Implementing the State Facilities Action Plan

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Practical Solutions

There’s a lot riding on I-5

State Facilities Action Plan

• Near-Term & Long-Term

Next Steps

• Creation of an I-5 Working Group
• State Facilities of Local Interest
What is Practical Solutions?

• Addressing congestion within available resources
• It’s the right investment, in the right location, at the right time
• It’s not about fixing a problem on the state highway system, but instead, advancing to the next generation of transportation investment
  – Becoming stewards of the transportation system rather than “just” delivering projects
• We have a huge asset that we need to keep in state of good repair – make sure it operates safely – operates efficiently – manage demand – and at times, add capacity
**SR-14 in Vancouver**

- **Project Description:** This $25 million Constructing Washington project would construct auxiliary lanes both directions and modify I-205 ramps in the Vancouver area.

- **Need and Problem Statement:** SR 14 is experiencing congestion associated with high volumes of entering and exiting traffic. Construct auxiliary lanes in both directions and modify I-205/SR 14 ramps to reduce delays and improve safety.

- **Considerations:**
  - $25 million budget will not fund previously identified solutions.
  - Project team is analyzing array of operational improvements to provide the greatest relief.

- **Multimodal Strategies:** C-Tran conducting pilot for bus on shoulder during peak congestion – if successful, project will examine if roadway design can accommodate continued shoulder use. Also examining bike/pedestrian routes on parallel corridors.
SR-305 Safety Improvements

• **Project Description:** This $36.8 million project constructs safety and mobility improvements on SR 305 from the Bainbridge Ferry Terminal to Hostmark Street.

• **Need and Problem Statement:** Congestion affects travel times, traveler safety and economic vitality. Performance based strategies are needed to improve safety and mobility, address bridge constraints, provide multi-modal solutions, move more people and goods, reduce travel time, address access needs, protect and enhance the environment.

• **Considerations:**
  
  – Community Engagement identified concerns about: traffic and safety issues, travel time and speed, ferry off-loading, traffic signals at intersections, making left turns, transit travel time and bike and pedestrian barriers.
  
  – Project team identified performance measures, metrics and unranked priorities.

• **Next Steps:** Working group will prioritize solutions, select the best “suite” of investments to improve corridor performance, balance tradeoffs and design and deliver the construction package. Low-cost enhancements could occur by summer 2019.
There’s a lot riding on I-5

Robust economy brings challenges

- Economy
- Population
- Employment

= Worsening Congestion


I-5 Congestion  76% from pre-recession (2007) levels

People throughput and travel times in HOV lanes better than general purpose lanes
There’s a lot riding on I-5 (and beyond)

“Solving” Congestion

How many lanes would it take to build our way out of congestion?

In the Greater Puget Sound area (Olympia to Marysville/Seattle to Issaquah)
- 385 new lane miles ($114 B)
- Maximum of four additional lanes in each direction in select locations

Learn more by watching Secretary Millar’s State of the State on TVW
There’s a lot riding on I-5

**I-5 Corridor Improvements in 2017**

**Snohomish County** – 7 miles, NB lanes repaved near Marysville; SB continues into next year

**King County #ReviveI5** – Repaved 20 SB lane miles (5 miles of 4-lane hwy); replaced 400 concrete panels; replaced expansion joints near Tukwila; work continues in 2018

**Pierce County** – HOV program – Opened three new NB bridges realigned and opened ramps at SR 7, I-705, 26th St. and SR 167

**Pierce County** – JBLM – Extended an auxiliary lane bt. Mounts Road and Center Drive near DuPont
As part of the Regional Transportation Plan Update, PSRC requested WSDOT to produce information on five topics:

1. Maintenance and Preservation
2. Seismic Retrofits
3. Low cost near term operational improvements
4. HOV Performance
5. State Facilities of Local Interest

**Goal:** Create an I-5 Vision and master plan to support our communities, the regional economy and quality of life now and far into the future

**Near-term:** WSDOT and partners are currently evaluating near-term actions (now - 4 years), including:

- Physical improvements (*hard shoulder running, buffer separation, enforcement*)
- Ramp improvements
- Transit and HOV improvements
- Transportation demand strategies
- Intelligent Transportation System

**Long-term:** Evaluate systemwide concepts that manage I-5 more effectively, addressing HOV operations, demand management and potential regional system management strategies
Creation of I-5 Working Group

Requesting volunteers for a one-year, I-5 Working Group

The I-5 Working Group will:

• Examine near and long-term investment strategies
• Enable partnership opportunities to collaboratively plan, manage and fund transportation systems that use or intersect the I-5 corridor
• Endorse concepts based on merit to optimize utility of I-5

Outcomes from this working group may include corridor partnership agreements, mutual grant applications, joint submittals to the legislature

Regular briefings to Transportation Policy Board & regional sub-area groups
State Routes of Local Interest

- State highways that communities rely on for regional travel and local circulation
  - Often function as “main streets”
  - Serve a wide range of needs,
  - Are frequently congested,
  - Have not been the focus of funding packages.

- **The Big Question:** How will future funds, beyond Connecting WA, support these routes?

- **Next Steps:** PSRC and WSDOT staff to explore possible approaches and then report back to Transportation Policy Board.
For More Information

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