

This summary include inputs from the general public, the Washington State Department of Transportation Headquarters (WSDOT – HQ), and WSDOT Ferries (WSF). Inputs from WSDOT have been identified with the WSDOT – HQ and WSF acronyms.

The inputs are organized similar to the Regional Transportation Plan (RTP).

Highlighted inputs are those recommended for further consideration by the Executive Board. Blue highlights are items recommended by IRTPO staff for inclusion.

Outreach

- Appreciate share on Drew’s List
- Post link on county transportation planning page too
- Provide paper copies at libraries
- Ensure PDF documents are sized such that they are printable

General

- Language used and photos selected reflect openness to diverse modes of transportation, active transportation and cycling in particular
- Priority programs seem to have little in place to encourage cycling by reducing the stress related to potential crashes (*Action item #24, Complete a Regional Multimodal Safety Plan, p 61, addresses safety for all modes of travel*)
- No mention of Whidbey Shuttle; Realizing that it’s a private company, but it is playing an important and growing role in getting people safely and efficiently to the airport, less vehicle miles traveled and Greenhouse gas emissions. Could improve by coordinating Island Transit and Whidbey Shuttle bus stops
- No mention of Sound Transit or Community Transit; coordinating and expanding service. Currently used by both commuters and sports enthusiasts, could be a boon for tourism as well (*Action Item#1,Strengthen Inter-regional Coordination, p 38, lists Sound Transit and Community Transit in the graphic*)
- Well organized and comprehensive - WSF
- Reflects legislature’s transportation policy goals - WSF
- Nicely incorporates WSDOT’s practical solution principles – WSF & WSDOT HQ
- Coordinate work programs and timelines with WSF so appropriate resources can be made available when they are needed - WSF
- Noting in the plan that two out of the four gateways are ferry routes / terminals, the efficient functioning of these terminals is a logical goal of the IRTPO and a priority for WSF - WSF
- Map, or a description of the region at the beginning of the plan – WSDOT HQ (*these are provided in the section after the introduction, Island Region Overview*)

Introduction, p 1

- P 1, 2nd paragraph, 2nd sentence – WSDOT HQ; ‘State transportation plans focus on state highways and ferries and support state planning objectives.’
 - Change to: State transportation plans are at the statewide policy, modal, multimodal, and corridor levels. Just like the RTPO plans, State law requires State plans to be consistent with the comprehensive plans and with the state policy goals.
- P 1, 4th paragraph – WSDOT HQ; Add aviation to the list of multimodal perspectives, consistent with page 13

Island Region Overview, p 9

- P 9 - WSDOT HQ; recommend elaborating on the discussion of the Statewide planning goals and how those objectives are addressed in the RTP. In addition to the matrix in Appendix H
- P 10 – WSDOT HQ; Consider adding administrative boundaries to the map at the bottom of the page (*difficult to change as the image is from the Puget Sound Regional Council*)

Island Access Policy Framework, p 16

Leadership Responsibility, p 17

- The goal (IRTPO’s goal is to provide visionary leadership on regional transportation issues and opportunities) is vague and immeasurable. Suggest changing it to ‘...visionary and effective...’
- Include a strategy to lead by example. Specifically, members of the IRPTO can adopt rules and metrics for their respective organizations that help promote and achieve the leadership, environmental and sustainability goals of the Plan; such as purchasing electric fleet vehicles...
- Under challenges, third bullet – WSF:
‘IRTPO ferry interests are similar to, but not the same as, those of WA state Ferries, but there isn’t clear statement of regional need to inform statewide planning and investment decisions’
WSF would welcome the opportunity to work with the IRTPO on establishing common priorities, especially in regard to improvements at the Clinton and Coupeville terminals.
- Last bullet – WSF; ‘Capron refunds support essential preservation and maintenance ...’; consider a pop-up box defining Capron Funds (Appendix F Paying for Transportation, p 3, includes a footnote defining Capron Funds . A footnote could be added to this page as well, and/or the term could be added to the Glossary)

System Management Responsibility, p 18

- Add a fourth policy: ‘Work toward a transportation system that results in/promotes meaningful reductions in climate pollution.’

