

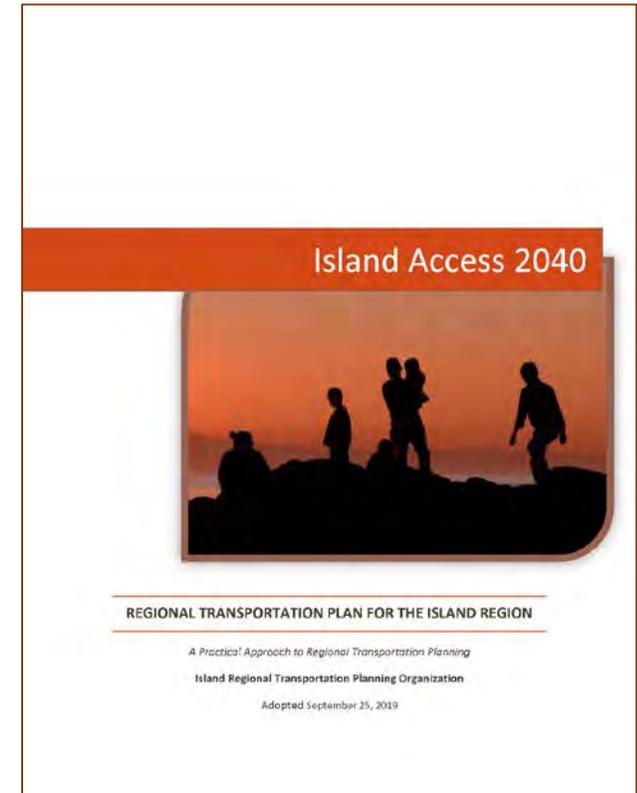
Island Access 2040

A Practical Approach to Regional Transportation Planning in the Island Region

Thera Black, 3P Transportation Services

In collaboration with

Susan Driver, IRTPO Transportation Planner



- Island Context
- Island Approach
- Policy Framework
- Challenges and Opportunities
- Island Strategic Action Plan
- *Island Access 2040* Implementation

Island Access 2040

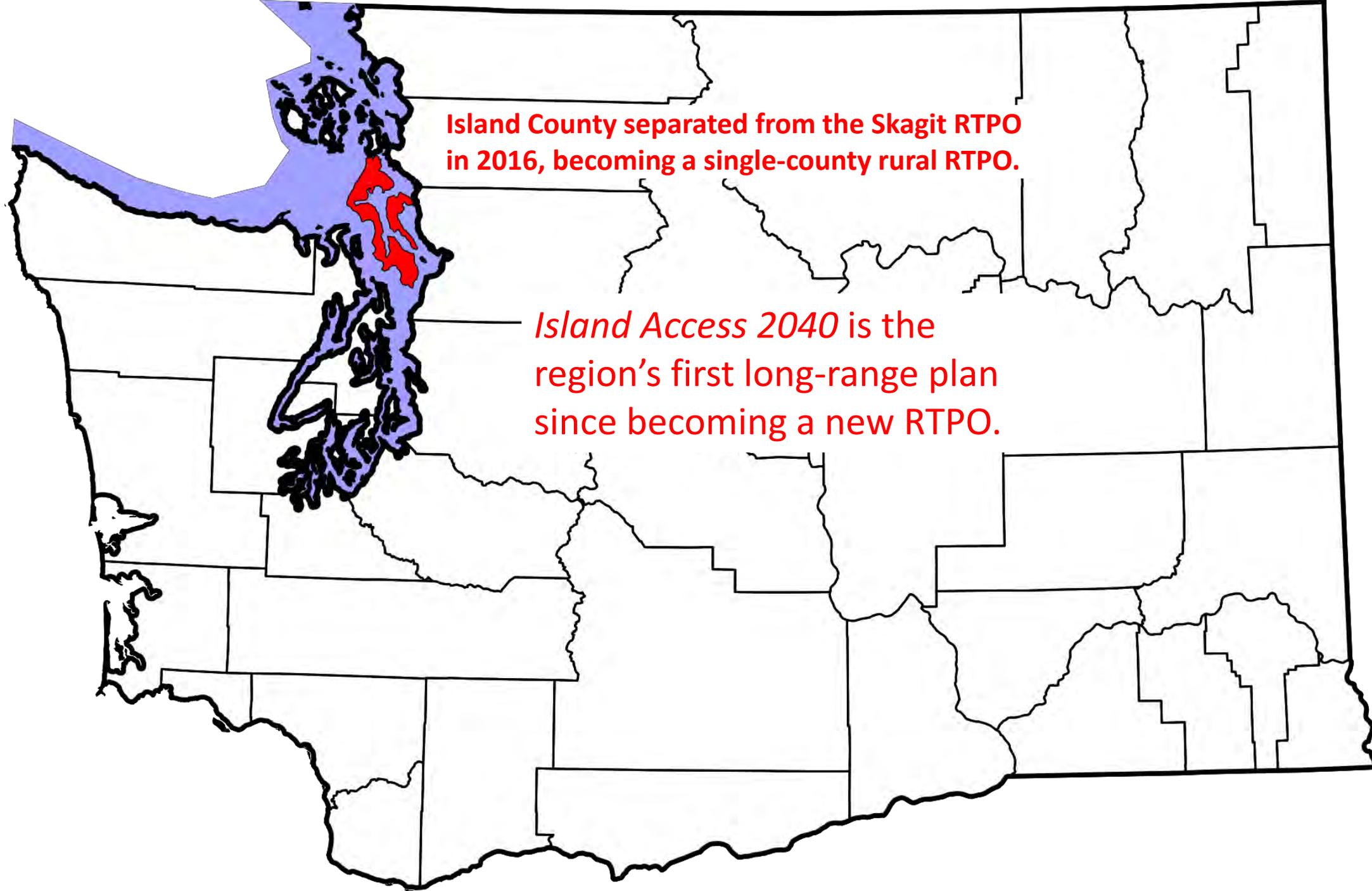


REGIONAL TRANSPORTATION PLAN FOR THE ISLAND REGION

A Practical Approach to Regional Transportation Planning

Island Regional Transportation Planning Organization

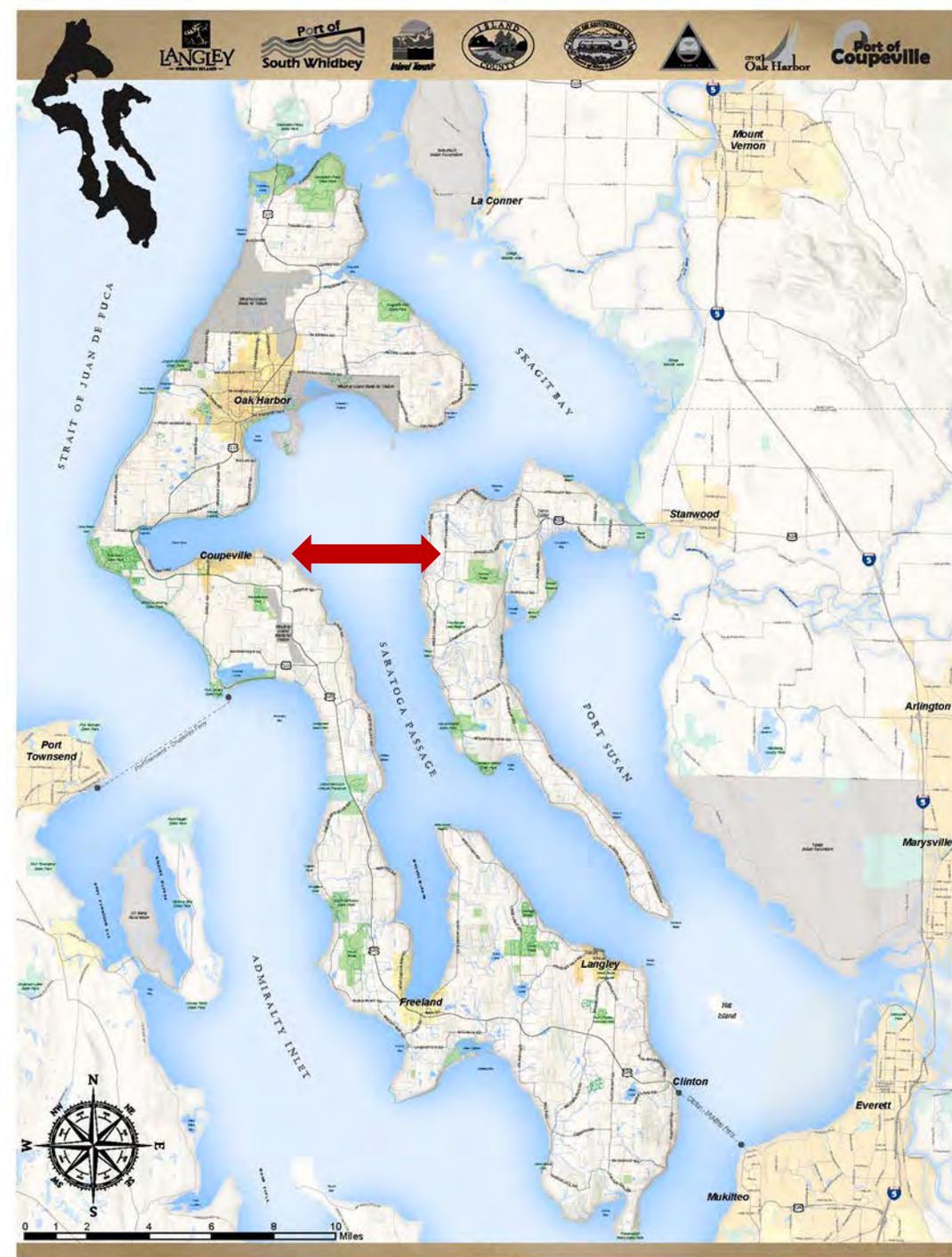
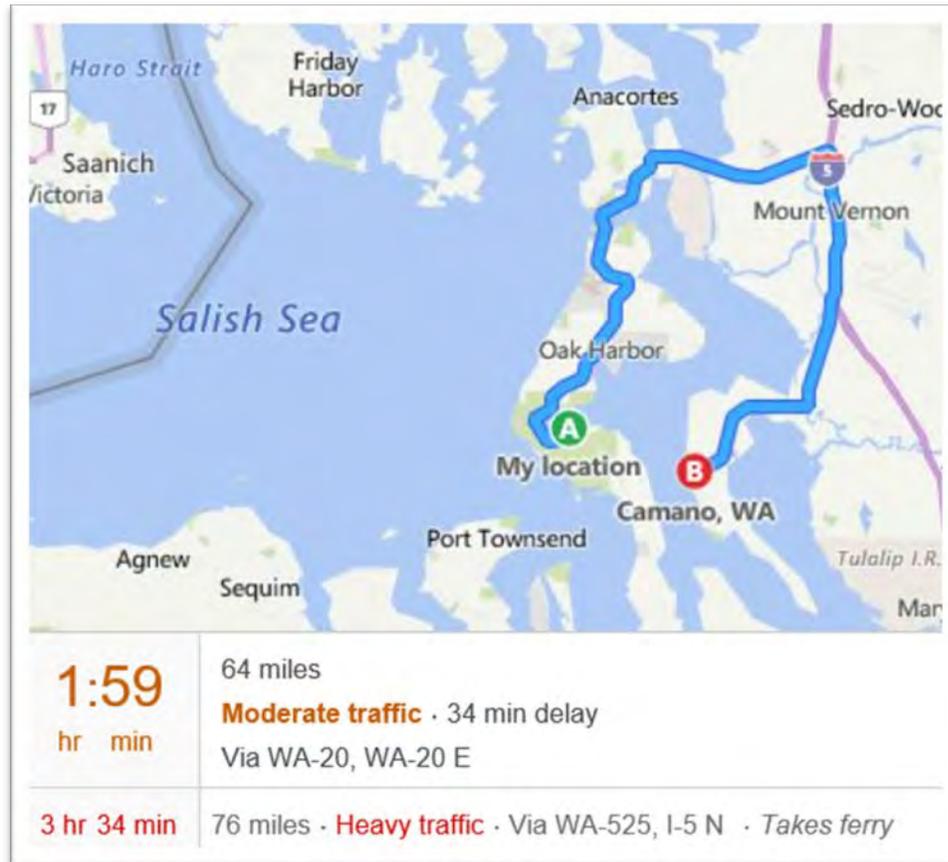
Adopted September 25, 2019



