

WSDOT

Practical Solutions

Pasco Bakotich

Development Division Director

Kerri Woehler

Multimodal Planning Director



WSDOT Practical Solutions Implementation

Least Cost Planning and Practical Design:

- Enables more flexible and sustainable transportation investment decisions

Legislative Direction:

- Implement Practical Design Strategy (ESSB 6001)

THE BELLINGHAM HERALD
BellinghamHerald.com Thursday, August 7, 2014 75 cents

Take 5
Pop in and check it out

LYNDEN FAIR TIME
Farm celebration starts Monday.
Week's entertainment: **TAKE FIVE**

LUKE RIDNOUR RETURNS TO BLAINE
NBA point guard leads youth basketball camp **B1**

PRIMARY ELECTION UPDATES
Top two candidates in political races emerge **A2**

Mini-roundabouts coming near Slater, I-5
Projects a fast, inexpensive fix for traffic congestion

RALPH SCHWARTZ
THE BELLINGHAM HERALD
PENNALE — Whatcom county is fast-tracking construction of three mini-roundabouts near the Slater Road and Interstate 5 interchange to solve rush-hour congestion. County Public Works and state Department of Transportation came up with a way to solve the Slater traffic problem at the on- and offramps and at Pacific Highway that will only take a couple of weeks and \$200,000 to build, said county officials.

County engineer Joe Rutan said the work will be so simple, it will amount to a maintenance job more than a construction project. The work involves placing a three-inch high island in the center of each of the three interchanges, painting new stripes and placing roundabout signs. Transportation officials considered stop signs for the ramps, but the signs wouldn't improve the congestion problem, Rutan said. Full-size roundabouts or traffic signals would be more expensive, he said.

"These things cost \$100,000 each, as opposed to a couple million," Rutan said.

Large trucks won't follow the roundabout, but will drive over the low island to turn, he said.

Construction of what officials call the "compact roundabouts" — 62 to 67 feet in diameter, instead of up to 120 feet — should begin in mid-September, said DOT spokesman Tom Pearce.

Traffic at the interchange gets an "F," the lowest possible grade, during the evening rush hour. With a steady stream of traffic on Slater, the line of cars waiting to turn left onto Slater can extend back to the right lane of I-5, both northbound and southbound, Rutan said.

Drivers wanting to turn onto Slater become frustrated, he said.

"People who have been waiting for so long, they'll pull into traffic and just hope someone stops," Rutan said.

County officials have asked Lummi Nation, Pennale and Bellingham to contribute to the construction cost. The interchange is on the southeast corner of the Pennale city limits. Retail development, including a new Costco at the Bakerway Road interchange in Bellingham, is expected to increase traffic at Slater and I-5, officials said.

Lummi Nation has verbally committed to paying \$70,000 for the work, said county Executive Jack Lewis. Pennale is considering a \$10,000 contribution, said city spokeswoman Sam Taylor.

Bellingham's City Council is likely to consider paying for a share of the work at a meeting in September. City staff and Mayor Kelly Lavitts will meet to decide how much they should recommend the council spend on the project, said Public Works Director Ted Carlson.

