

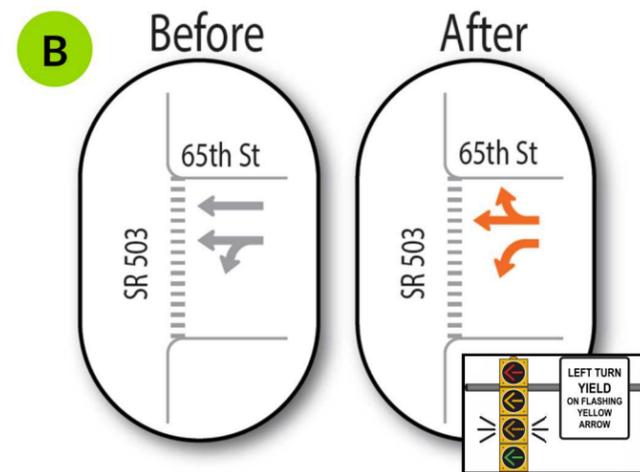
Cost Estimate: \$XXX-XXX

Fourth Plain Displaced Left Corridor Improvement Package

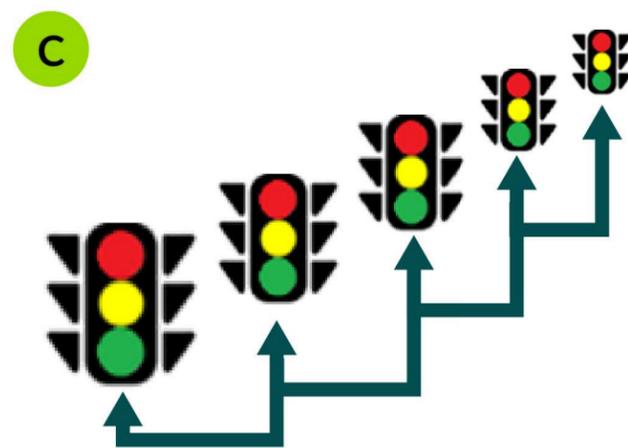
Proposed Improvements



Convert the westbound left-turn from Fourth Plain onto SR 500 southbound to a displaced left-turn with a new signal at the crossover point.



Restripe the westbound approach of SR 503/65th St to provide a dedicated westbound left-turn lane and shared through/right-turn lane. Implement flashing yellow arrows on 65th St.



Optimize the signal timing at all signalized intersections on Fourth Plain from SR 500/SR 503 to 131st Ave.

Additional Considerations for Displaced Left Turn

- Users would need to learn this new configuration, not currently used in the region
- May require more detailed analysis to refine signal timing and confirm queue conditions within the crossover section

Package Summary

This corridor package combines a westbound displaced left-turn improvement at SR 500/Fourth Plain with additional capacity improvements at SR 503/65th St.

Benefits

- Significantly increases westbound left turn capacity at SR 500/Fourth Plain, increasing westbound travel time reliability
- Easier to construct and less expensive than an interchange with grade separated ramps
- Improves safety and reduces driver delays at the intersection of Fourth Plain and SR 500/SR 503

Impacts

- Increases congestion and driver delays on 121st Ave
- Fourth Plain capacity constrained by 121st Ave intersection
- May require additional right of way for northbound right-turn lane on SR 500
- Requires relocation of Golden Corral access