Island County separated from the Skagit RTPO in 2016, becoming a single-county rural RTPO.

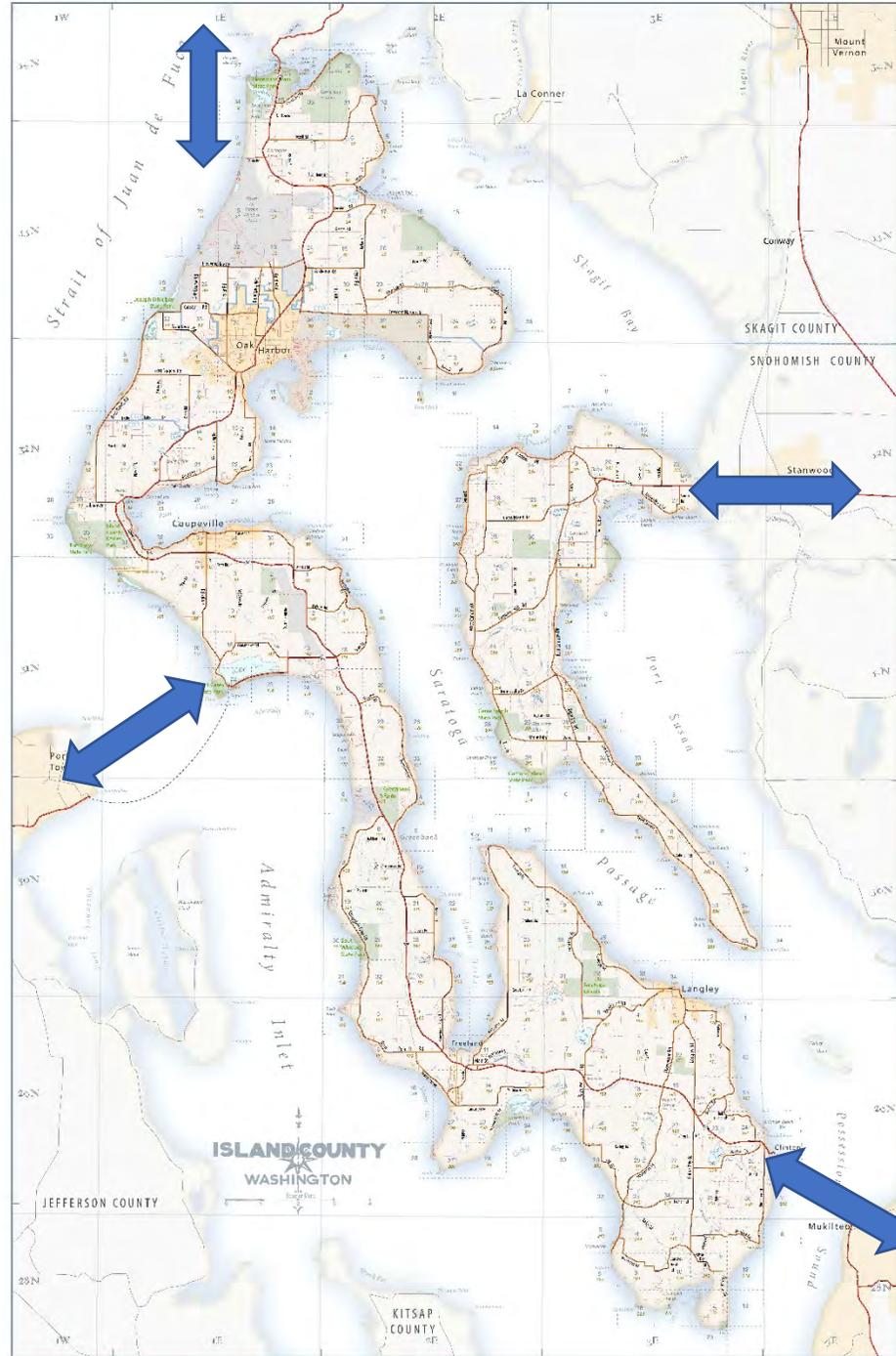
Island Access 2040 is the region's first long-range plan since becoming a new RTPO.

One county, two islands.
So close yet so far away.



Anacortes
Skagit County
Whatcom County
San Juan County
Whatcom Transit
Skagit Transit
SCOG
WCOG
NSTA

Port Townsend
Olympic Peninsula
Hood Canal
Jefferson Transit
Naval Base Kitsap
PRTPO



Active Inter-regional Collaborations

Stanwood
Snohomish County
Community Transit
SnoTrac and NCTC
PSRC
NSTA



Mukilteo
Everett
Snohomish County
Sound Transit
Community Transit
Tulalip Indian Tribe
PSRC

IRTPO considerations for building a better regional plan:

- Embrace regional planning as a complement to local and state decision-making
- Put transportation in its broader community context
- Don't promise what IRTPO can't deliver
- Leverage opportunities that IRTPO and regional cooperation can provide
- Make transportation work better for everyone
- Link policy objectives to implementation activities
- Don't worry about how others do their plans – make this work for IRTPO
- Build a regional planning framework that supports development and implementation of practical, common-sense solutions

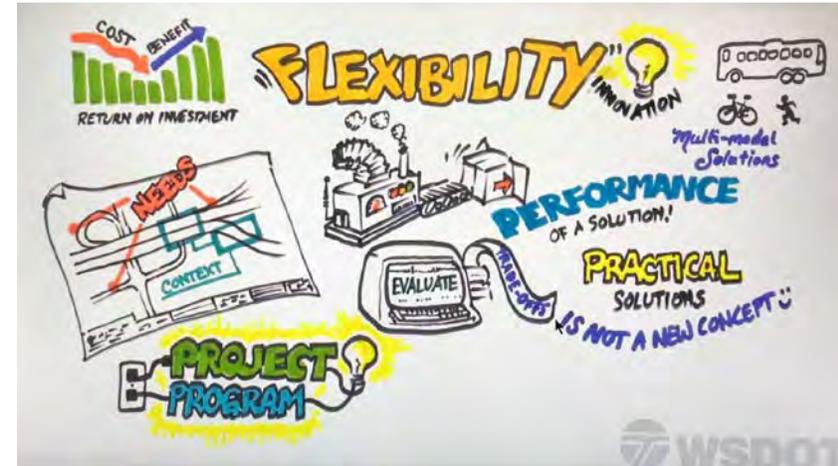


*“...practical solutions begin in the regional transportation plan;
they don’t end there.”*

Island Access 2040 takes a practical approach to long-range regional planning in an era of rapid change and disruption.

