

Regional Perspectives

North Central Region

Dan Sarles, MSCE, PE
North Central Region Administrator

Washington State Transportation Commission
April 20, 2016

Content

- Region Overview
- Connecting Washington Projects
- Major Projects complete or under construction
- Aging Infrastructure
- Maintenance Challenges
- Future needs



How Does North Central Region Fit in?

Population:

Approx.: 4% of the state total

Some 13,493 square miles.

20% of the state's 66,583 sq. mi.

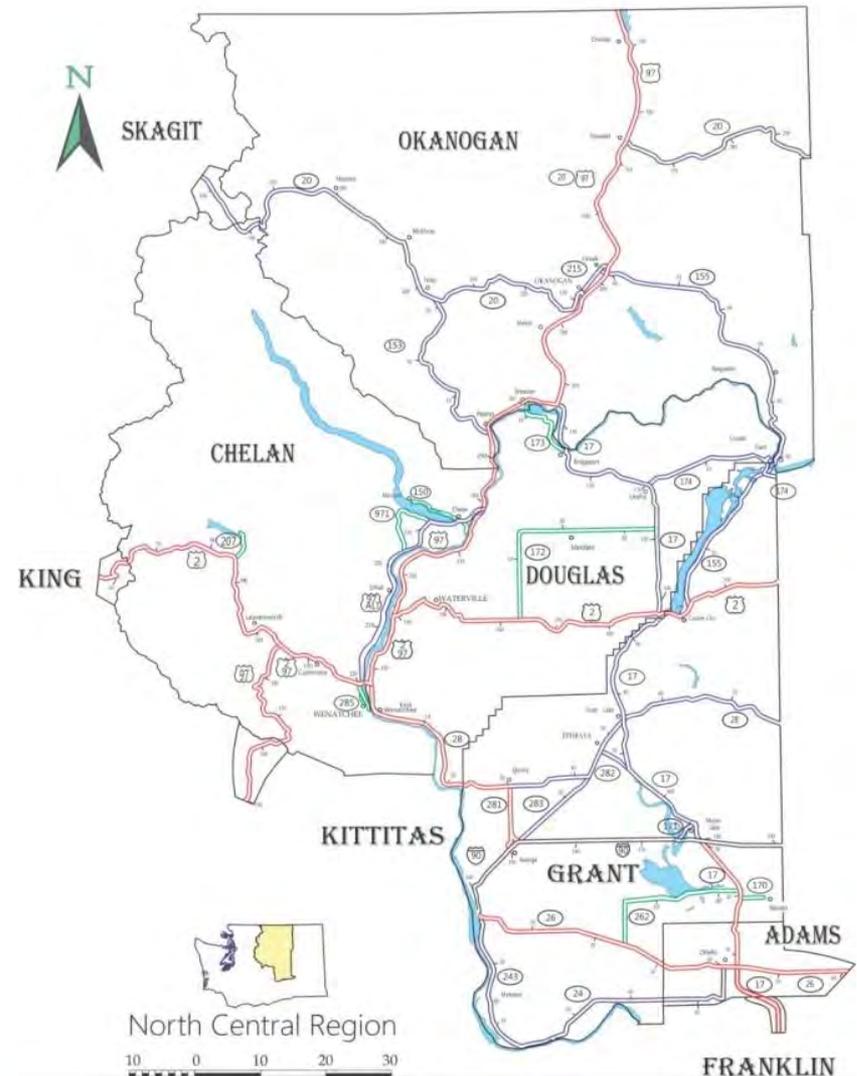
Includes 4 counties:

*Chelan, Douglas,
Grant, & Okanogan
and parts of 5 others,
Adams, Kittitas, King,
Skagit & Franklin*

38 Towns & Cities

Legislative Districts:

7th, 9th, 12th, 13th, 39th



Partners and Stakeholders

One formal **Regional Transportation Planning Organization** (RTPO), but three organizations providing regional forums.

- Quad County RTPO: Grant, Adams, Lincoln, and Kittitas counties.
- As an MPO the CDTC expanded its borders to all of Chelan and Douglas County.
- Okanogan Council of Governments serves Okanogan county.