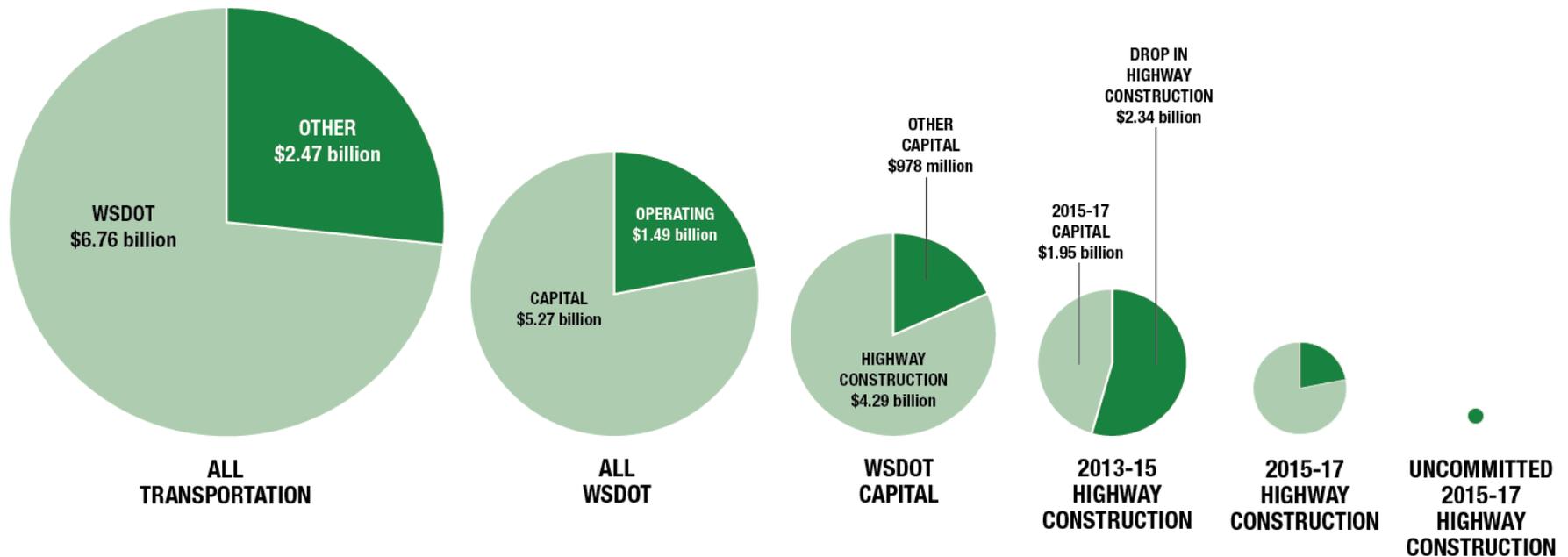
Reach Ralph Schwartz at ralph.schwartz@bellinghamherald.com or 360-735-2288. Read his Politics blog at bellinghamherald.com/politicsblog or get updates on Twitter at @rnschwartz.

Woman

BELLINGHAM RESCUE

Two more

Transportation budget is large, but most of it is already committed



Practical Solutions: What it is vs. What it isn't

What it is

- Focuses on project purpose and performance outcomes
- Engages local stakeholders at the earliest stages of defining scope to ensure their input is included

What it isn't

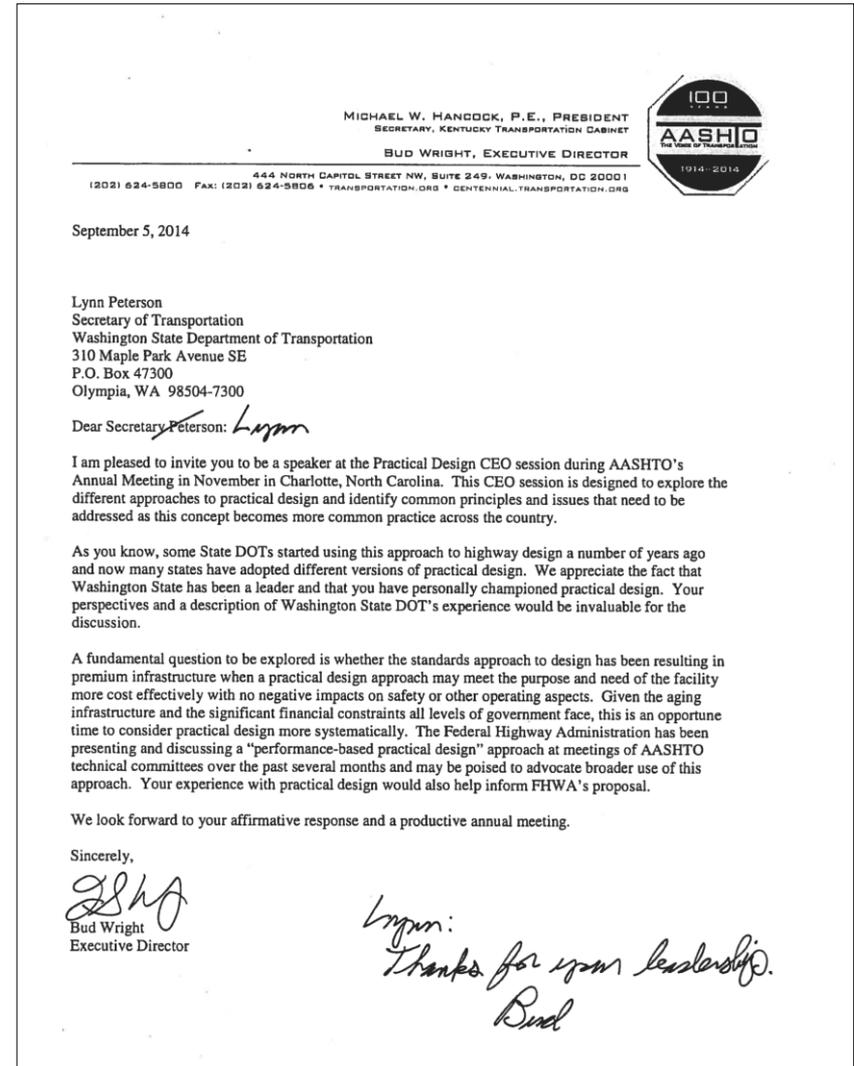
- Does not compromise safety
- Is not a "new tool" or "new method"