Island Access 2040

- Identifies pinch points, opportunity areas, and disruptions meriting closer scrutiny over the next several years and information gaps to address
- Frames issues and provides coordinated transportation, land use, and economic development context to be considered before project scoping begins
- Does not presuppose what the solution should be other than that it be the right solution at the right cost at the right time





Select Trio of Challenges and Opportunities:

Island Access

Ferry Pulse

Economic Resiliency



Challenges:

Island Access

Four regional Gateways that include:

(2) State Parks

(2) Ferry Terminals

(1) Historic Bridge

(1) National Historic Reserve



Challenges:

Island Access

Strategic Opportunities:

Island Access Gateway Plans

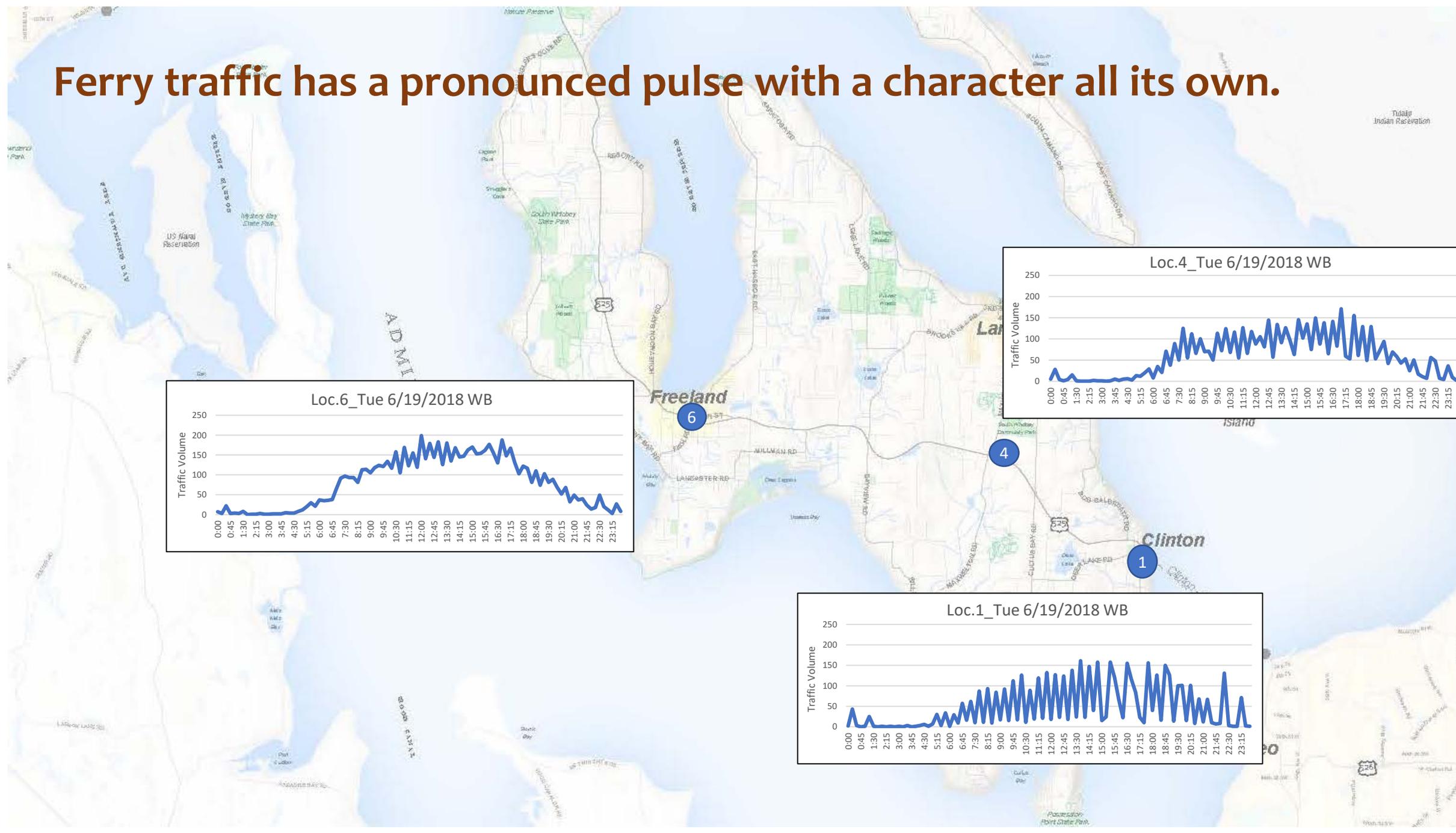
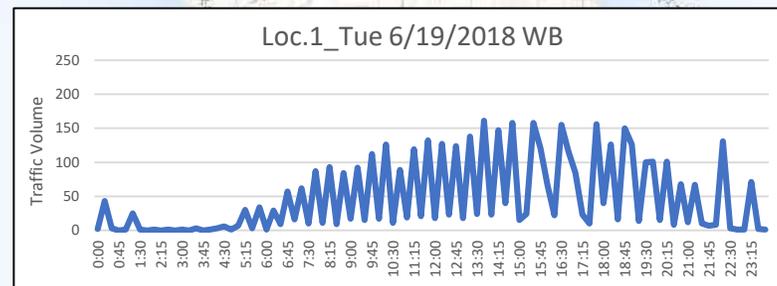
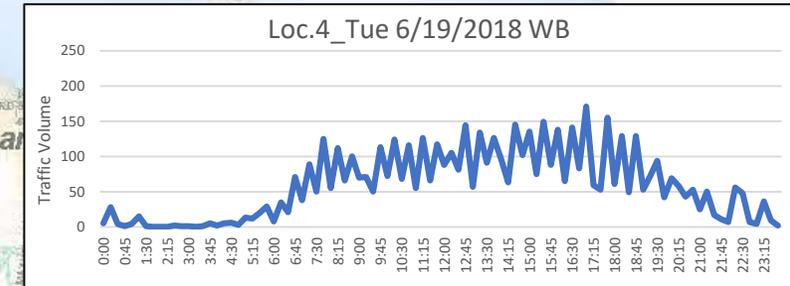
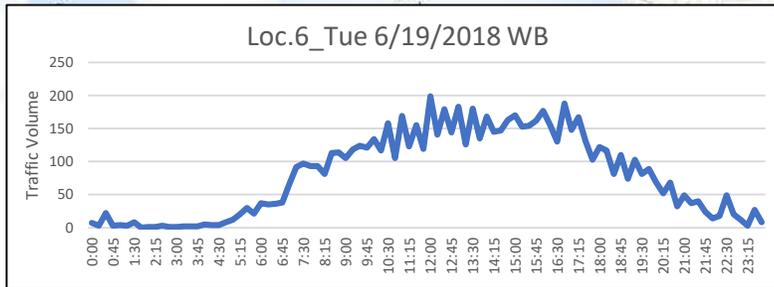
Gateway Travel Data Initiative

Traveler Information Resources

Rural Ferry Connector Pilot Program

Coupeville Ferry Terminal Safety & Navigation Study

Ferry traffic has a pronounced pulse with a character all its own.



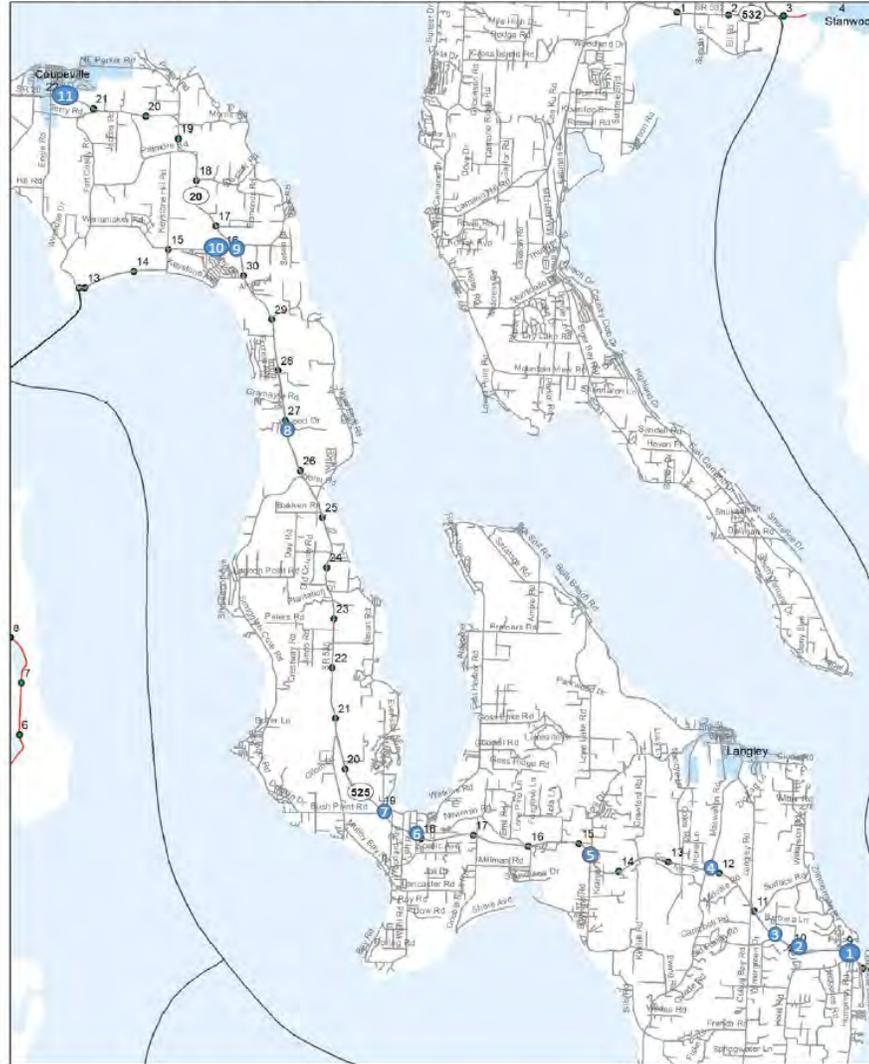
Ferry Pulse

Economic heartbeat of the region

Strategic Opportunities:

