

Loon Lake Intersection

Community Discussion



Larry Larson
Assistant Regional Administrator

Glenn Wagemann
Traffic Engineering Manager

Larry Frostad
Traffic Engineer

Community Meeting
Virtual

August 19, 2020

US 395 at SR 292 Loon Lake

- **Introductions**
- Background
- Analysis
- Funding
- Community Input
- Discussion/Next Steps



US 395 at SR 292 Loon Lake

- Introductions
- **Background**
- Analysis
- Funding
- Community Input
- Discussion/Next Steps

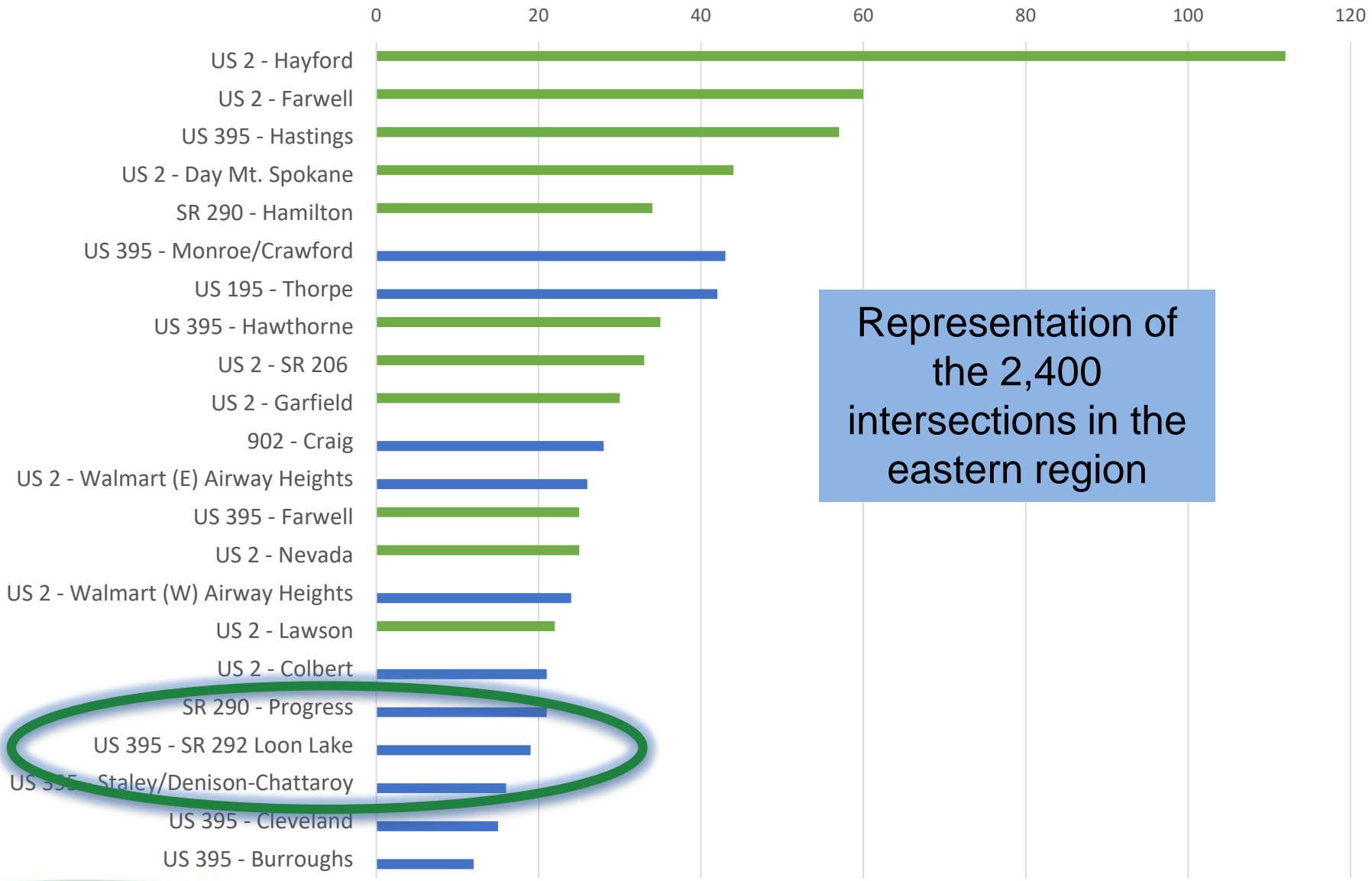


US 395 at SR 292 Loon Lake

- Introductions
- Background
- **Analysis**
- Funding
- Community Input
- Discussion/Next Steps