The Chelan-Douglas Transportation Council (CDTC)

A federally designated Metropolitan Planning Organization (MPO) formed after the 2000 census. It helps identify the urban area transportation needs.

Many partners and stakeholders participate in these or other forums including the tribes, local governments, transit agencies, and various communities.

Several **scenic byway** coalitions promote trade and tourism along the Coulee Corridor (SR 17 and SR 155), Steven Pass Greenway (US 2), Cascade Loop (US 2, US 97, SR 20, and SR 153), and Okanogan Trails (US 97) byway.

NCR provides management, staff support, and/or other **technical assistance** to these partners and stakeholder organizations.



2015 Connecting Washington Program

North Central Region Projects



New North Central Region Office at Olds Station



Budget:

\$12 Million.

When:

Construction 2016-2018

This allows us to move out of our 1939 building on Wenatchee Avenue (it was out in the country back then) and builds a new, much more efficient combined Region Administration/Project Engineering facility at Euclid Avenue.

Our Region Office has been on the list for replacement for over 20 years and our project engineers have been housed in "temporary" trailers we bought from WPPSS when their nuclear plant projects were scrapped 30 years ago.

When the move is complete in 2018, the Wenatchee Avenue property can be sold and returned to the City of Wenatchee tax roll. Developers have expressed interest in the property.



SR 150 NoSeeUm Road Intersection Realignment



Budget:
\$6.5 Million
When:
Construction 2017-2018

The planning and design work is substantially complete and the Connecting Washington funding provides right of way acquisition and construction funding for a roundabout at this very challenging intersection in Chelan.



North Wenatchee Avenue Improvements



Budget:

\$23 million

When:

Construction 2021-2027

The Chelan/Douglas Transportation Council has funding to refine several proposed projects including:

- Restricting left turns by constructing a concrete curb median in the current left turn lane and adding U turns at selected intersections.
- A frontage road paralleling part of North Wenatchee Avenue.
- Pedestrian, bicycle and transit improvements.
- Coordinating traffic signals.
- Also being considered is a roundabout at the US2/Easy Street intersection.



SR 28 Wenatchee Eastside Corridor - Stages 3 & 4



Budget:

\$58.5 Million

When:

Construction 2023-2027

This widens Sunset Highway from 9th Street to Hadley Street to five lanes including a median turn lane in places and intersection improvements.

Now 15,000 vehicles use this 2 lane corridor daily. The changes will cut congestion and improve safety and freight movement.



SR 155/111 Omak Spur Bridge Rehabilitation



Budget:

\$11 Million

When:

Construction 2025-2027

The Central Ave Bridge built in 1923 connects downtown Omak with the fairgrounds, stampede grounds and schools. The changes include:

- The sidewalks removed, allowing wider driving lanes (currently they're only 10').
- Along the north side of the bridge a separate bike & pedestrian bridge will replace the sidewalks.

The changes will facilitate truck traffic, reduce congestion and improve safety for drivers, pedestrians (especially school children) and bicyclists.



Rail Projects

Palouse River and Coulee City Railroad – Rehabilitation



Budget:

\$47 Million

When:

Design & Construction 2015–2031

This project will address the most urgent rehabilitation needs to stabilize conditions and keep the three lines in four counties (Grant, Lincoln, Spokane, & Whitman) in operation.



Port of Moses Lake Rail Improvements



Budget:
\$21M

When:
Design, ROW, and
construction 2016-2021

Funds the design and right of way purchase for segments 1-3 and provides construction funding.



Port of Warden Rail Infrastructure Expansion



Budget:
\$2M

When:
Design and
Construction 2016-2019

Builds and constructs nearly a mile of new rail storage siding to increase rail capacity and enhance rail service with the Port.

Transit Grants

People for People- Moses Lake

(Adams, Grant & Lincoln Counties)

- When: 2015-2017
- \$82K Preservation of Rural Special Needs Transportation
- \$281K Replacement Vehicles to Sustain Special Needs Transportation.