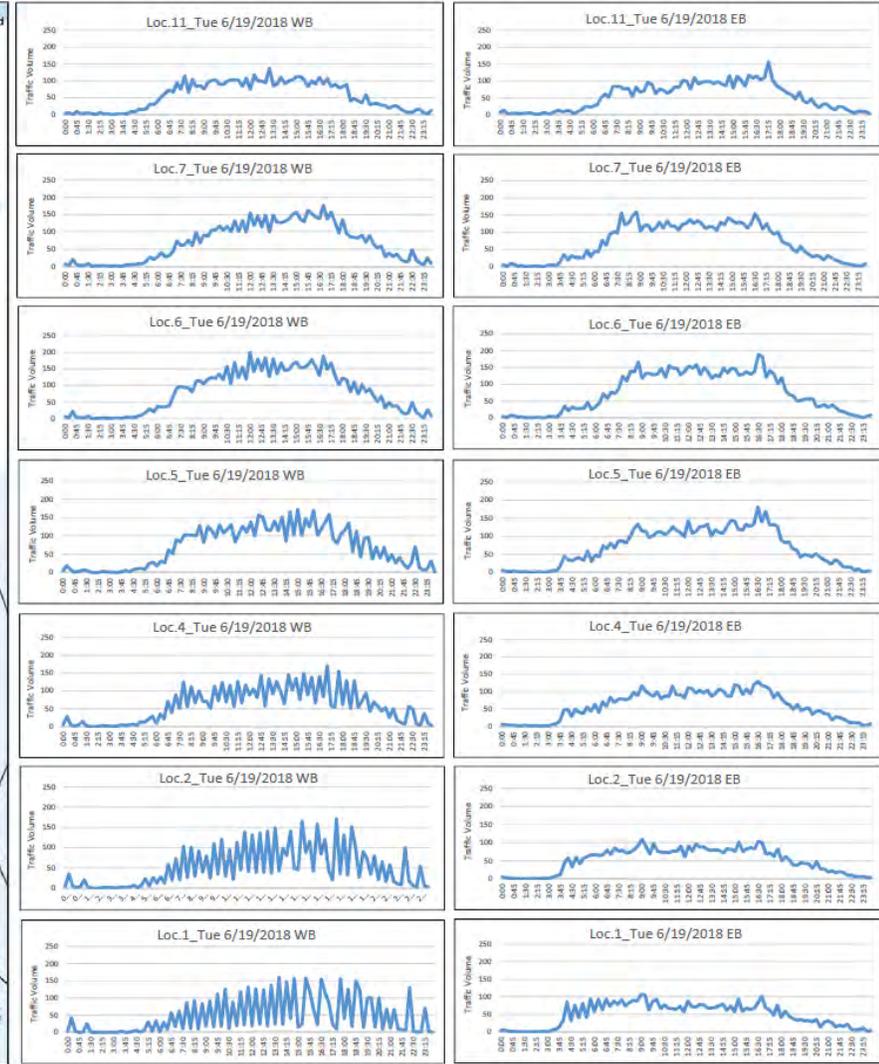
- Public education
- TSMO strategies
- Roadway design
- Enforcement

June 2018 State Route Traffic Count Locations on Whidbey Island, T.Stacey, WSDOT 9/5/2018



- Count Location 1: SR 525 MP 8.79, East leg of SR 525/Humphrey Rd intersection (Clinton)
- Count Location 2: SR 525 MP 9.99, East leg of SR 525/Cedar Vista Dr intersection
- Count Location 3: SR 525 MP 10.32, West leg of SR 525/Campbell Lake Rd intersection (*hourly classification count only*)
- Count Location 4: SR 525 MP 12.25, East leg of SR 525/Maxwellton Rd intersection
- Count Location 5: SR 525 MP 14.68, West leg of SR 525/Bayview Rd intersection
- Count Location 6: SR 525 MP 18.08, West leg of SR 525/Fish Rd/Main St intersection

Charts: WSDOT Traffic Counts, Tuesday 6/19/2018 in 15 Minute Increments



- Count Location 7: SR 525 MP 18.92, East leg of SR 525/Bush Pt./Honeycomb Bay Rd intersection
- Count Location 8: SR 525 MP 26.82, North leg of SR 525/Ellwood Dr intersection (*hourly classification count only*)
- Count Location 9: SR 525 MP 30.52, South leg of SR 525/Race Rd (SR 20 Jct) intersection (*hourly classification count only*)
- Count Location 10: SR 20 MP 16.32, East leg of SR 20/SR 525 Jct. intersection (*April 2018 hourly classification count*)
- Count Location 11: SR 20 MP 21.83, East leg of SR 20/Main St. intersection (Coupeville)

Ferry Pulse

Economic heartbeat of the region

Strategic Opportunities:

- Public education
- TSMO strategies
- Roadway design
- Enforcement



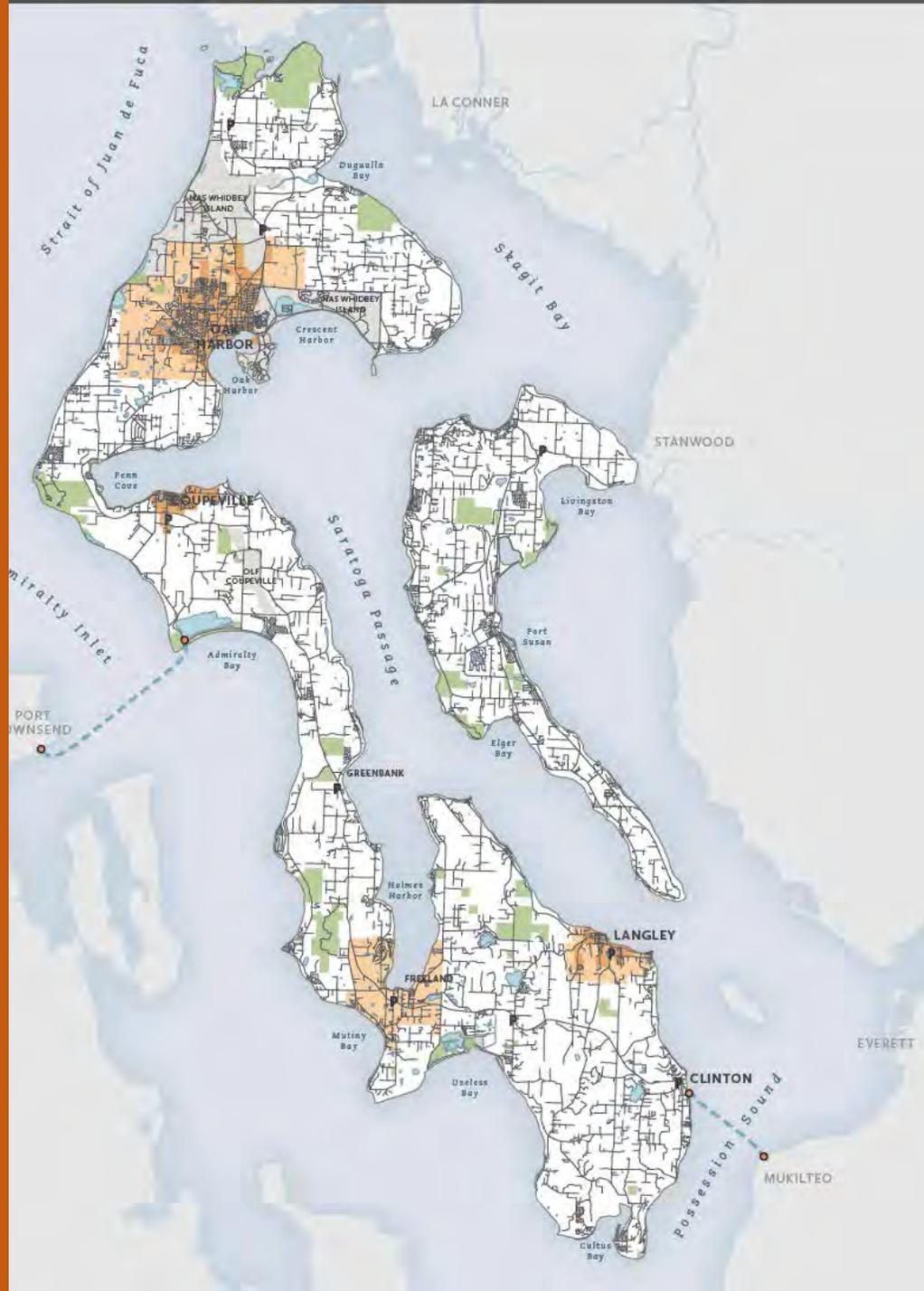


Challenges:

Island Access

Ferry Pulse

Economic Resiliency



Strategic Opportunities:

How to leverage transportation policies and investments to better support economic health

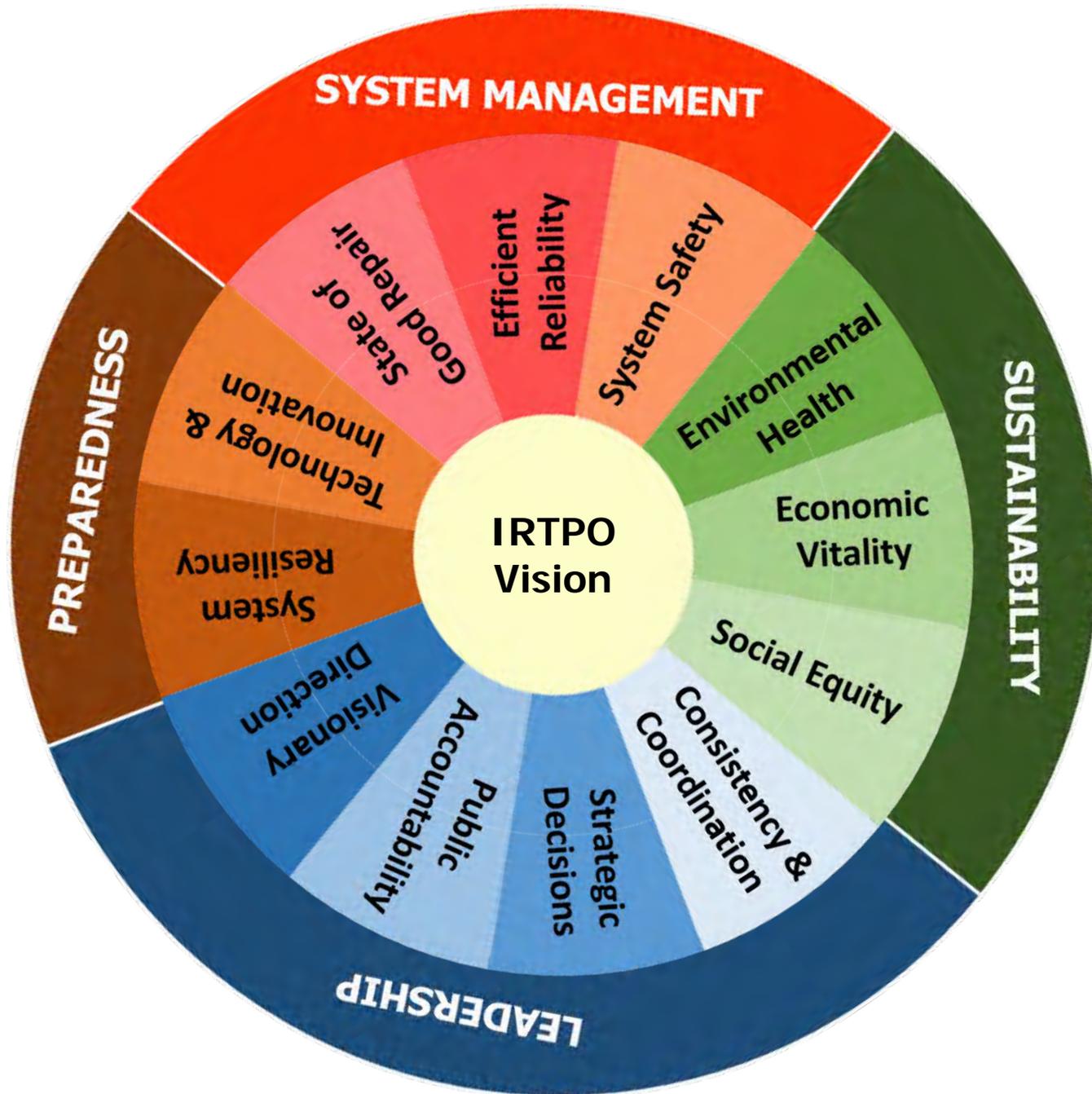
- Tourism
 - *Scenic Isle Way*
 - *Active transportation destination*
 - *Car-free and/or EV travel culture*
- Freight Mobility
 - *Agriculture*
 - *Naval Air Station Whidbey Island*
 - *Nichol Brothers Boat Building*
- Commuter Efficiency and Reliability
 - *Imported paychecks support local businesses, the arts, service orgs and community programs, gov, etc*
 - *Capture gateway economies*