2013 to 2018 Crashes at Representative Intersections



Representation of the 2,400 intersections in the eastern region

■ Signalized ■ Unsignalized

US 395 at SR 292 Loon Lake Collision Information 2015 – June 2020

Collision Severity Level (Source: WSDOT Collision Data)

Description	2015	2016	2017	2018	2019	2020	Total
Fatal (K)	0	0	0	0	0	0	0
Serious Injury (A)	0	0	1	1	0	1	3
Evident Injury (B)	1	1	1	0	0	0	3
Possible Injury (C)	1	0	2	0	0	2	5
Property-Damage-Only(O)	0	4	0	2	1	0	7
Total Collisions (KABCO)	2	5	4	3	1	3	18

US 395 at SR 292 Loon Lake Collision Information 2015 – June 2020

Collision Type (Source: WSDOT Collision Data)

Description	2015	2016	2017	2018	2019	2020	Total
Rear End	0	1	0	1	0	0	2
At-Angle	2	2	4	1	1	3	13
Fixed Object	0	1	0	0	0	0	1
Other	0	1	0	1	0	0	2
Total Collisions (KABCO)	2	5	4	3	1	3	18

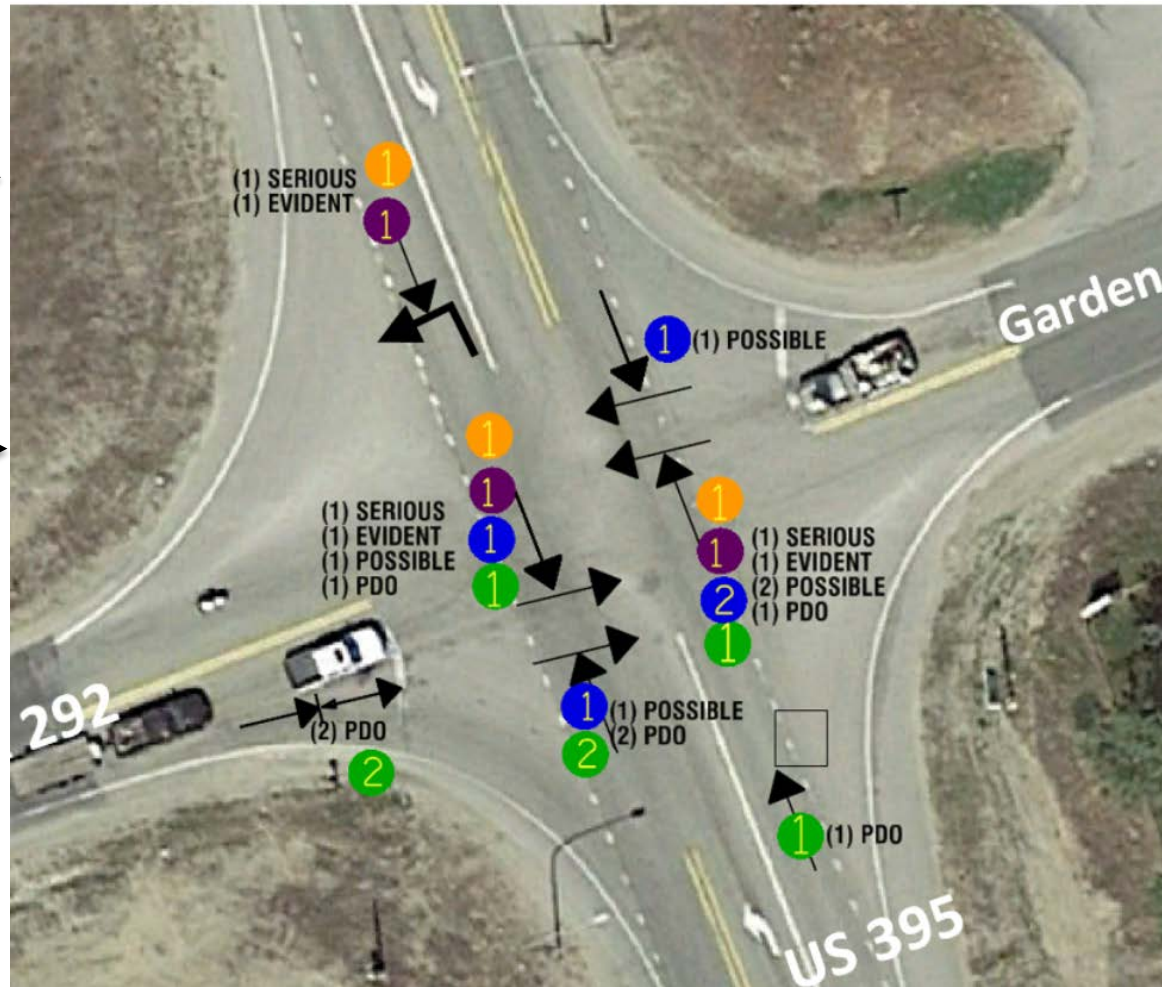
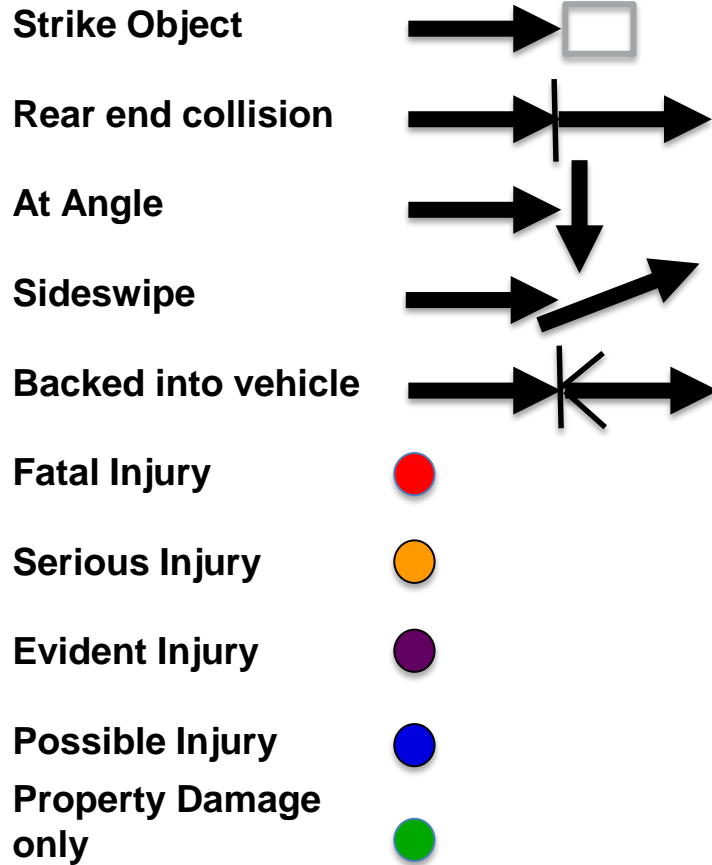
US 395 at SR 292 Loon Lake Collision Information 2015 – June 2020