- Third bullet – WSDOT HQ: *‘Episodic SR 20 and SR 525 ferry traffic creates conditions that make safe biking and walking more challenging than at other times.’* – was there a study? This could be a recommendation to sponsor one

Preparedness Responsibility, p20

- The two policies are excellent

Regional Context, p21:

- Island Access – WSDOT HQ, p 22
 - First bullet referring to gateways and WSDOT’s infrastructure (ferries and bridge);
 - Currently reads ‘all of which are owned and operated by WSDOT, or in conjunction with Washington State Ferries.’
 - Suggested ‘all of which are operated by the Washington State Ferry Division of WSDOT’
 - First bullet referring to multiple gateways owned and operated by WSDOT, but on lands owned by WA State Parks. Curious about regular communication between the two agencies
- Island Managing the Ferry Pulse - WSF, p 24
 - WSF Long Range Plan supports
 - Non-motorized access to ferry terminals
 - Continued efforts to shift single occupancy vehicles to transit and ride-sharing
- Transit Logistics – WSF, p 25
 - Island Transit provides excellent weekday commuter connections at the Clinton Terminal
 - As mentioned in the plan, adding Sunday service would make the connection an attractive option for recreational travelers
- Safe Multimodal Mobility – WSDOT HQ, p 26
 - Recommend removing the term ‘High Speed’ from the description of state highways as this term is more frequently used for freeways
 - Questions on types of issues; sight distance, unmarked crosswalks, refuge islands
- Minimize Environmental Impact, p 27;
 - Excellent points
 - WSDOT HQ; Perhaps WSDOT’s Innovative Partnerships Office would be a good contact for funding for EV Charging Stations along the state highway
- Disruptive Forces, p 28; excellent points
- Growing Transportation Efficient Communities – WSDOT HQ, p 29
 - Fourth bullet; Explain how housing opportunities in urban places and rural centers close to transit could be created (ordinances / regulations?)
 - Last bullet; Are there strategies the plan can recommend to ‘keep safe and reliable freight mobility ... protecting existing industries and jobs...’

- Waterways - WSF, p 30
 - 'Island' Region's ferry priorities and issues are not necessarily the same as those of Washington State Ferries. 'A lack of funding could be a bigger obstacle than divergent priorities. In Overhead loading at Clinton is in the WSF long range plan and would provide a number of operational benefits. However, to advance construction would require accelerated funding'
- Data for informed decision-making , p 31
 - WSF would like to work with Island County to explore additional data sources and analytical tools that can be used to more precisely define problems and identify solutions. Data from previous studies could prove useful as well
 - WSDOT HQ suggests details on data collection methods and partnerships be included

Strategic Action Plan, p 35

General – WSDOT HQ; identify which strategic actions are new

- Action Item #1 - WSF, p 38; 'Strengthen Inter-regional Coordination'
 - WSF recognizes the importance of a coordinate approach to multi-modal planning
 - Long Range Plan was a good example of working with IRTPO staff, citizen advisors, and elected officials on the advisory teams
- Action Item 5 & 6 – WSDOT HQ, p 42 & 43;
 - Add State Military Department to stakeholders (*The Partners and Potential Stakeholders graphic in the bottom right of each action item includes an External Partners to provide for groups outside of the standard listing*)
- Action Item #8, p 45; 'Explore Potential for Active Recreation Transportation'
 - Move to near-term. It relates to economic development and is a clear winner
 - Need bike lanes; This sounds good, but added bike / ped traffic on or near the roadway will slow already inordinately slowed traffic. A small percentage of traveling public that creates the most tie-ups and slowdowns. Especially through narrow areas like Deception Pass
 - WSDOT HQ; Should WA State Parks and WSDOT be stakeholders?
- Action Item #10, p 47: 'Collect Travel Data to Support Systems Analysis'
 - Curious on collection methods to gather adequate data, probably needs to be over a long period of time. Summer traffic is different than winter traffic
- Action Item #13, p 50: 'Explore Alternative Regional Performance Metrics for Planning'
 - This is an obvious statement of fact; every ounce of data we can get helps to make well informed decisions