Aligning *Island Access 2040* Policy Framework with IRTPO's Roles & Responsibilities

IRTPO - Policy Framework



Craft a policy framework that supports the various dimensions of IRTPO's responsibilities.



SYSTEM MANAGEMENT GOAL:

IRTPO’s goal is to support partners’ efforts at building, maintaining, and operating a transportation system that safely and efficiently meets mobility needs for all forms of travel while keeping life cycle costs as low as possible.

System Management Policies:

- Support efforts to maintain the transportation system in a state of good repair.
- Promote transportation system efficiency and reliability.
- Work towards a safer transportation system for all users.

Situations when this goal may be pre-eminent include determination of regional STP and TAP funding priorities, pursuit of pedestrian improvements at the Clinton ferry terminal, and collaboration with WSDOT on a Whidbey Transportation Circulation System Plan.



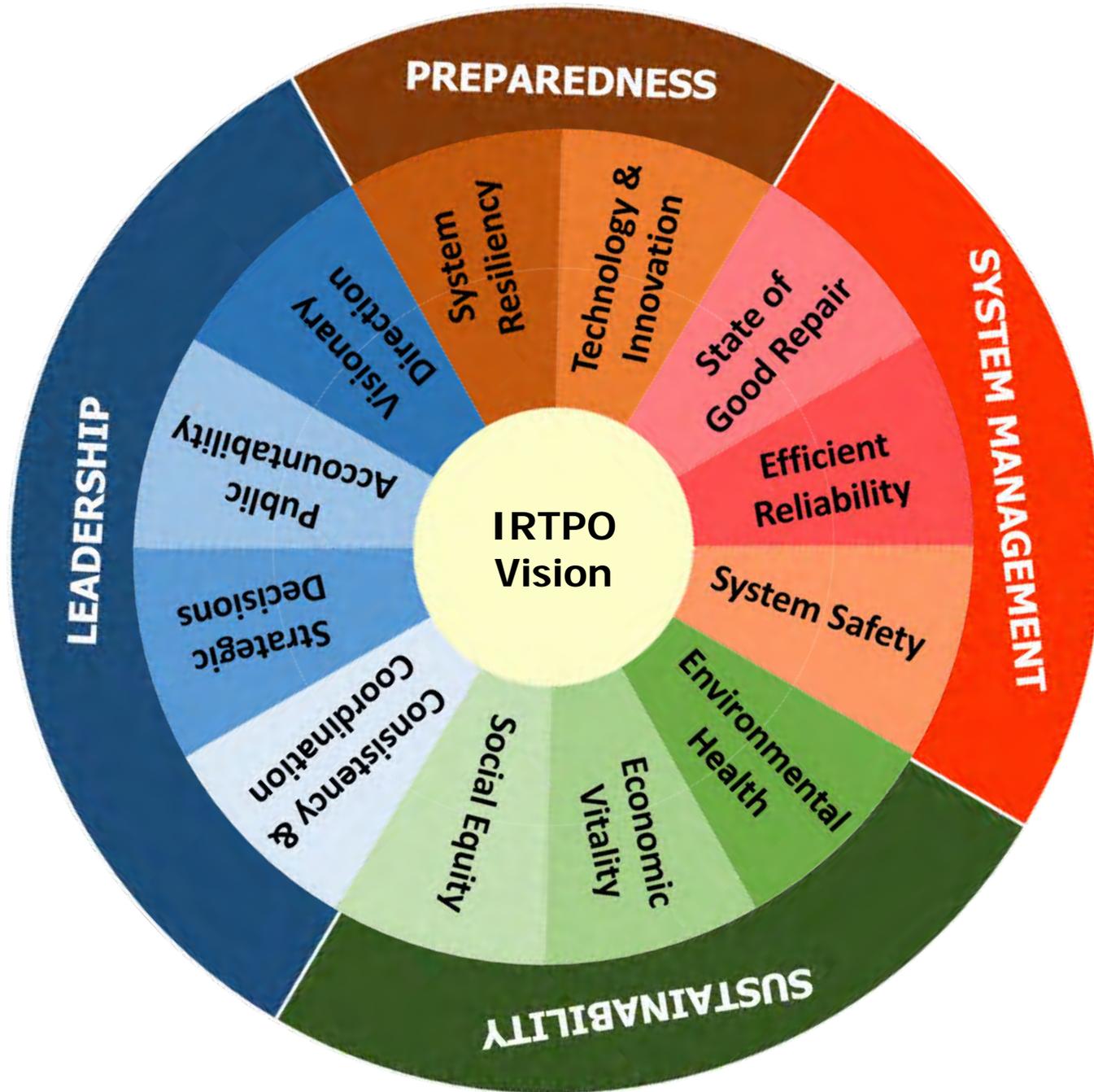
SUSTAINABILITY GOAL:

IRTPO’s goal is to make transportation decisions today that support the Island Region’s environment, economy, and social justice without compromising future opportunities.

Sustainability Policies:

- Support the economic health and vitality of the Island Region.
- Facilitate a healthier environment for current and future generations.
- Promote expanded options and innovative solutions that enable all people to have access to their daily needs and maintain mobility independence.

Situations when this goal may be pre-eminent include development of an EV Charging Plan for the Region, facilitation of a Human Services Transportation Coalition, and consideration of freight mobility needs in regional transportation advocacy.



PREPAREDNESS GOAL:

IRTPO’s goal is to anticipate disruptive forces outside the control of any one agency and strategize on ways to mitigate negative impacts while harnessing beneficial opportunities.

Preparedness Policies:

- Maximize system resiliency in the face of climate change, extreme weather events, natural disasters, and other forces outside the control of IRTPO partners.
- Prepare for new technology alternatives and innovations that are transforming transportation decision-making.

Situations when this goal may be pre-eminent include participation in Cascadia Rising response and recovery exercises, evaluation of role for transportation network companies in supporting off-schedule ferry arrivals, promoting region-wide broadband access, and supporting deployment of new technologies that enhance traveler safety.



LEADERSHIP GOAL:

IRTPO’s goal is to provide visionary leadership on regional transportation issues and opportunities.

Leadership Policies:

- Advance consistency between transportation and land use plans as well as other community-based plans working to achieve adopted visions.
- Promote the Island Region and its unique character through strategic transportation decisions.
- Continue to manage the public’s resources in an open and cost-effective manner.
- Advocate for increased multimodal connectivity for the Island Region.

Situations when this goal may be pre-eminent include participation on the North Sound Transportation Alliance, weighing in on the State’s strategic investment plan, and reviewing local Comprehensive Plans.



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The Leadership Goal can be a lens through which to consider other regional policies and apply vision, coordination, and strategic decision-making to advance key objectives.

Leadership

Leadership refers to actions that establish a shared vision or common goal, motivate others to pursue that direction, foster collaboration and innovation, and advance regional objectives.

Leadership Goal

IRTPO's goal is to provide visionary leadership on regional transportation issues and opportunities.

Leadership Policies

It is IRTPO's policy to:

1. Advance consistency between transportation and land use plans as well as other community-based plans working to achieve adopted visions.
2. Continue to manage the public resources in an open and cost-effective manner.
3. Advocate for increased multimodal connectivity for the Island Region.
4. Promote the Island Region and its unique character through strategic transportation decisions.

The Leadership Goal can be a lens through which to consider other regional policies and apply vision, coordination, and strategic decision-making to advance key objectives.

Situations when the Leadership Goal may prevail include

- ❖ IRTPO participation on the North Sound Transportation Alliance
- ❖ consistency review of local Comprehensive Plans
- ❖ pursuit of grant funding opportunities for high priority planning effort

Challenges Warranting a Regional Leadership Initiative

- Access to and from the region is by way of four gateways, each with its own distinct constraints and each controlled by an agency other than IRTPO's local partners.
- Seamless multimodal connections require collaboration across jurisdictions, regions, and sectors.
- IRTPO ferry interests are similar to, but not the same as, those of WA State Ferries, but there isn't a clear statement of regional need to inform statewide planning and investment decisions.
- The ability for walking, biking, and transit to be viable alternatives to driving is heavily dependent on supporting land uses, with different infrastructure needs in urban areas than in rural areas.
- There is insufficient travel data at the four gateways to support informed regional decision-making.
- Capron refunds support essential preservation and maintenance activities on rural roads throughout the Island Region that would be impossible to replace if those funds were eliminated.



Clear, simple goal and policy statements

Context for applicability

Alignment with existing challenges

Regional Mobility Strategy

- Demonstrate regional leadership
- Increase equity and access for all
- Support strong local economies
- Conduct strategic regional planning
- Minimize transportation’s environmental impacts
- Improve multimodal system performance
- Support coordinated gateway planning
- Monitor and assess system performance
- Prepare for future uncertainties

ISLAND ACCESS 2040

Regional Mobility Strategies & Recommended Actions

This Regional Transportation Plan recommends a number of strategic actions intended to better understand and address chronic mobility issues, and harness emerging opportunities for the Island Region and its partners. Some of the strategies will result in specific projects or programs for implementation by one or more partners. Others will produce important data needed to support analysis while still others will lead to policy decisions.