Okanogan County Transit Authority

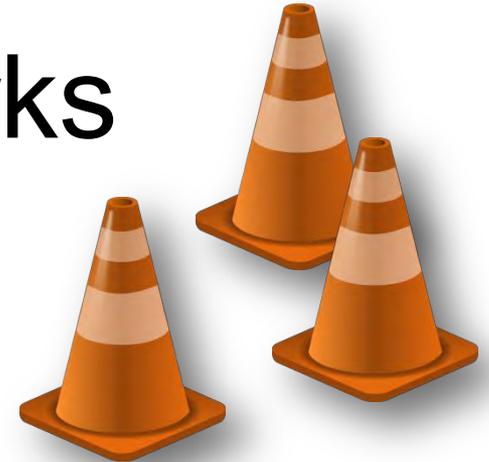


When: 2015-2017

\$58K Purchase and Install Bus Stop Signs and Shelters.



Recently Completed and Projects in the Works



Accommodating All Modes

SR 17
City of Soap Lake

Lane Reconfiguration and Safety Improvements



Before



After

SR 243 & Road 24 Mattawa

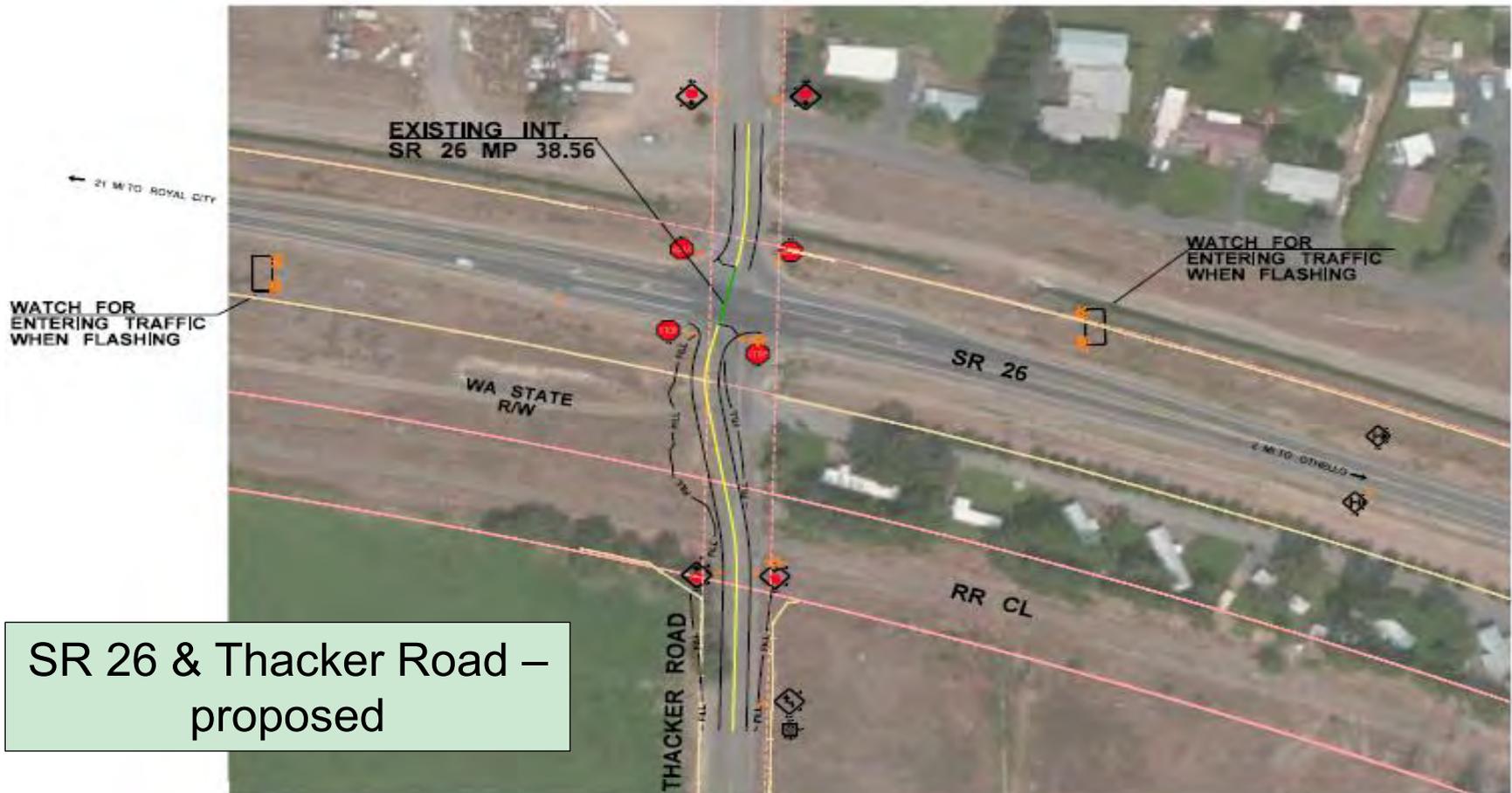


**Completed
in 2014**



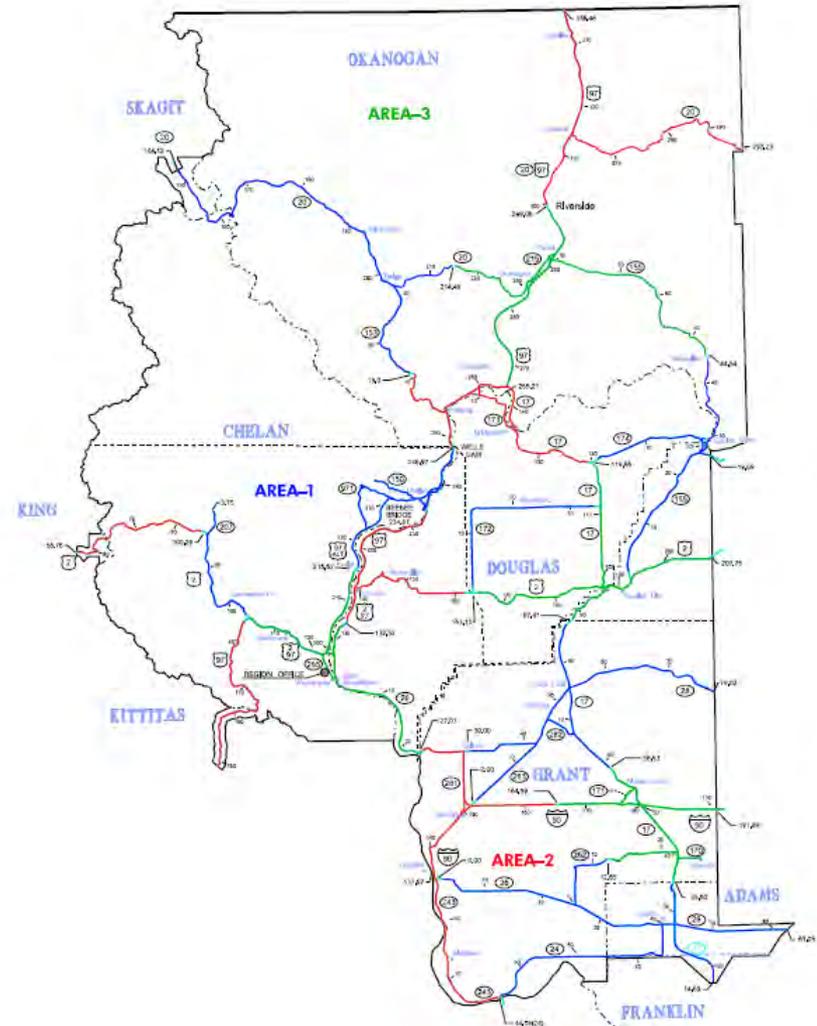
Minor Safety Improvements

Target Zero

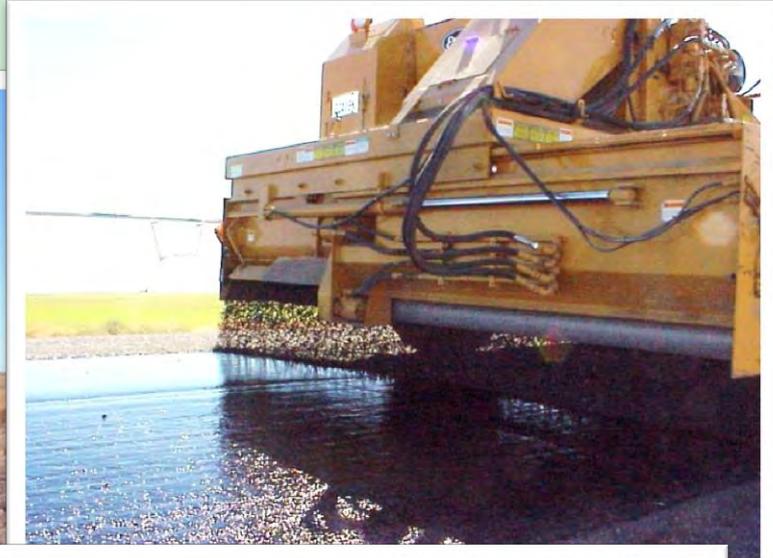


System Maintenance

Region Wide			
2015 Non Scheduled Maintenance Issues			
To Come Through Traffic Management Center (TMC)			
Main Incident Category Description	Event Total		
	Area 1	Area 2	Area 3
Abandoned Vehicles	22	21	19
Avalanche Control	5		