- Disappointed that there is a lot of verbiage about measuring what matters, and in the end they only commitment is to come up with a plan. When they do develop, they should measure progress achieving environmental and sustainability goals
 - Critical to include measuring progress in achieving environmental and sustainability goals
- Action Item #15, p 52: ‘Evaluate Alternative Funding Mechanisms for County Connector Service’
 - Initiate a bicycle registration fee, enforcement fees, to help cover costs of bike lanes. Nobody gets to ride for free
- Action Item #16, p 53: ‘Develop an Integrated Systems and Modes Plan for Oak Harbor and SR 20’
 - I have no idea what you’re talking about. Vast improvements over the years, good sidewalks on both sides and wheel chair ramps and many more left turn lanes. Chokepoints at both ends of town
- Action Item #17, p 54: ‘Develop Coupeville Multimodal Safety, Access, and Circulation Strategy’
 - Of course there are conflicts at these locations. Had some suggestions for improvements
- Action Item #21, p 58: ‘Evaluate Effectiveness of SR 525 / SR 20 Speed Limits in Corridor Operations’
 - To optimize system performance, bring the speed limits up to state speeds and make more passing legal on roads with dedicated bike lanes
- Action Item #22 - WSF, p 22: ‘Evaluate Models of Rural On-Demand First –Mile / Last Mile Transit Service’
 - Strong WSF interest as this moves forward, also identified in the WSF Long Range Plan
- Action Item #23 - WSF, p 23: ‘Explore Feasibility of a Rural TNC Pilot Program’
 - Strong WSF interest as this moves forward, also identified in the WSF Long Range Plan
- Action Item #24: ‘Complete a Regional Multimodal Safety Plan’
 - Keep motorized traffic moving then figure out a way to make it safe for non-motorized travelers (keep them off the highways)
- Action Item #29 - WSF, p 66: ‘Contribute Regional Perspectives to the Coordinated Gateway Planning Processes’
 - WSF is a logical partner for planning that involves the Clinton and Coupeville terminals

- Action Item #31 - WSF, p 68: 'Clinton Study: Short Range Multimodal Business Access & Circulation Strategy'
 - Importance in maintaining safety and orderly access to the terminal and efficient unloading of ferries.
 - Ferry Dock Road improvements help to improve circulation

WSF would like to work the IRTPO to determine the most logical sequence for conducting the three Coupeville Studies:

- Action Item #33 - WSF, p 70: 'Coupeville Ferry Terminal Study 1'
 - The existing ferry site, in the state park, has significant constraints. Improvements, if feasible, could address WSF operational concerns as well as local circulation issues.
- Action Item #34 - WSF, p 71: 'Coupeville Ferry Terminal Study 2'
 - The scope should also include studying;
 - Recreational traffic to Fort Casey, which can be significant
 - Local Traffic going to Coupeville for shopping and services
- Action Item #35 - WSF, p 72: 'Coupeville Ferry Terminal Study 3'
 - WSF supported, as identified in the WSF 2040 Long Range Plan

Appendix A, Transportation Atlas – WSDOT HQ

- Could the condition/ location of the pavement, bridges, fish passage barriers, stormwater, and ADA compliance be shown?
- P 17; Add Ferry Routes to Freight and Goods Transportation System (*The critical role ferries play is noted in the last paragraph in this section. Ferry Routes are not included in WSDOT's FGTS Update.*)
- P 23; unclear what the Systems Safety section is describing

Appendix J, Glossary and Acronyms – WSDOT HQ

- Recommend defining Ferry Pulse

Infrastructure Inputs – not directly related to the RTP text

Boat Launches: access challenged during low tides, reduce ability to connect (travel) or fish by boat

County Specific

- Accelerate Bridge to Boat Trail
- Invest in separated paths in the areas of greatest density to support low-stress cycling
 - Not needed or feasible in many areas

WSDOT

- Provide alternate route between Houston Rd and Admiral's Drive
- SR 525 at Harbor Avenue concerns
 - Pedestrians crossing
 - Vehicles making left turns from west bound
- Turn Lanes on SR 525; Coles, Howard, Crawford, Double Bluff On SR 20 at Patmore Rd
 - Current turning traffic signs are impractical
 - Possibly no left turn for Scott
- Passing Lanes: don't make sense at: Crawford to Bayview, passing going out of Freeland, north of Coupeville
- South Oak Harbor congestion, perhaps two northbound lanes from Beeksma to Swantown, or a second arterial from Swantown to downtown
- Coupeville Ferry Traffic: SR 20 doesn't make sense, they use Patmore Road heading north
- Variable Speed Zones: to control ferry pulse traffic; roundabouts at Double Bluff and Bush Point
- SR 20 Race Road and Outlying Field: Pedestrian Trail
- Trails: seems to be a lack of planning to link communities like Freeland, Langley and Clinton or Greenbank, Coupeville, Oak Harbor
- Short-term consultant to review SR 525 / SR 20 with a fresh set of eyes to find sticking points that no longer make sense or areas that need improvement