Strategies align roughly with a handful of key planning objectives, which are highlighted in bold in the boxes below. The strategies are bulleted. Many of the strategic actions support multiple objectives. Following are recommendations included in *Island Access 2040*.

Demonstrate Regional Leadership

- Strengthen Inter-Regional Coordination
- Maintain and Expand Regional Transportation Awareness
- Explore Regional Military Community Partnerships
- Minimize Barriers to Transportation-Efficient Communities

Increase Equity and Access for All

- Support the Human Services Transportation Program
- Evaluate Rural Models of On-Demand First-Mile/Last-Mile Transit Connections

Conduct Strategic Regional Planning

- Evaluate Alternate Funding Mechanisms for County Connector Service
- Explore Future Maritime Opportunities for Langley and the Island Region
- Explore the Feasibility of a Rural TNC (e.g. Lyft or Uber) Ferry Connector Pilot Program

Support Strong Local Economies

- Update the Scenic Isle Way Action Plan
- Explore Potential for Active Recreation Tourism
- Develop a Regional Freight Mobility Plan

Minimize Transportation Impacts on the Environment

- Develop and Initiate an Electric Vehicle Action Plan
- Establish an On-line One-Stop Traveler Information Portal

Support Coordinated Gateway Planning

- Contribute Regional Perspectives to Coordinated Gateway Planning Processes
- Coupeville Ferry Terminal Study 1: Circulation and Access Management Assessment of Ferry Terminal and Vicinity
- Coupeville Ferry Terminal Study 2: Evaluation of Ferry Traffic Impacts on Coupeville
- Coupeville Ferry Terminal Study 3: Safety and Navigation Study of the Coupeville Ferry Terminal
- Deception Pass Study: Multimodal Circulation and Access Management Plan
- Clinton Study: Short-range Multimodal Access and Circulation Strategy
- Camano/Stanwood Study 1: Engage in Coordinated SR 532 Multimodal Corridor Implementation Activities
- Camano/Stanwood Study 2: Improve Transit Access between SR 532 and I-5

Improve Multimodal System Performance

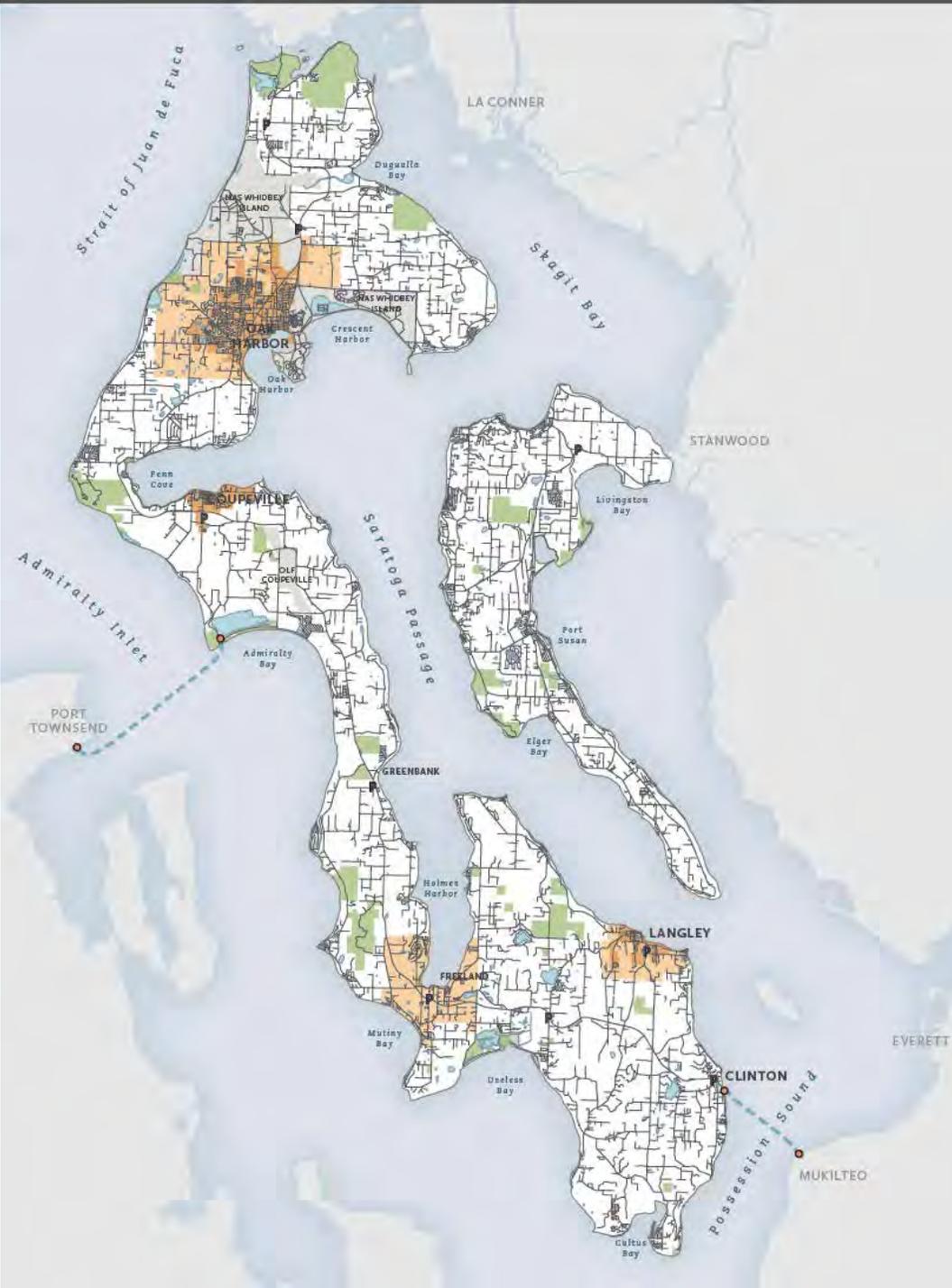
- Support Regional System Preservation Programs
- Complete a Regional Multimodal Safety Plan
- Develop a Regional Aviation Strategy
- Explore South Whidbey Transit Center Opportunities
- Evaluate Effectiveness of SR 525/SR 20 Speed Limits in Corridor Operations
- Develop an Integrated Systems and Modes Plan for Oak Harbor and SR 20
- Develop Coupeville Multimodal Safety, Access, and Circulation Strategy
- Develop a Freeland Freight & Multimodal Circulation Strategy

Monitor and Assess System Performance

- Collect Travel Data to Support Systems Analysis
- Monitor and Evaluate Park-and-Ride Usage
- Explore Alternative Regional Performance Metrics for Planning
- Participate in the Review/Update of Census Urban Area Boundaries
- Acquire & Maintain Regional GIS Data

*Gateway planning is focused on the coordination and mobility needs of the region’s four primary gateways: Deception Pass, Camano Island, Clinton, and Coupeville Ferry Terminal. They are indicated on the map with the blue brackets.





“The Project List”

Strategic Opportunities to address regional challenges will help shape IRTPO work program and leadership initiatives, and support the work of local and state partners

The table below presents the recommended actions found in the following pages.

Activity Type	Action ID	Island Access 2040 Recommended Action	Planning Horizon	Page
Coordinate, collaborate, cooperate	1	Strengthen Inter-regional Coordination	On-going	38
	2	Support Regional System Preservation Programs	On-going	39
	3	Support the Human Services Transportation Program	On-going	40
	4	Explore Regional Military Community Partnership Opportunities	On-going	41
	5	Participate in Coordinated Emergency Management Processes	On-going	42
	6	Support Development of Requisite MOUs for Mutual Assistance	Near-term	43
	7	Establish an On-line, One-Stop Traveler Information Portal	Near-term	44
	8	Explore Potential for Active Recreation Tourism	Long-term	45
Collect and evaluate data	9	Monitor and Evaluate Park-and-Ride Usage	On-going	46
	10	Collect Travel Data to Support Systems Analysis	On-going	47
	11	Acquire and Maintain Updated Regional GIS and Spatial Data	On-going	48
	12	Participate in the Review and Update of Census Urban Area Boundaries	Near-term	49
	13	Explore Alternative Regional Performance Metrics for Planning	Long-term	50
Complete plans and investigations	14	Explore South Whidbey Transit Center Opportunities	Near-term	51
	15	Evaluate Alternate Funding Mechanisms for County Connector Service	Near-term	52
	16	Develop an Integrated Systems and Modes Plan for Oak Harbor and SR 20	Near-term	53
	17	Develop Coupeville Multimodal Safety, Access, and Circulation Strategy	Near-term	54
	18	Develop and Initiate an Electric Vehicle Action Plan	Near-term	55
	19	Update the Scenic Isle Way Action Plan	Near-term	56
	20	Develop a Freeland Freight and Multimodal Circulation Strategy	Mid-term	57
	21	Evaluate Effectiveness of SR 525/SR 20 Speed Limits in Corridor Operations	Mid-term	58
	22	Evaluate Models of Rural On-Demand First-Mile/Last-Mile Transit Service	Mid-term	59
	23	Explore Feasibility of a Rural TNC Pilot Program	Mid-term	60
	24	Complete a Regional Multimodal Safety Plan	Mid-term	61
	25	Develop a Regional Aviation Strategy	Mid-term	62
	26	Explore Maritime Opportunities for the Island Region	Mid-term	63
	27	Develop a Regional Freight Mobility Plan	Long-term	64
	28	Minimize Barriers to Transportation-Efficient Communities	Long-term	65
Participate in gateway planning activities	29	Contribute Regional Perspectives to Coordinated Gateway Planning Processes	On-going	66
	30	Camano Study 1: Coordinated SR 532 Multimodal Corridor Implementation Activities	On-going	67
	31	Clinton Study: Short-range Multimodal Business Access & Circulation Strategy	Near-term	68
	32	Deception Pass Study: Multimodal Circulation and Access Management Plan	Near-term	69
	33	Coupeville Ferry Terminal Study 1: Circulation and Access Management Assessment of Coupeville Ferry Terminal and Vicinity	Mid-term	70
	34	Coupeville Ferry Terminal Study 2: Evaluation of Ferry Traffic Impacts on Coupeville	Mid-term	71
	35	Camano Study 2: Improve Transit Access Between SR 532 and I-5	Long-term	72
	36	Coupeville Ferry Terminal Study 3: Safety and Navigation Study of the Coupeville Ferry Terminal	Long-term	73