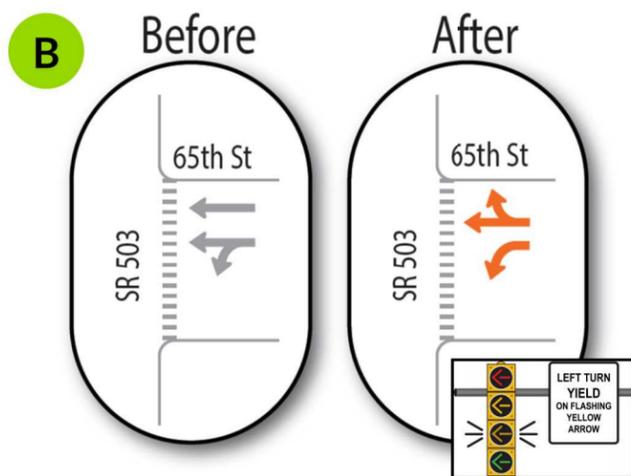
Cost Estimate: \$XXX-XXX

Fourth Plain Flyover Ramp Corridor Improvement Package

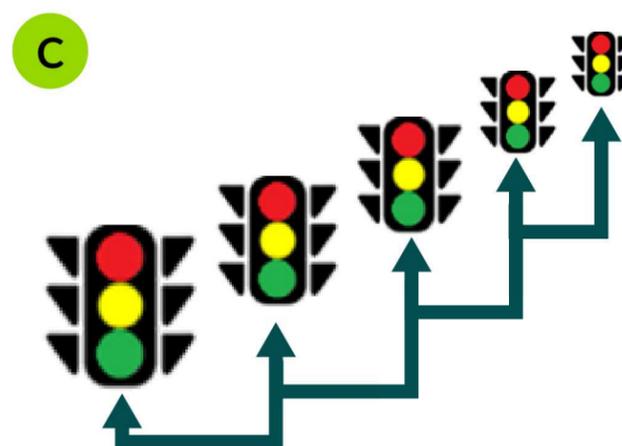
Proposed Improvements



Convert the westbound left-turn from Fourth Plain onto SR 500 southbound to an elevated flyover, facilitating movement independent of the signal.



Restripe the westbound approach of SR 503/65th St to provide a dedicated westbound left-turn lane and shared through/right-turn lane. Implement flashing yellow arrows on 65th St.



Optimize the signal timing at all signalized intersections on Fourth Plain from SR 500/SR 503 to 131st Ave.

Package Summary

This corridor package combines a westbound left turn flyover ramp with capacity improvements at SR 503/65th St.

Benefits

- Improves safety by eliminating left-turn conflicts at SR 500/Fourth Plain
- Reduces driver delays for all movements at SR 500/Fourth Plain
- Eliminates congestion back-up from vehicles turning left from Fourth Plain westbound to SR 500 southbound

Impacts

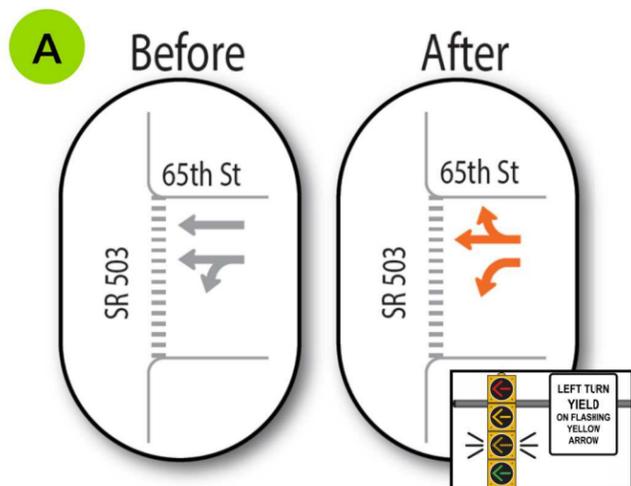
- Fourth Plain benefits are limited by the congestion at the 121st intersection
- May require additional analysis to determine impacts to accesses in order to accommodate flyover structure
- Requires limited access to properties along Fourth Plain (e.g., Golden Corral)

Cost Estimate: \$XXX-XXX

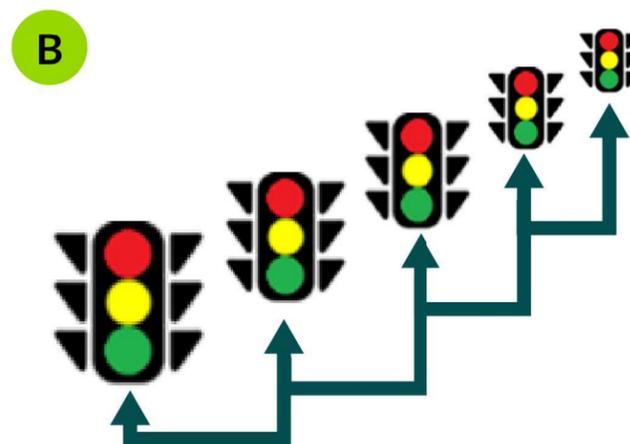
SR 500/503 Full Grade Separation Corridor Improvement Package



