

ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION (IRTPO) EXECUTIVE BOARD

MINUTES OF THE MEETING

May 24, 2017

**Executive Board Members in Attendance:**

**Member Attendance List**

Helen Price Johnson, Island County Commissioner  
Rick Hannold, Island County Commissioner  
Jill Johnson, Island County Commissioner  
Curt Gordon, Port of South Whidbey Commissioner  
Bob Monroig, Port of Coupeville Commissioner  
Todd Carlson, WSDOT  
Jackie Henderson, Island Transit  
Molly Hughes, Mayor, Town of Coupeville  
Tim Callison, Mayor, City of Langley  
Bill Oakes, IRTPO Executive Director  
Mike Nortier, Island Transit Exec. Dir.

**Other Attendees**

Connie Bowers, Island County

**Members not in Attendance**

Bob Severns, Mayor City of Oak Harbor  
Jennifer Meyer, NAS Whidbey

**Facilitator**

Brian Wood, IRTPO Staff

**May Action Items:**

- Update website with final agenda and minutes
- Finalize and Upload SFY 2018 UPWP to website
- Look at twitter feed for paving project

**Meeting started at 12:05**

**Motions:**

- **Agenda:** Motion approved, all in favor
- **Minutes of March Meeting:** Motion approved, all in favor
- **SFY 2018 UPWP:** Motion to adopt the revised draft State Fiscal Year 2018 Unified Planning Work Program as presented was approved, all in favor

**SFY 2018 Unified Planning Work Program (UPWP)**

- The Board was updated on the status of the UPWP: funding calculation was corrected and WSDOT reviewed and approved the document.
- The board took action on the UPWP

**WSDOT Corridor Sketch**

- Mobility profiles for Island Region were reviewed by the Board as Todd Carlson presented the process and findings of the recent work on the Corridor Sketch Initiative:
  - A “your plan is our plan” emphasis for WSDOT was stated, and the corridor sketch is a way for WSDOT to help our region with that plan
  - We are only looking at mobility for this first phase

- Question: Is mobility a higher priority than safety or other elements?
- Answer: not so much a priority as a point to start the discussion. The other elements were not ready to address at this time.
- Question: What about mobility across Deception Pass Bridge?
- Answer: We did not identify a mobility issue for the bridge, but if the Board feels that there may be a congestion discussion involving the bridge we can put that on. WSDOT is not prioritizing strategies involving the bridge, because we don't see a solution involving the bridge.
- Suggestion: Add that we need a strategy for Deception Pass
- Suggestion: Add a corridor from Sharpe's Corner to Ault Field
- Question: Is the AADT incorrect for the ferrys?
- Answer: We will take a look at the numbers.
- Suggestion: No left turns at Deception Pass
- Response: Small operational improvements are what we are looking for.
- Todd gave a broad view of what gas tax funding looks like and the reason why it is difficult to fund known issues. He then walked through the whole corridor to highlight projects:
  - Banta: two possibilities, roundabout and signal
  - Highlighted Jacobs to Morris with Parker realignment
  - SR525/Bush Point: roundabout concept shown, but only 1.5 million in budget
  - Cameron: discussing how & where pedestrian's might cross the highway
    - Question: What about roundabout at Cameron
    - Answer: We need to get stakeholders together to discuss options.
  - Paving: WSDOT heard that the public wants better updates
  - ADA improvements: Making good progress on the intersections
  - Other notes:
    - 86.4 M going into our corridor
      - Bridge uses about 30 M
      - The bridge must be wrapped to protect from paint spills, which means work will need to be incremental to avoid wind issues
  - Question: How is gas tax apportioned? Population? Why are Oak Harbor's roads so poor?
  - Answer: Apportionment is based on a complex formula. Also, county dollars for transportation must go to transportation, city money can go to general fund.

#### **Draft Regional Strategies: Goals and Policies**

- The progress toward developing our organization's first Regional Transportation Plan was reviewed:
  - Adopted the Island Regionally Significant Transportation System
  - Next step is development of our Regional Strategy (goals and policies)
    - Staff researched newly approved RTP regional plans
    - TAC had initial discussion regarding draft regional goals based on a model from Thurston IRTP and a look at transportation element goals from: Island County, Oak Harbor, and Langley (draft)
    - In general our IRSTS aligned well with what Thurston produced and collectively, our regional goals were also aligned.
    - Short, representative goal titles might be useful for our region.
    - Transportation Technologies was not represented in our region
    - TAC recommended identifying at least one goal that is unique to our region-something transportation can do for us that most other regions can't accomplish.
- Next steps: Send out all regional goals/policies so TAC members can weigh in.
- Set up a subcommittee that can work on draft goals to bring to this board.

#### **Meeting with WSDOT's new Active Transportation Director**

- The Board was made aware of a recent meeting with WSDOT's new Director of Active Transportation, Barb Chamberlain. The board reviewed some of the materials brought to that meeting.
  - Director was looking for a picture of biking and walking in the region and provided a list of prompts. Responses to the prompts were generated and reviewed by the TAC
  - Disclaimer was included: "Items included in this packet do not necessarily reflect policy and have been compiled for planning and inter-agency discussion purposed only. These items were put together from real data, preliminary project analysis, user reports and professional opinions. The written items were presented to the Island Regional Transportation Planning Organization Technical Advisory Committee for comment, but have not otherwise been vetted."
  - There was a stronger bicycle emphasis to the meeting (Cascade and Skagit Bicycle Clubs were both present) so pedestrian concerns were a focus of the Island presentation, and in particular links between walkers bicyclists and transit. This included mention of:
    - Highway crossing discussions for Clinton and Freeland
    - Observation that people are often seen walking along the highway north of Oak Harbor and possibly along 532 as well
  - Two maps were presented:
    - Transit Stops along State Routes: Although no conflict data existed, the map was intended to show the potentially high interaction our region's transit riders may have with the state highways, given the 104 stops that occur along the state routes.
    - Bicycle trips along state routes: Data from Strava Metro showed the concentration of bicycle trips along the state routes. Such data might help WSDOT look at more specific improvements along key segments rather than tackling the entire highway system

#### **Island Transit Update**

- Mike Nortier reviewed the route and scheduling modification progress for Island Transit. Routes are now less duplicative and circulation is improved. Service improvements were generally made without adding new runs or more busses. In particular
  - Ferry coordination is significantly improved for both ferry's
  - There is now transit access to Skagit College to reach evening classes

**The meeting adjourned at 12:15 PM.**

**NEXT MEETING: June 28, 2017**