Strategic Action Plan

- ❖ Four types of planning work program activities:
 - Coordinate, collaborate, cooperate
 - Collect and evaluate data
 - Complete plans and investigations
 - Participate in gateway planning activities
- ❖ Work details scoped when action moves forward for funding
- ❖ Activities may be conducted by IRTPO as a part of its UPWP or by any of its partners
- ❖ Implementation may result in capital or operations improvement, or alternate strategies, based on coordinated, practical solutions process

Island Access 2040 RECOMMENDED ACTIONS

ID	ACTION	Coordinate, collaborate, cooperate.						
2	Support Regional System Preservation Programs							
<p>Intent: Support efforts to maintain the regional transportation system in a state of good repair, keep system life-cycle costs low, and protect the public's investment in its transportation system.</p> <p>Mobility Strategy: Improve multimodal system performance.</p> <p>Need: Preservation and maintenance of existing transportation facilities and services is a paramount concern for local and state agencies. Inadequate preservation drives up system costs. If agencies cannot afford to take care of the system that is already in place, they cannot afford to rebuild it. Innovative efforts can help stretch existing resources further and keep costs down.</p> <p>Description: These on-going activities work to identify and promote opportunities for regional collaboration that help to stretch preservation funds further. A current example is the regional pavement preservation program supported through IRTPO's STBG funding program. Collaboration can maximize efficiencies and economy of scale for system preservation programs. Future activities will look at ways to extend this collaboration to other parts of the transportation system, including park-and-ride facilities, trails, local roads, and walkways. Actual preservation and maintenance of the system are local and state responsibilities, but regional coordination can support those efforts.</p>								
<p>Regular planned investments in system preservation saves money in the long run, enhances system reliability and safety, and minimizes inconvenience and costs for the travelling public. Optimal system preservation protects public investments in infrastructure and services, keeping life cycle costs as low as possible.</p>								
<table border="1"> <tr> <th>Policy Support</th> <th>Gateway Benefit?</th> <th>Cost Estimate</th> </tr> <tr> <td> <ul style="list-style-type: none"> Leadership System Mgmt Sustainability Preparedness </td> <td>N</td> <td>\$</td> </tr> </table>	Policy Support	Gateway Benefit?	Cost Estimate	<ul style="list-style-type: none"> Leadership System Mgmt Sustainability Preparedness 	N	\$	<p>Partners and Potential Stakeholders</p> <ul style="list-style-type: none"> IRTPO Illinois County Clark County Crawford Lansing Illinois Transit Port of Coahuila Port of S. Winisboy NASWA WISDOT Stevens External Partners & Affiliates Economic Dev Organizations Human Service/Traffic Partners 	
Policy Support	Gateway Benefit?	Cost Estimate						
<ul style="list-style-type: none"> Leadership System Mgmt Sustainability Preparedness 	N	\$						
<p>Cost Estimate Key: \$ < \$50,000 \$\$ \$50,000 - \$100,000 \$\$\$ > \$100,000</p>								

Strategic Action Plan

- ❖ Standard format
- ❖ Align with regional mobility strategy
- ❖ Align with goals and policy objectives
- ❖ Clarify need and key context factors
- ❖ Identify partners and stakeholders
- ❖ Establish gateway relationship
- ❖ Build in accountability

Island Access 2040 RECOMMENDED ACTIONS

ID	ACTION	Collect and evaluate data.																																		
10	Collect Travel Data to Support Systems Analysis																																			
<p>Intent: Ensure relevant, reliable data is available to support robust systems analysis and informed decisions by IRTPPO and its partners.</p> <p>Mobility Strategy: Monitor and assess system performance.</p> <p>Need: To evaluate transportation system performance and deficiencies, and identify solutions that get at the underlying issues, analysts need solid data. Traffic counts and turning movements can't reveal fundamental characteristics like trip origins and destinations, or households' propensity to change travel patterns if offered more choices. Island Region data is limited and outdated. Effective decision-making warrants robust travel data.</p> <p>Description: Collect travel data needed to understand how and why people and goods travel as they do throughout the Island Region. Data needs include but are not limited to: origin and destination data for people and freight; gateway cordons that reveal through-traffic patterns and I-5 avoidance; household travel surveys that provide information specific to the Island Region on travel behavior by various socio-economic and geographic stratifications; assessment of Deception Pass traffic distributions into Oak Harbor and other parts of the region. Effort will be made to coordinate with other data collection efforts such as the periodic WSF passenger survey.</p>		<p>Travel characteristics – the who, what, where, why, when, and how of personal & commercial travel – are vital input to informed transportation decision-making. They explain a lot about system performance and are foundational context for practical solutions.</p>																																		
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Cost Estimate Key \$ < \$50,000 \$\$ \$50,000 - \$100,000 \$\$\$ > \$100,000

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- ❖ Align with goals and policy objectives
- ❖ Clarify need and key context factors
- ❖ Identify partners and stakeholders
- ❖ Establish gateway relationship
- ❖ Build in accountability
- ❖ Actions address a variety of needs

Island Access 2040 RECOMMENDED ACTIONS

ID	ACTION <i>Complete plans and investigations.</i>							
18	Develop and Initiate an Electric Vehicle Action Plan							
<p>Intent: Reduce transportation impacts on the environment by facilitating the transition from internal combustion engine to electric engine.</p> <p>Mobility Strategy: Minimize transportation impacts on the environment.</p> <p>Need: The ability of people to transition from fossil-fuel powered vehicles to electric vehicles is influenced by the availability of charging stations. Inadequate infrastructure not only undermines EV transition by the region's residents, it also discourages those tourists who might be traveling by electric vehicle instead of a gas-powered vehicle. A coordinated strategy is needed to guide investments and policy decisions.</p> <p>Description: Identify primary optimal routes for electrification along with appropriate charging device recommendations suited to the character of the Island Region, funding strategies, business models and protocols, and potential partnerships. Such a plan might identify the need to pursue legislative remedies to barriers prohibiting use of IRTPO's regional funding authorities to implement electrification projects. Engage utilities early on as active partners – their modeling and growth assumptions as well as their ability to assess viability of different business models for EV charging will be helpful. Effort will be made to initiate one or more follow-up actions identified in the plan.</p>								
 <p>WEST COAST ELECTRIC HIGHWAY</p>								
<table border="1"> <tr> <th>Policy Support</th> <th>Gateway Benefit?</th> <th>Cost Estimate</th> </tr> <tr> <td> <input type="checkbox"/> Leadership <input type="checkbox"/> System Mgmt. <input type="checkbox"/> Sustainability <input type="checkbox"/> Preparedness </td> <td style="text-align: center;">N</td> <td style="text-align: center;">\$</td> </tr> </table>	Policy Support	Gateway Benefit?	Cost Estimate	<input type="checkbox"/> Leadership <input type="checkbox"/> System Mgmt. <input type="checkbox"/> Sustainability <input type="checkbox"/> Preparedness	N	\$	<p>Partners and Potential Stakeholders</p> 	
Policy Support	Gateway Benefit?	Cost Estimate						
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<p>Accountability Log Project Start: _____ Project Completion: _____</p>								

Cost Estimate Key \$ < \$50,000 \$\$ \$50,000 - \$100,000 \$\$\$ > \$100,000

Strategic Action Plan

- ❖ Standard format
- ❖ Align with regional mobility strategy
- ❖ Align with goals and policy objectives
- ❖ Clarify need and key context factors
- ❖ Identify partners and stakeholders
- ❖ Establish gateway relationship
- ❖ Build in accountability

- ❖ Actions address a variety of needs
- ❖ Actions cue up future activities, implementation