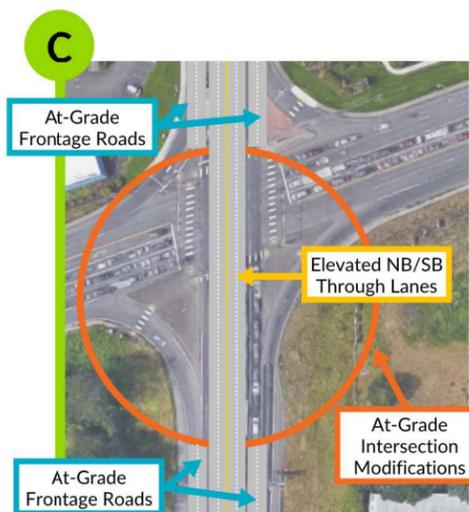
Proposed Improvements



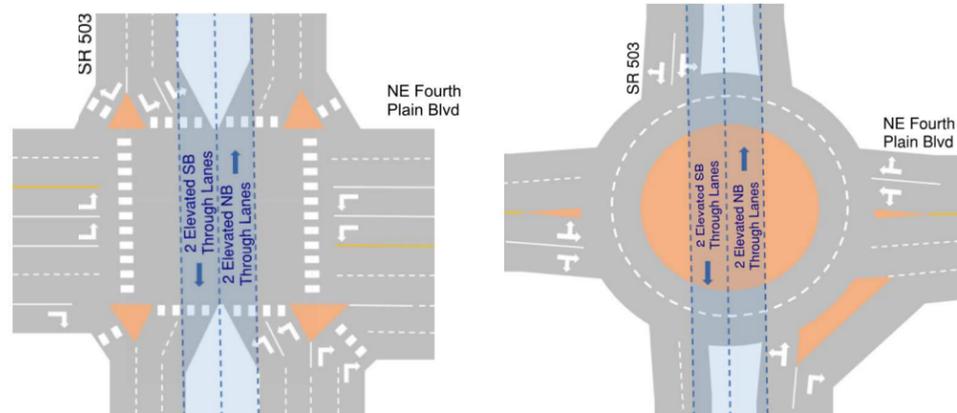
Restripe the westbound approach of SR 503/65th St to provide a dedicated westbound left-turn lane and shared through/right-turn lane. Implement flashing yellow arrows on 65th St.



Optimize the signal timing at all signalized intersections on SR 503 from Fourth Plain Blvd to Padden Pkwy and on Fourth Plain from SR 500/SR 503 to 131st Ave.



Convert the NB and SB through movements at SR 500/Fourth Plain to an elevated flyover. Frontage roads will maintain access to a reconfigured at-grade intersection.



Reconfigure the at-grade approaches for SR 500/SR 503/Fourth Plain under the new flyover. Evaluate relative advantages/disadvantages of signalized (above left) and roundabout (above right) alternatives. Roundabouts may also be considered at the intersections of 65th St/SR 503 and 121st Ave/Fourth Plain.

Package Summary

This corridor package combines full grade separation of both directions of SR 500/SR 503 at Fourth Plain, and capacity improvements at SR 500/Fourth Plain and SR 503/65th St.

Benefits

- Grade separation of SR 500/SR 503 provides safety benefits to northbound and southbound through movements.
- Improves travel time reliability on SR 500 and SR 503
- Reduces congestion back-up from vehicles turning left from Fourth Plain westbound to SR 500 southbound
- Reduces driver delay at SR 500/Fourth Plain and SR 503/65th during peak commute hours

Impacts

- Fourth Plain benefits are limited by the congestion at the 121st intersection
- Northbound SR 503 frontage road traffic turning left at 65th St will not have adequate weave distance
- Requires limited access to properties along Fourth Plain (e.g., Golden Corral)

Cost Estimate: \$XXX-XXX



WALK ROLL CONNECT

Getting You Where You Want to Go



WSDOT's statewide Active Transportation Plan Update is under way

Active transportation is about giving people safe options for getting from one place to another using active means of travel such as walking, biking and rolling. The 2019 Active Transportation Plan will help guide and implement statewide investments and policies for increased access, safety and mobility.

You shape the plan at every step

- **Your voice matters.** Every comment and survey response will help shape the final recommendations for policy, funding priorities and projects.
- **Your friends and neighbors listen to you.** When you tell them they should get involved, it's more powerful than when we ask.
- **Taking the survey tells us what matters to you** for walking and rolling more places, more safely, more conveniently in your community and state.

