



Agenda
City Council Workshop Meeting
Tuesday, February 27, 2018
City Hall Council Chamber | 505 Swift Boulevard

City Council Workshop - 6:00 p.m. (City Hall Council Chamber)

Agenda Items:

- I. 2018 Regional North-South Travel Capacity Study (30 minutes)
 - Pete Rogalsky, Public Works Director
2. Council Chamber Security (15 minutes)
 - Chris Skinner, Police Services Director

Adjournment

Richland City Hall is ADA accessible with special parking and access available at the entrance facing George Washington Way. Requests for sign interpreters, audio equipment, and/or other special services must be received 48 hours prior to the City Council Workshop by calling the City Clerk's Office at 942-7388.



COUNCIL WORKSHOP COVERSHEET

Council Date: 02/27/2018

Department: Public Works

Key Element:

Subject:

2018 Regional North-South Travel Capacity Study (30 minutes)

Summary:

The purpose of this item is to provide Council with an overview of a proposed multi-agency study aimed at evaluating mid-to-long range strategies for addressing north-south travel congestion in Richland. Staff will also seek Council input for refinement of the draft study plan.

In 2017, the Benton Franklin Council of Governments (BFCOG) published Transition2040. BFCOG is our region's cooperative agency tasked with satisfying state and federally mandated transportation planning responsibilities. Transition2040 uses, as its primary analytical tool, a computer model that represents regional travel patterns on our street network. Key inputs to the model are current and projected land use, population, employment, and street network. The plan projects significant population, employment and congestion growth over the coming two decades. The plan suggests that congestion will worsen even if all of the planned road improvements identified by agency staff are completed and even if transit use increases as projected.

Since Richland is the agency most impacted by travel congestion in our region, staff proposed, as part of the 2018 budget, a planning study to build on the work included in Transition2040 and to develop a long range strategy for congestion mitigation. Transition2040 predicts worsening congestion, but does not select or prioritize efforts or projects to address the issue. Staff has solicited interest from potential study partners and developed a draft study plan.

Staff will review the draft study plan with Council and solicit input on the draft study plan prior to reaching out to study partners to formalize a partnership agreement. Staff anticipates formal Council action later in the spring to establish partnering agreements for the study.