Island Access 2040 RECOMMENDED ACTIONS

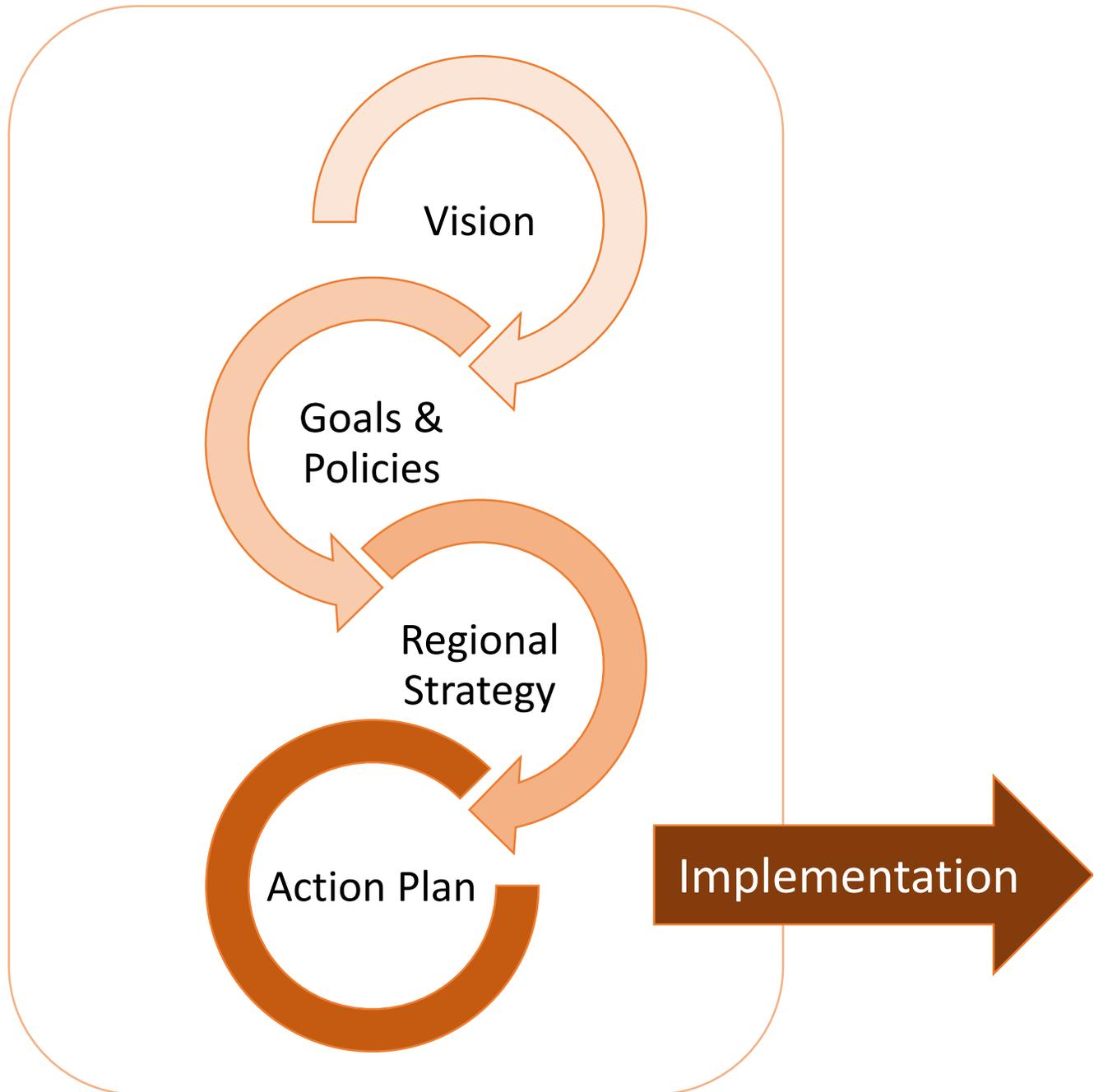
ID	ACTION <i>Participate in gateway planning activities.</i>							
30	Camano Study 1: Engage in Coordinated SR 532 Multimodal Corridor Implementation Activities							
<p>Intent: Improve multimodal transportation system performance along SR 532.</p> <p>Mobility Strategy: Support coordinated gateway planning.</p> <p>Need: SR 532 operates inefficiently during peak periods and experiences a high number of crashes related to stop-and-go traffic. Transit is impacted by delays. Bike and pedestrian access to destinations along the corridor is challenging. Incidents on the bridge create frequent and extensive back-ups. Meanwhile, Stanwood is revitalizing its downtown core along this main street highway. A WSDOT-Stanwood scoping meeting identified some issues and strategies, as did adopted transportation and non-motorized plans from Stanwood and Island County, Stanwood's SR 532 Beautification Plan, and the January 2019 IRTPO Camano-Stanwood scoping session. A unified approach involving all the corridor stakeholders is needed to identify an effective, cohesive implementation strategy.</p> <p>Description: Convene a multi-agency, multimodal, multi-disciplinary group to assess recommendations of the various plans and the issues they address. Develop an integrated implementation strategy supporting the wide range of needs those plans address, identifying low-cost/high-value and quick fix strategies, funding and partnership opportunities, and leveraging other community objectives.</p>								
								
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Policy Support	Gateway Benefit?	Cost Estimate						
<ul style="list-style-type: none"> ● Leadership ● System Mgmt ● Sustainability ● Preparedness 	Y	\$						
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- ❖ Actions address a variety of needs
- ❖ Actions cue up future activities, implementation
- ❖ Actions can be led by IRTPO or by others



Island Access 2040 Strategic Action Summary – DRAFT Work SFY 2020

Activity Type	Action ID	Island Access 2040 Recommended Action	Sponsor	Page
Coordinate, collaborate, cooperate	1	Strengthen Inter-regional Coordination	IRTPO	38
	2	Support Regional System Preservation Programs	IRTPO	39
	3	Support the Human Services Transportation Program	IRTPO	40
	4	Explore Regional Military Community Partnership Opportunities	IRTPO	41
	5	Participate in Coordinated Emergency Management Processes	Em. Mgmt.	42
	6	Support Development of Requisite MOUs for Mutual Assistance	Em. Mgmt.	43
	7	Establish an On-line, One-Stop Traveler Information Portal		44
	8	Explore Potential for Active Recreation Tourism		45
Collect and evaluate data	9	Monitor and Evaluate Park-and-Ride Usage	Transit	46
	10	Collect Travel Data to Support Systems Analysis	IRTPO	47
	11	Acquire and Maintain Updated Regional GIS and Spatial Data		48
	12	Participate in the Review and Update of Census Urban Area Boundaries		49
	13	Explore Alternative Regional Performance Metrics for Planning		50
Complete plans and investigations	14	Explore South Whidbey Transit Center Opportunities	Transit	51
	15	Evaluate Alternate Funding Mechanisms for County Connector Service		52
	16	Develop an Integrated Systems and Modes Plan for Oak Harbor and SR 20		53
	17	Develop Coupeville Multimodal Safety, Access, and Circulation Strategy		54
	18	Develop and Initiate an Electric Vehicle Action Plan	IRTPO	55
	19	Update the Scenic Isle Way Action Plan	Tourism	56
	20	Develop a Freeland Freight and Multimodal Circulation Strategy		57
	21	Evaluate Effectiveness of SR 525/SR 20 Speed Limits in Corridor Operations		58
	22	Evaluate Models of Rural On-Demand First-Mile/Last-Mile Transit Service		59
	23	Explore Feasibility of a Rural TNC Pilot Program	IRTPO	60
	24	Complete a Regional Multimodal Safety Plan		61
	25	Develop a Regional Aviation Strategy		62
	26	Explore Maritime Opportunities for the Island Region		63
	27	Develop a Regional Freight Mobility Plan		64
	28	Minimize Barriers to Transportation-Efficient Communities		65
Participate in gateway planning activities	29	Contribute Regional Perspectives to Coordinated Gateway Planning	Long-mg	66
	30	Camano Study 1: Coordinated SR 532 Multimodal Corridor Implementation Activities	Stanwood	67
	31	Clinton Study: Short-range Multimodal Business Access & Circulation Strategy	Long-mg	68
	32	Deception Pass Study: Multimodal Circulation and Access Management Plan		69
	33	Coupeville Ferry Terminal Study 1: Circulation and Access Management Assessment of Coupeville Ferry Terminal and Vicinity		70
	34	Coupeville Ferry Terminal Study 2: Evaluation of Ferry Traffic Impacts on Coupeville		71
	35	Camano Study 2: Improve Transit Access Between SR 532 and I-5		72
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- On-going activities are actions already fully or partially underway, and with sustained regional value
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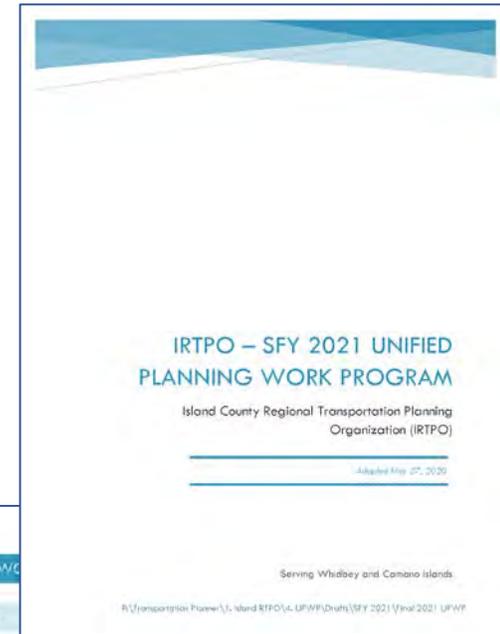
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Oct 2019 TAC Discussion of Data Sources, Tools and Analysis Needs



New data element in SFY 2021 UPWP



ELEMENT 4 (E4): DATA COLLECTION AND ANALYSIS

PURPOSE AND OBJECTIVES

Efficient planning for regional transportation requires an understanding of travel needs. A focus of IRTPO efforts for SFY 2021 will be to gather and compile information on facility usage, origin/destination, travel times, travel speeds, turning movements, crash history, travel mode, and other data as identified by member agencies. As IRTPO does not employ tracking, analysis, or modeling, much of this work will be done by consultants and member agencies, with a goal of establishing a comprehensive, shared database and base model. In the long-term, IRTPO may work toward establishing a regional travel demand model for use by all member agencies. This work coincides with strategic action items for data collection and evaluation identified in *Island Access 2040: Regional Transportation Plan for the Island Region*.

Funding Source: State RTPO Funds
Funding Amount: \$35,000
Work Performed by: Consultant with Lead Agency
Timeline: Preliminary analysis due March 2021

E4 WORK ACTIVITIES

1. Create a Memorandum of Agreement (MOU) between all member agencies, establishing coordination and cooperation in the development, maintenance, and use of the database.
2. Work with member agencies to determine data and analysis needs.
3. Work with member agencies to establish preferred standard formatting.
4. Work with member agencies to gather existing data.
5. Write a Request for Proposals (RFP) for a consultant to begin work gathering additional data and creating preliminary analysis.
6. Manage consultant and coordinate with member agencies throughout the process.

E4 WORK PRODUCTS

1. MOU between IRTPO member agencies.
2. Outline of desired data and analysis needs, documenting existing information.
3. Database of compiled information as identified by member agency agreement.
4. Preliminary analysis (first level) as identified by member agency agreement.

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Action ID numbers highlighted in purple represent ongoing coordination and projects IRTPO member agencies are working on in State Fiscal Year 2020.

Notable Implementation Activities Underway:
Gateway Planning

- Clinton Gateway Planning – Island County Long-Range Planning Department
- Coordinated SR 532 Corridor Plan – City of Stanwood

Electric Vehicle Action Plan – IRTPO

Monitor / Evaluate Park-and-Ride Usage – IT

Collect Travel Data for Systems Analysis – IRTPO

On Deck:

Scenic Isle Way Action Plan – Tourism Board

Explore S Whidbey Transit Options – IT

Mutual Assistance MOUs – Dept. Emergency Mgmt

Island RTPO

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<https://www.islandcountywa.gov/PublicWorks/Roads/Planning/Pages/Regional.aspx>

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