Chain Enforcement	14		
Chemical Spills	2	2	2
Closures	11	16	17
Collisions	194	83	63
Dead Animals	257	71	101
Debris	66	52	13
Disabled vehicles	120	27	17
Fires	20	12	17
Power Lines	2		2
Rocks	219	12	31
Signals	24	28	3
Signs	24	45	1
Trees	41		16
Water over Roadway	6	5	5
Total	1027	374	307
Region Wide Total			1708



Aging Infrastructure



Maintenance Activities



From Accident Response...



...to Annual Striping



Third Party Damage



Pedestrian bridge hit
March 22, 2016,
west of Moses Lake



System Additions

Cost to build funded,
but not always accounting for ongoing costs.



Nature presents many challenges



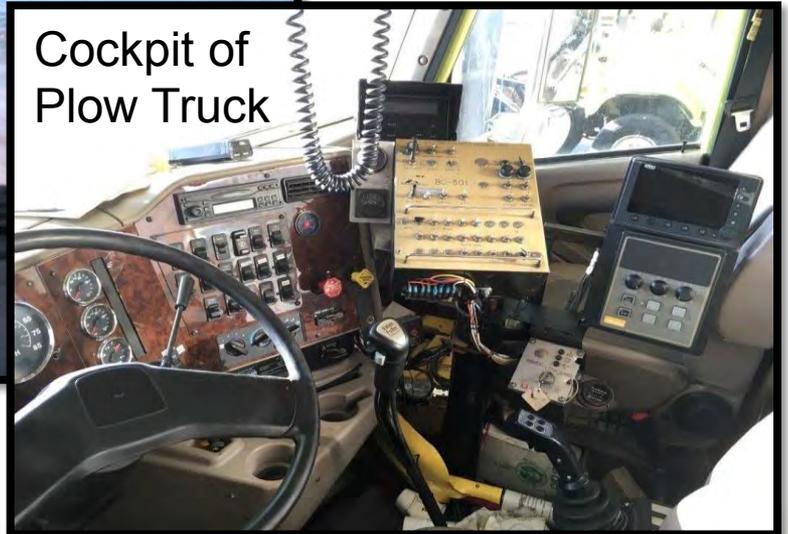
Response to Emergency Events



**January 10, 2016,
slide on US 2 in
Pine Canyon**



Winter Operations



Corridor Sketch Initiative



AUGUST 2015

Corridor Sketch Initiative

IMPLEMENTING LEAST COST PLANNING

What is the Corridor Sketch Initiative?

The Corridor Sketch Initiative is a new way for the Washington State Department of Transportation to work jointly with partners to capture and document consistent baseline information about each transportation corridor around the state in order to inform future investment decisions.

A corridor sketch will contain information that describes the characteristics of each corridor, its current and future function, as well as its performance expectations. It will ultimately identify cost-effective strategies for future consideration. A corridor sketch is not a substitute for detailed planning and analysis, nor is it a list of investments or projects.

The Corridor Sketch Initiative is one way [WSDOT is implementing Least Cost Planning](http://www.wsdot.wa.gov/Projects/PracticalDesign/lcp.htm)¹ at the corridor level. Statewide implementation of the Corridor Sketch Initiative is consistent with WSDOT's strategic plan, also known as [Results WSDOT](http://www.wsdot.wa.gov/Secretary/ResultsWSDOT.htm)², and the legislature's transportation system policy goals (see back), and supports [WSDOT's Practical Solutions](http://www.wsdot.wa.gov/Projects/PracticalDesign/)³.

Practical Solutions maximize benefits at the lowest cost by optimizing the use of current capacity and efficient use of resources.

WSDOT will implement the Corridor Sketch Initiative in phases.

¹<http://www.wsdot.wa.gov/Projects/PracticalDesign/lcp.htm>

²<http://www.wsdot.wa.gov/Secretary/ResultsWSDOT.htm>

³<http://www.wsdot.wa.gov/Projects/PracticalDesign/>

- **Phase I** will focus on working with our partners on documenting current conditions, function, and performance expectations for each corridor throughout the state. In this phase WSDOT will also collaborate with our partners to identify what is working well and what needs to change for each corridor.
- **Phase II** will focus on further collaboration with our partners to identify and rank cost-effective multimodal investment strategies to achieve the performance expectations identified in phase I.

Corridor Sketch Goals

This new initiative will use Least Cost Planning principles to achieve the performance expectations for each corridor. It will help us achieve:

- **Integrated multimodal planning:** Work with local, regional, tribal, state and federal partners to develop an integrated multimodal planning approach for improving the transportation system.
- **Performance-based planning:** Implement performance-based Least Cost Planning to achieve performance goals.
- **Moving Washington Forward:** Develop cost-effective, integrated sets of strategies that first consider operational improvements, demand management, and policy change strategies before considering investments in capacity expansion to achieve mobility performance goals.

WSDOT'S VISION

The Washington State Department of Transportation's vision is to be the best in providing a sustainable and integrated multimodal transportation system.

WSDOT'S MISSION

The Washington State Department of Transportation provides and supports safe, reliable and cost-effective transportation options to improve livable communities and economic vitality for people and businesses.

WSDOT'S VALUES

SAFETY

Promote the safety of the public and employees at all times

INCLUSION

Ensure a wide array of perspectives, disciplines and backgrounds are represented in our outreach, decision making and workforce

INNOVATION

Foster an environment of trust that encourages creativity, finding solutions for challenges and leveraging opportunities

INTEGRITY

Build trust with each other and our communities by being ethical, accountable, responsive and honest

LEADERSHIP

Inspire, motivate and support to give each other the confidence to do great things

SUSTAINABILITY

Make decisions and take actions that promote the conservation of resources for future generations by focusing on the balance of economic, environmental and community needs

What is the Corridor Sketch Initiative?

- Collaboration with community partners and stakeholders.
- Supports Practical Solutions & Least Cost Planning at a corridor level.
- Aligns with Legislature's policy goals.
- Sketch Goals:
 - Community Engagement
 - Multimodal Integration
 - Simplified Corridor Information
 - Corridor Develop Strategizing
- Develop strategies for every corridor to inform decision making.

Outreach Efforts to Date



Where have we done Corridor Sketch Outreach?

Grant County

City of Quincy

Adams County

City of Othello

Chelan County

City of Wenatchee

Douglas County

City of East Wenatchee

Port Districts

Transit Agencies

What are we hearing from our outreach?

- Safety issues caused by freight speed differentials, driver impatience and improper passing.
- Illumination enhancements.
- Overall safety concern for our communities; passing lanes, intersection safety improvements, and rumble strips are desired improvements.
- Pedestrian crossing improvements.



**For more information on the
WSDOT North Central Region
Please contact:**

Dan Sarles, Region Administrator,
509-667-3001

Sarlesd@wsdot.wa.gov

or

Dave Bierschbach

509-667-3030

BierscD@wsdot.wa.gov