

Peninsula Regional Transportation Planning Organization Technical Advisory Committee (TAC) Meeting Summary

August 20, 2015
Jefferson County Library
Port Hadlock, WA

Attendees

Rich James, Clallam County	Larry Crockett, Port of Port Townsend
Mike Breidenbach, City of Forks	Pete Hanke, Port of Port Townsend
David Sullivan, Jefferson County	Dick Taylor, Port of Shelton
Zoe Ann Lamp, Jefferson County	Marty Allen, Skokomish Indian Tribe
Cheryl Loran, Jefferson Transit	Elizabeth Robbins, WSDOT
Sara Crouch, Jefferson Transit	John Donahue, WSDOT
Greg Cioc, Kitsap County	George Kovich, WSDOT
Michelle Thompson, Makah Nation	Dennis Engel, WSDOT
Melissa McFadden, Mason County	Debbie Clemen, WSDOT
Lynn Wall, Naval Base Kitsap	
Jonathan Boehme, City of Port Angeles	

Welcome Introductions

PRTPO Coordinator Debbie Clemen opened the meeting with a welcome and initiated self-introductions.

Peninsula RTPO's Travel Demand Model Update

Greg Cioc from Kitsap County updated the group on the progress of the Peninsula RTPO's Travel Demand Model. Greg relayed that Kitsap County's modeler Jim Rogers is out on medical leave. Jim is recuperating at home from heart surgery. However, he will be able to start working from home soon.

Completed model work items include:

- The collection and consolidation of TAZ structures for the four county region in GIS format.
- The creation of some new TAZs to fill in the rural gaps.
- Updates of existing population and employment data by TAZ in spreadsheet and GIS format.
- The collection of new and existing traffic count data from all jurisdictions for use in the model calibration.
- The consolidation and updating of the roadway networks ensuring that all link attributes are included and coded properly. Additional links were included to cover those previously unmodeled areas, and attributes encoded. Roadway attributes included number of lanes, speed limit, federal functional class, and capacity.

Kitsap County is currently working on the collection of transit route and park & ride descriptions and utilization from all transit agencies in the region. Jim will be contacting region transit agencies soon to collect this information. They are also working on the development of the trip generation tables, special generators, daily and PM peak hour travel times and volumes.

In October, the calibration of the model is scheduled to take place. During the calibration phase, the model's out-put volumes will be compared to existing traffic counts and observed travel patterns. Adjustments will be made to the models coefficients until the modeled existing conditions replicate

Peninsula RTPO's Travel Demand Model Update continued

actual existing traffic counts within acceptable parameters. Once the model is calibrated for the existing conditions, it can then be used as the basis for analyzing future traffic conditions based on land use alternatives and/or changes to the roadway network. The model is scheduled to be calibrated and ready for validation towards the end of November.

WSDOT's Practical Solutions & Least Cost Planning

Elizabeth Robbins and John Donahue presented WSDOT's Practical Solutions, the new way of doing business for WSDOT. The past approach to transportation system investment is no longer affordable or sustainable. Least cost planning and practical design are two important reforms that WSDOT is undertaking to make more sustainable transportation investment decisions.

Elizabeth commented that Practical Solutions consists of two parts, a least cost planning side that leads to the practical design side. Least Cost planning is an approach to making planning decision that considers a variety of conceptual solutions to achieve the desired system performance targets for the least cost. Central to least cost planning is a process that engages the public, applies methods to evaluate planning options, and how to select options. Using least cost planning will help ensure the best use of limited transportation funds.

WSDOT is not alone in this venture. FHWA is encouraging use performance based practical design approach. The key elements of least cost planning are:

- Collaboration
- Performance Targets
- Context is essential
- Range of strategies and solutions
- Costs and Benefits

Practical design is an approach to making project decision that focuses on the need for the project and looks for the lowest cost solutions. It engages local stakeholders at the earliest stages of defining scope to ensure their input is included at the right stage of project design.

With practical design, decision-making focuses on maximum benefit to the system, rather than maximum benefit to the project. Focusing on the specific project need minimizes the scope of work for each project. The goal is to allow more needs to be addressed system wide by reducing spending on lesser priority items on each project.