3 things you can do

- **Take the survey** and encourage friends and family to do the same! The survey can be found here: bit.ly/WSDOT-2019-ATP
- **Sign up for AT Plan E-News** bit.ly/WSDOT-ATPlan-Surveys
- **Pass this along to 3 people**

WSDOT Feedback Form

www.wsdot.wa.gov/contact/feedback

Contact WSDOT

www.wsdot.wa.gov/Contact/default.htm



Website

WSDOT Active Transportation Plan Under Way

What is the Active Transportation Plan?

- ▶ WSDOT is updating its 2008 Washington State Bicycle Facilities and Pedestrian Walkways Plan. The 2019 Active Transportation Plan will be available by December 2019.
- ▶ The Active Transportation Plan will help guide and implement investments and policies for increased access, safety and mobility to enable Washingtonians of all ages and abilities to walk, bike and roll.
- ▶ WSDOT is engaging the public and stakeholders across the state to provide vision, policy direction and actionable strategies for WSDOT and partner agencies.
- ▶ The Active Transportation Plan is one element in WSDOT's overall multimodal transportation plan. It supports the Highway System Plan, Strategic Highway Safety Plan (Target Zero) and other modal plans.

What will the Active Transportation Plan address?

- ▶ **Analyzing connections, gaps and barriers.** What enables people of all ages and abilities to get from here to there safely?
- ▶ **Prioritizing changes** to WSDOT right-of-way and important connections on local systems to work toward complete, comfortable connections for all.
- ▶ **Connecting active transportation networks** to transit, ferries, rail and air
- ▶ **Managing assets.** What do we own and how well does it serve a safe, accessible, connected network?
- ▶ **Understanding funding and policy.** What do we need to make progress?
- ▶ **Measuring performance.** How do we track and report meaningful progress?

Plans affect projects, policy and people

- ▶ **Plans affect projects.** When you identify important gaps and opportunities, you tell us which projects matter most for future designs and investments.
- ▶ **Plans affect policy.** Elected officials and agencies listen to public priorities expressed through plans.
- ▶ **Plans factor into funding decisions.** We need strategic investments in mobility, safety and accessibility for people who walk and roll now more than ever.
- ▶ **A state plan affects how WSDOT works with regional and local partners.** When we all align around shared priorities, we're stronger together.

What is Active Transportation?

Active transportation is human-scale transportation. It's getting from one place to another using active means of travel such as walking, biking and rolling. It includes use of motorized personal mobility devices such as skateboards, scooters and electric-assist bicycles.

Active transportation benefits everyone

▶ **Active transportation serves 100% of Washington.**

The minute someone steps out of a motor vehicle, they're using pedestrian connections.

▶ **Complete connections reduce risk.** The number of people seriously injured or killed in Washington while using active transportation has gone up every year for 9 of the past 10 years.

▶ **Active transportation infrastructure adds value.** Home values, retail sales, health and air quality all improve in places with good sidewalks, bike lanes, paths and trails.

▶ **We need strategic investments** in the state's active transportation network now more than ever.

We need active transportation networks

- ▶ **For our children.** Safe routes to school help kids arrive energized and ready to learn. Places to walk and bike keep kids active and healthy.
- ▶ **For our pocketbooks.** Transportation costs are a big chunk of every household budget. Being able to walk or roll to transit or our end destination saves us money. We save on health care, too, because we're more active.
- ▶ **For our neighborhoods.** Designing safer connections for people walking, biking and rolling creates safer streets for everyone, including drivers.
- ▶ **For our economy.** Streets that invite people to stroll, stop and shop grow retail sales. Comfortable bike connections between towns and regional trails support bicycle travel and tourism, which puts over \$3 billion per year into Washington's economy.
- ▶ **For our elders.** As we get older we may not be comfortable or safe driving alone. Being able to walk or bike maintains transportation independence and health.

How can communities help shape Active Transportation Plan priorities?

You shape the plan at every step

- ▶ **Your voice matters.** Every comment and survey response will help shape the final recommendations for policy, funding priorities and projects.
- ▶ **Your friends and neighbors listen to you.** When you tell them they should get involved, it's more powerful than when we ask.
- ▶ **Taking the survey tells us what matters to you for walking and rolling** more places, more safely, more conveniently in your community and state.



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Find information and links to surveys and resources at
bit.ly/WSDOT-2019-ATP



Website!