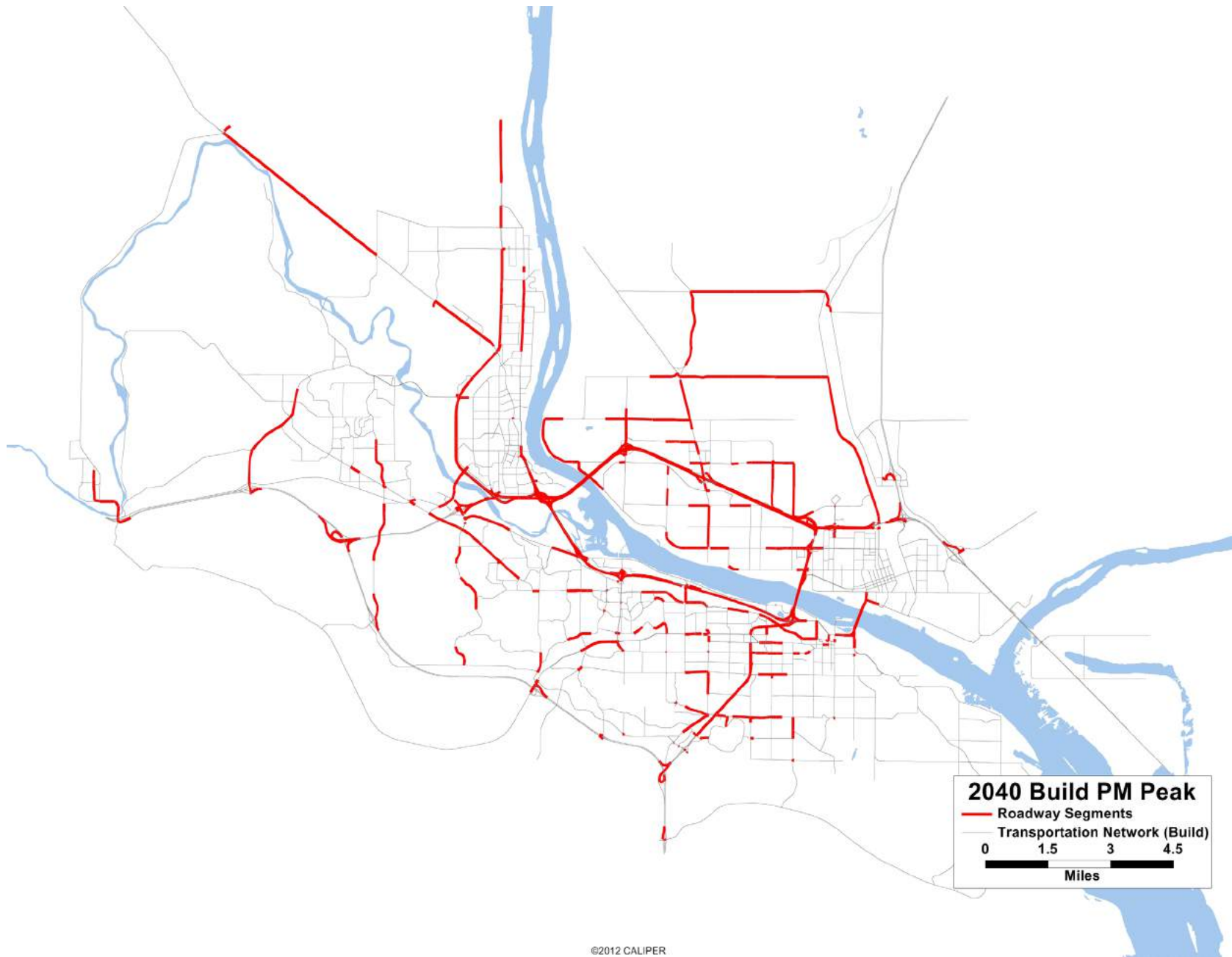
Attachments:

1. Transition2040 - Congestion Heat Maps
2. 2018 Regional North-South Travel Capacity Study - Project Description - 2-17-2018

Figure 6-27: Roadways at Capacity, 2015 PM Peak (.80 or above V/C)



Figure 6-29: Roadways at Capacity, 2040 PM Peak- Build Scenario (.80 or above V/C)



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2018 Regional North-South Travel Capacity Study

Background Context

The 2017 Regional Transportation Plan (Transition2040), the Benton Franklin Council of Governments Congestion Management Program, and local transportation officials identify congestion on north-south oriented corridors through Richland as a regionally significant issue, both at present and into the future. The current roadway network includes two routes supporting this demand, SR240 and George Washington Way. Both corridors experience significant congestion that results in unacceptable levels of service during peak travel periods. Additionally, George Washington Way's alignment runs through the City near its waterfront features and bisects its downtown commercial district. The traffic volumes on George Washington Way have limited the City's implementation of desirable downtown and waterfront enhancement and business recruitment. A more effective system to support the north-south travel demands through Richland is needed to mitigate the environmental and social impacts of congestion and to plan for the predicted population and economic growth of our region.

The Transition2040 Plan included an update to a computerized travel demand model representing the current and future traffic conditions in our region. The Plan also included a list of projects proposed by agency staff to address identified congestion issues. Relevant to this study the Plan included three projects:

1. SR240 – I-182 – Aaron Drive Interchange Improvements
2. George Washington Way – Columbia Point Drive – I-182 Improvements
3. Queensgate Drive – Kingsgate Drive Corridor

The work contributing to the Plan did not include any detailed evaluation of the effectiveness of these projects. To effectively address this significant regional congestion issue it is necessary that additional analysis be completed to select the most effective system changes and to prioritize improvements for funding.