Most cost-effective approach

Other states

- Idaho
- Missouri
- New Jersey
- Oregon
- Pennsylvania
- Utah

*FHWA is encouraging use
of practical design and
performance data*



WSDOT Strategic Plan



Strategic Investments



Modal Integration



Environmental Stewardship



Organizational Strength



Community Engagement



Smart Technology

Key Elements of Least Cost Planning

Set goals and performance targets - *What do we want to accomplish?*

Identify strengths and challenges – *In what ways are we achieving our goals? What obstacles are keeping us from getting there?*

Develop options - *What action is needed to maintain what is working well? What strategies are available to address the problems?*

Evaluate and prioritize - *Which strategies will most effectively achieve our goals given our limitations and strengths?*



The Importance of Context

Planning and designing for a diversity of State Highways



These are all
Urban Principal Arterials

Practical Design Policy and Support

What we are doing

- Support decisions that will focus on the need for the project
- Move from a standards-based to performance-based designs
- Empower engineers to make decisions
- Provide tools that support decision making
- Support our staff through training and development

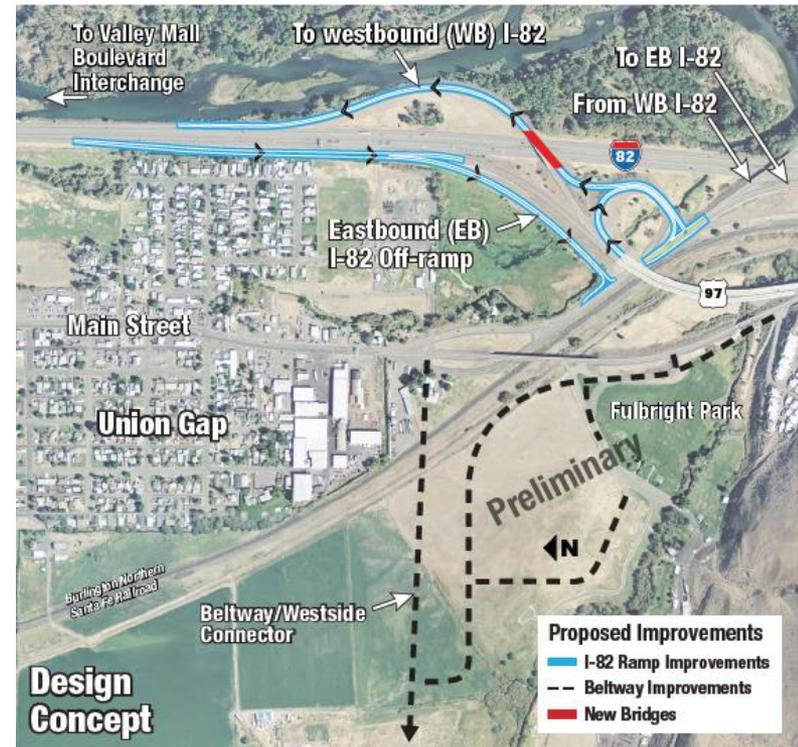
I - 82 South Union Gap Interchange

Original Plan



- New Roadway
- Pedestrian/Bike Path
- New Bridges
- Truck Apron
- Island or Raised Pavement

Practical Design Solution



Design Concept

- Proposed Improvements**
- I-82 Ramp Improvements
 - Beltway Improvements
 - New Bridges

Slater Road Compact Roundabouts Northbound I5 looking West



Compact (practical design)
roundabouts at the Interstate 5 / Slater
Road Interchange



Thank You

Practical Design

- Performance based designs
- Maximizing safety system-wide
- Encouraging innovation
- Seeking cost effective transportation solutions

Contact

Nancy Boyd
Director, Engineering Policy & Innovation
BoydN@wsdot.wa.gov
360.705.7272

Kerri Woehler
Director, Multimodal Planning
woehlek@wsdot.wa.gov
360.705.7958