Practical design is an important component in implementing WSDOT's strategic plan:

- Innovation and solutions are encouraged
- No compromises to safety
- Community engagement is important to making decisions
- Collaboration ensures a wide array of perspectives

By using practical design, project decisions will build the most efficient solutions for the state's transportation needs. Please note however, that this is a WSDOT initiative for DOT projects only. All federal and state rules and regulations are still applicable to local jurisdictions.

A public draft of the new design guidelines will be available for review in September. Check with your regular contact at WSDOT's Local Programs Office for a copy.

WSDOT's Corridor Sketch Initiative

A corridor sketch pilot program has been developed by WSDOT to evaluate the planning and programming concepts which will shift the agency's current programming focus on highway capacity

WSDOT's Corridor Sketch Initiative continued

investments to a new approach that would develop cost-effective integrated sets of demand management, operational improvements, and highway capital investment strategies.

George Kovich provided an overview of the Corridor Sketch Initiative. George relayed that the Highway System Plan (HSP) is a document that provides a 20-year plan for state highways. This plan identifies the vision, goals, performance gaps and strategies consistent with Results Washington. Corridor Sketches are a key component of the HSP. The sketches are aligned to the Transportation Policy Goals. Washington's highways were divided up into 291 corridors statewide. There are 62 identified corridors in WSDOT's Olympic Region (Clallam, Jefferson, Mason, Grays Harbor, Thurston, Kitsap and Pierce counties). The following roadways have been group together to form corridor sketch segments:

Jefferson County

- US 101 (two corridor segments)
- SR19/SR 20/SR 116
- SR 104

Mason County

- US 101 (two corridor segments)
- SR 3
- SR 8
- SR 102
- SR 108
- SR 106
- SR 119
- SR 300
- SR 302

Clallam County

- US 101 (two corridor segments)
- SR 104
- SR 117
- SR 110
- SR 112/SR 113

Kitsap County

- SR 3
- SR 16
- SR 160
- SR 303
- SR 304
- SR 305
- SR 104/SR 307
- SR 308
- SR 310

A corridor sketch is a container of consistent information about each corridor that includes a description including lane use and a vicinity map, corridor vision, current and future functions, expected performance and performance gaps, what is working well, what needs to change, community concerns, issues and opportunities, strategies from adopted local and regional plans, and cost-effective strategies (future). A corridor sketch is not a substitute for detailed planning and analysis nor is it a list of investments or projects.

The corridor sketch development will be conducted in two phases. Phase I will consists of documenting the vision, existing conditions and performance targets for each corridor throughout the state. WSDOT will coordinate with local jurisdictions at the MPO/RTPO level and coordinate with tribes on an individual bases as required. Local land use planners, transportation planners, transit and tribal representatives are invited to attend the workshops. WSDOT will capture the local vision and corridor perspective, issues and planned developments for each corridor. Phase 1 will begin in September and continue through January 2016. The collection of comments from the public for Phase 1 is scheduled for the spring and summer of 2016. Phase II will use performance targets as the basis for identifying and ranking cost-effective multimodal investment strategies and continue with community engagement.

WSDOT's Corridor Sketch Initiative continued

Corridor Sketch Timeline

- August 2015 Corridor Sketch Statewide Implementation
- Sept. – Dec. Community Outreach with jurisdictions and agencies
- March 2016 Phase 1 Complete
- Spring 2016 Commence Phase II
- Spring 2016 HSP Comment Period
- Summer 2016 Revised HSP

Comprehensive Plan Collaboration

George Kovich commented that Comprehensive Plan updates for the Peninsula RTPPO region are due in 2016. He remarked that when reviewing those comp plans due in 2015, the state found that agencies tended not to include the following two required items:

- The identification of the Level of Service for arterials and transit routes at a minimum based on RCW 36.70A.040.
- A 10 year analysis look at state routes and the identification of any gaps and the identification of any needs along the state routes.

George offered to personally meet with any jurisdiction to further discuss comprehensive plan coordination.

PRTPO's Regional Transportation Plan (RTP)

George presented the revised RTP to the group. He commented that revisions included the addition of more maps including rail maps, a new freight section, the challenge section was enhanced and countywide interests were added. This version of the RTP is smaller in size (reduced down from 270 pages) and easier to read. The next steps for this document is to forward it to the Executive Board for review and approval.

Public Comments & Announcements

The next TAC meeting is scheduled for Thursday, October 15, 2015.

Meeting Adjourned

Rich James adjourned the meeting.

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