Agency Participation

The study is proposed as a multi-agency partnership. The City of Richland will act as the project lead as the City most directly experiences the impacts of the congestion. The City of West Richland will participate as a funding and technical partner. Many West Richland residents experience the congestion as they travel to work, school and businesses in Richland. In addition a portion of the Queensgate Drive – Kingsgate Drive Corridor would occupy property in West Richland. Benton County will participate as a funding and technical partner. This is primarily because a portion of the Queensgate Drive – Kingsgate Drive Corridor would occupy property in unincorporated Benton County. The Washington State Department of Transportation (WSDOT) will participate as a funding and technical partner. WSDOT owns and manages SR240, which is a state highway and one of the two existing major arterials serving the north-south commute through Richland. As such any solution developed by this study will have a significant impact on SR240 and demands on it. These agencies will enter a formal contractual relationship to oversee and implement the study.

Other agency partners are anticipated to participate as technical advisory partners. These include the Benton Franklin Council of Governments, the Port of Benton and Ben Franklin Transit. These agencies and others will be invited to participate in a technical advisory role.

Study Objectives

The study will seek to deliver a regional consensus about the transportation system improvement priorities to support the north-south commute through Richland.

Study Design

To deliver on the study objective a consultant will be selected and tasked to complete the following tasks:

1. Review available technical reference material including:
 - a. BFCOG 2017 Regional Transportation Plan (Transition2040)
 - b. SR240 Corridor Studies
 - c. SR240 Value Engineering Studies
 - d. George Washington Way / 1-182 Planning Study
 - e. Others
2. Interview Knowledgeable Transportation Planners
3. Identify Key Stakeholders that may include
 - a. Elected officials representing study partners
 - b. Planning Commission members representing study partners
 - c. Transportation Planning and Operations Staff representing study partners
 - d. Large north and central Richland employers representatives including, but not limited to
 - i. PNNL
 - ii. WSU Tri-Cities
 - iii. Department of Energy Contractors
 - iv. Energy Northwest
 - v. Lamb Weston
 - vi. Areva
 - vii. Kadlec
 - e. Ben Franklin Transit Planning and Operations staff
4. Prepare a Public Engagement Plan for the Study to collect and consider various stakeholder input into the final study
5. Review operation of the BFCOG Travel Demand Model relative to the north-south commute trips and routes
 - a. Identify and implement refinements as necessary to improve the model's ability to support the study objectives
6. Identify additional analytical tools that will be useful to evaluation of street system improvements addressing travel delay and congestion
7. Create planning level conceptual designs and cost estimates for the three system improvements identified above and up to three additional conceptual designs and cost estimates for improvement ideas generated during the early stages of the study
8. Develop and implement a cost/benefit analysis tool for comparing the relative value of the identified system improvements

- a. Evaluate the potential benefits of enhanced ridesharing / transit on the system and account for that in rating of alternatives
9. Complete a cost/benefit analysis of identified alternatives and include identified stakeholders and the general public in refinement and review of the analysis
10. Prepare draft study report
11. Present draft study findings to BFCOG TAC and PAC Committees and partner elected bodies
12. Finalize study report

Budget and Funding

The study budget is planned at \$160,000, divided as follows by agency:

- | | |
|--------------------|----------|
| 1. Richland - | \$70,000 |
| 2. WSDOT - | \$70,000 |
| 3. West Richland - | \$10,000 |
| 4. Benton County - | \$10,000 |

Schedule

Staff anticipates the following implementation schedule:

1. Negotiation of partnership agreements – March – May 2018
2. Consultant Request for Qualifications – May 2018
3. Consultant Contract – July 2018
4. Study Implementation, including Public Outreach – August, 2018 – February 2019
5. Finalize Study and Present Recommendations – March – May, 2019



COUNCIL WORKSHOP COVERSHEET

Council Date: 02/27/2018

Department: Police Services

Key Element:

Subject:

Council Chamber Security (15 minutes)

Summary:

Police Chief Skinner will give an update on the Council Chamber security.

Attachments: