



TTAG April 28, 2016 Meeting Summary

Attendees:

Jaymes McClain	Whatcom Council of Governments [WCOG]
Sylvia Goodwin	Port of Bellingham
Lethal Coe	WCOG
Gary Davis	Whatcom County
Rollin Harper	Everson, Nooksack, Sumas
Kevin Renz	City of Ferndale
John Shambaugh	Washington State Department of Transportation [WSDOT]
Hugh Conroy	WCOG
Keri Shepherd	Nooksack Tribe
Jim Karcher	Whatcom County
Chad Schulhauser	City of Bellingham
Brent Baldwin	City of Bellingham
Sylvia Goodwin	Port of Bellingham
Katy Radder	City of Ferndale
Mark Sandal	City of Lynden

Current Event Updates

John Schambaugh announced that the Washington State Department of Transportation [WSDOT] is moving on to phase two of the corridor sketch initiative. They're also currently working on the Bakerview Rd interchange justification report [IJR]. They have an IJR support meeting in May, where they will select the next set of alternatives, he said.

Sylvia Goodwin said that the Port of Bellingham has selected ABcom to update the airport master plan, which will take a year. They just finished dredging along the Whatcom waterway and have awarded funding for capping along the whole waterfront site to RAM construction, which they plan to have done by August. She also said that the port will be working with the city of Bellingham on roads through the waterfront development, which they hope to open access to in 2017.

Brent Baldwin said that the city of Bellingham is starting work on utilities planning down on the waterfront development. Their comprehensive plan has moved on from the planning commission, he added. Mr. Baldwin also introduced Chad Schulhauser, Bellingham's new city engineer and assistant public works director.

Kevin Rentz updated the group on some of Ferndale's projects. He said they are putting out to ad the Washington St safe-routes-to-school project from Vista Dr to 3rd Ave, which will add crosswalk and sidewalk improvements. They will be working on a central city water system consolidation project,



where a private water association will be converted to the city system. On 3rd St, from Main St to Alder St, they are improving the water main and sewage.

Gary Davis reported that Whatcom County's comprehensive plan is going through the county council process. There will be a public hearing next Tuesday on the chapter 6 transportation element.

Jim Karcher said that he just returned from the National Association of County Engineers [NACE] conference in Tacoma. He also said that Whatcom County is preparing for the summer construction season. Their Potter St project still has one more season of construction, he said, where they'll be working on the woody debris under the bridge and armoring the bridge. There will be work on bridge 212 on S Pass Rd in Kendall, as well as other parts of S Pass Rd where the county is using emergency relief funds to repair failures. Using Highway Safety Improvement Program funds, the county is putting in rumble strips and local/classification signage. The bridge 236 project on Hannegan Rd is currently in design, Mr. Karcher said. The Birch Bay berm project is going through property acquisition, and they are hoping to go to construction in the fall.

Rollin Harper told the group that Nooksack is using a transportation improvement board [TIB] grant for a Madison St sidewalk. Also in Nooksack, the Valley Middle school is going through phase 1, where 80 percent of the new school is being built. In Everson they are moving forward with a \$4.5MM waste water treatment project. Mr. Harper continued that notifications have been submitted to the state for the comprehensive plans for Everson, Nooksack, and Sumas. They will hold public hearings in May and June regarding the plans.

Mary Anderson said that Whatcom Smart Trips is kicking off their summer bike rides on June 5th. Bike to work day is Friday, May 20th, she said. Ms. Anderson also reported that 1,300 7th graders participated in the mobility management education program for riding the bus. The Kendall-Columbia Valley Citizen's Planning Association [KCVCPA] is getting preliminary engineering funding for the Kendall trail, which will parallel Kendall Rd/SR 547, she added.

Hugh Conroy recounted some member updates from the recent International Mobility and Trade Corridor program [IMTC] steering committee meeting. The British Columbia Ministry of Transportation and Infrastructure [BC MoTI] is reapplying for federal funding for improvements to Highway 13, which connects to the Lynden-Aldergrove port-of-entry. Canada Border Services Agency [CBSA] recently constructed new port facilities at the Aldergrove crossing, which includes a full-service commercial port. Current access southbound to the US Customs and Border Protection [US CBP] Lynden facility is still detoured due to the Aldergrove port construction, but BC MoTI put in a funding application to fix the approach southbound. Mr. Conroy continued that the NEXUS lane serving the US CBP passenger vehicle crossing at Sumas often gets cutoff by standard lane queues due to the NEXUS lane beginning at an at-grade railroad crossing just north of the port. BC MoTI is working on a project to improve Highway 11 from Vye Rd to the Sumas border and expand the length of the NEXUS lane significantly. BC Trucking



Administration noted that e-log books are coming into effect for Canadian truck drivers. The electronic recording of drivers' hour of operation limits their ability to cross the border back into Canada if their hours are nearly up, Mr. Conroy said. There could be a need for greater truck parking near the border for drivers who reach their hours of operation limit.

Hugh Conroy also said that the Federal Highway Administration [FHWA] finally published their proposed rule-making for performance measures under MAP-21. The performance measures apply to the National Highway System [NHS]. An NHS layer is viewable on WCOG's GIS webmap, Mr. Conroy said. On the FHWA website, they have an interactive map that shows traffic congestion data on the NHS, which is derived from cellphone data.

Functional classification overview

Federal and state guidance and amendment procedure

Lethal Coe reminded the group that transportation improvement program [TIP] project amendments should be in to him by June 22. He said that he'll be requesting long range projects in near future. Mr. Coe also presented some info on federal functional classifications, including the process to request a change in functional classification and Whatcom County's mileage of classification categories relative to FHWA guidelines.

Regional mileage summary

Compared to the federal guidelines, Mr. Coe said that the county is over-classified in collectors and under-classified in arterials, with a similar trend in Birch Bay-Blaine and Lynden. There has been a request from WSDOT headquarters for upgrading collectors to minor arterials for rural and small urban areas, one of them being SR 9 from Snohomish County up to SR 546 north of Nooksack, Mr. Coe said.

Lethal Coe outlined some road segments that could potentially be upgraded in classification based on current and projected traffic volume, which include segments of Blaine Rd and Birch Bay-Lynden Rd for small urban and segments of Hannegan Rd, Smith Rd, Slater Rd, and Birch Bay-Lynden Rd for rural. Gary Davis said that those routes in the county's jurisdiction are already designated as major routes in their comprehensive plan, which could help in making a case for upgrading.

Classification updates

Lethal Coe informed the group of some functional classification changes happening in Ferndale. Just south of the Portal Way interchange, the minor arterial designation is being swapped from Portal Way to 2nd Ave due to their current alignments. Thornton St is also extending its collector classification to the Portal Way interchange.



Regionally significant system

Road segment additions

Lethal Coe talked about the possible additions of several road segments to the regionally significant system. Those segments are Portal Way in Ferndale and Front St and Tromp Rd west of the Guide Meridian in Lynden.

Rollin Harper motioned to approve the additions of said roads to the regionally significant system. The motion was seconded and unanimously approved.

Next draft of 2017 update - for discussion

Hugh Conroy presented an updated draft of the definition of the regionally significant system, explaining that the draft expands on the points discussed at the previous TTAG meeting and incorporates feedback. The current regional plan's *regional road network* leaves other modes, services, and programs out of the definition. In the draft (attached in the meeting packet), additions to the version shared at the last meeting are in blue and edits coming out of last meeting's discussions are highlighted in yellow.

Sylvia Goodwin suggested adding retail that generates a significant amount of traffic to *Roads serving major activity centers*. John Shambaugh suggested the addition of major employers under the same category.

Ms. Goodwin also suggested adding the Lynden airport to the *Air* category.

John Shambaugh recommended adding park and rides to section 21 under *Other facilities*. Hugh Conroy explained that he tentatively added electric vehicle charging stations under *Other facilities* due to those facilities being outlined in RTPO guidelines.

Kerry Shepherd suggested having emergency management facilities as its own bullet.

Inter-jurisdictional, regional corridors: Continued discussion from last TTAG meeting - consideration of some corridors to apply additional, regional plan focus to

Hugh Conroy outlined 13 regionally significant corridors that connect multiple jurisdictions. He explained that he narrowed the initial list down to fewer, more comprehensive corridors where appropriate, aggregating some urban areas and focusing on trip-ends rather than specific roads.

Hugh Conroy showed some possible measures for analyzing the performance of the transportation systems for each corridor. He provided examples of baseline vehicle travel times, peak hour traffic, peak hour transit connections, bicycle and pedestrian options, among other measures. These measures can be combined with current traveler demographics and forecast demographics to help connected



jurisdictions collaborate on performance targets and strategies. Corridors and subsequently adopted performance goals can be included in the regional transportation plan.

Planning ahead for a May TTAG of regional LOS measurement methods. Following up on previous interest in this topic, consideration of an agenda for the discussion.

Hugh Conroy reminded the group that the next TTAG meeting has been changed to Tuesday, May 24th.

In anticipation of discussions regarding level of service [LOS] measurements around the region, Mr. Conroy gave an example of the Slater Rd interchange, where 4 different LOS standards exist within the small area due to the adjacency and overlay of multiple jurisdictions.

John Shambaugh explained that WSDOT is now open to changing its LOS standards. They could adopt one LOS standard on either side of the interchange that all jurisdictions in the area use, he suggested, which would be easier for development.

Hugh Conroy said that in WCOG's travel demand model [TDM], volume over capacity [VOC] has been the main LOS output from a regional transportation plan. Mr. Conroy continued that they could possibly have other outputs if desired, to which Lethal Coe gave examples of vehicle miles traveled [VMTs] and travel time.

Rollin Harper and Jim Karcher both expressed interest in intersection level detail in the modeling.

Mr. Harper suggested compiling a summary table of each jurisdiction's LOS standards help better analyze where problem areas may exist in the region.