Contributing Circumstance

Description	2015	2016	2017	2018	2019	2020	Total
Did Not Grant RW to Vehicle	1	1	3	0	1	3	9
Improper Turn/Merge	0	1	0	0	0	0	1
Inattention	1	0	0	2	0	0	3
Operating Defective Equipment	0	0	0	1	0	0	1
Under Influence of Alcohol	0	2	1	0	0	0	3
None	0	1	0	0	0	0	1
Total Collisions (KABCO)	2	5	4	3	1	3	18

Source: WSDOT Collision Data

US 395 at SR 292 Loon Lake Collision Information 2015 - June 2020



US 395 at SR 292 Loon Lake

- Introductions
- Background
- Analysis
- **Funding**
- Community Input
- Discussion/Next Steps



Insufficient funding continues to impact our ability to operate and maintain our transportation network

- The total revenue loss to address over the next three years is \$1.3 billion, of which we will need to address a \$482 million deficit this biennium.
- Longer term, when you combine the impact of the pandemic and I-976, forecasted revenue is down between \$4 billion and \$8 billion over the next 10 years.

While WSDOT is taking steps to cut spending, it will not be enough to make up for the anticipated revenue shortfall.

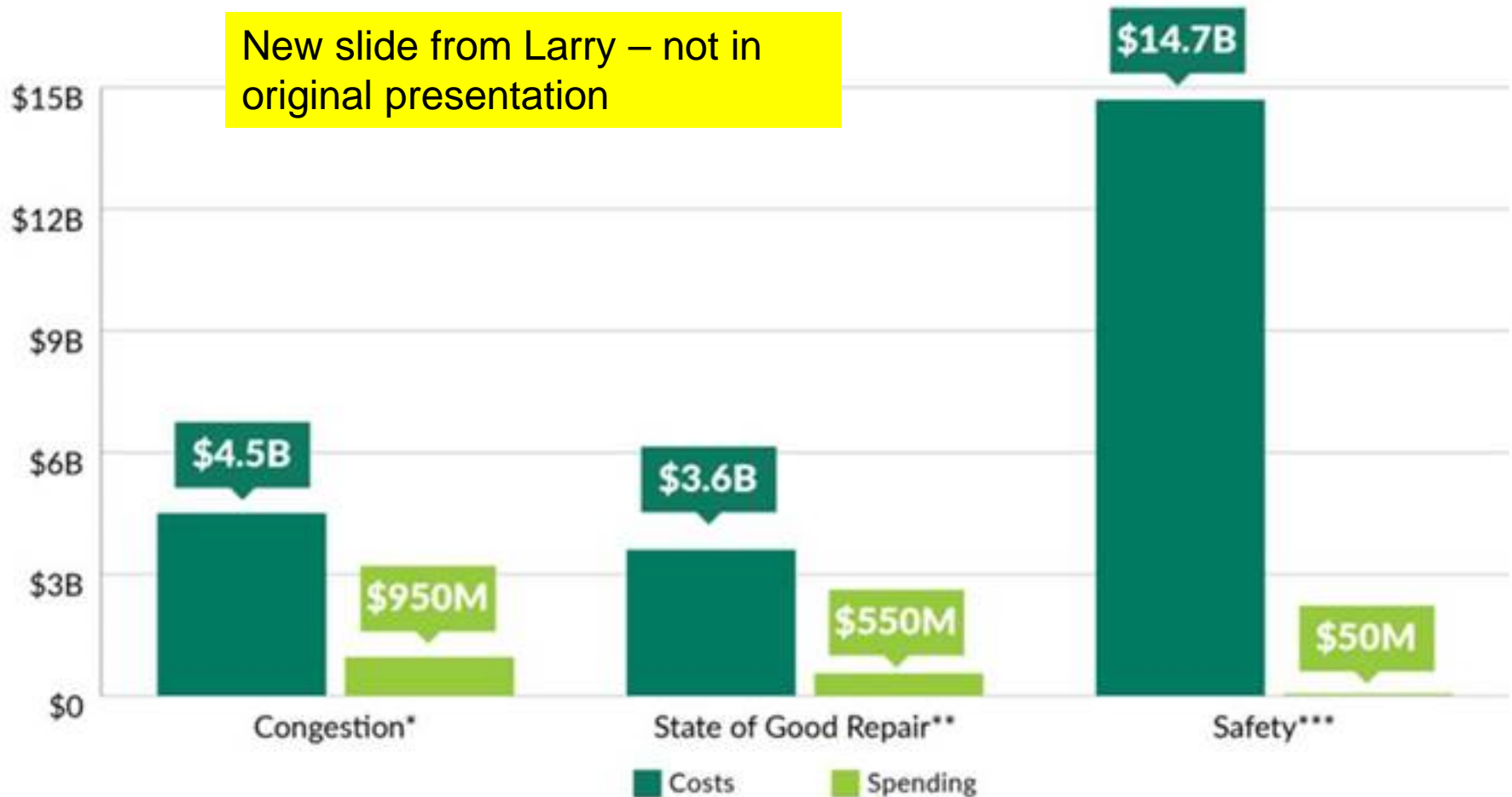
WSDOT actively monitors the safety performance at over 2,400 intersections in the Eastern Region, uses available funds to address deficiencies in a prioritized manner.

10-year unfunded needs to meet policy goals vs current appropriation



Cost to Washington's economy

New slide from Larry – not in original presentation



* Congestion cost source: Texas Transportation Institute's 2019 Urban Mobility Report; based on value of travel delay and excess fuel consumption statewide.

** State of Good Repair source: ASCE 2019 Infrastructure Report Card; estimated at \$656 for every Washington driver.

*** Safety source: Societal costs of crashes calculated using methods described in Crash Cost for Highway Safety Analysis (FHWA-SA-17-071), Chapter 6, Federal Highway Administration, Office of Safety, 2018. Economic cost components include: medical care, emergency services, market productivity, household productivity, legal costs, insurance administrative costs, workplace costs, property damage and congestion.

US 395 at SR 292 Loon Lake

- Introductions
- Background
- Analysis
- Funding
- **Community Input**
- Discussion/Next Steps



US 395 at SR 292 Loon Lake

- Introductions
- Background
- Analysis
- Funding
- Community Input
- **Discussion/Next Steps**



Thank you!

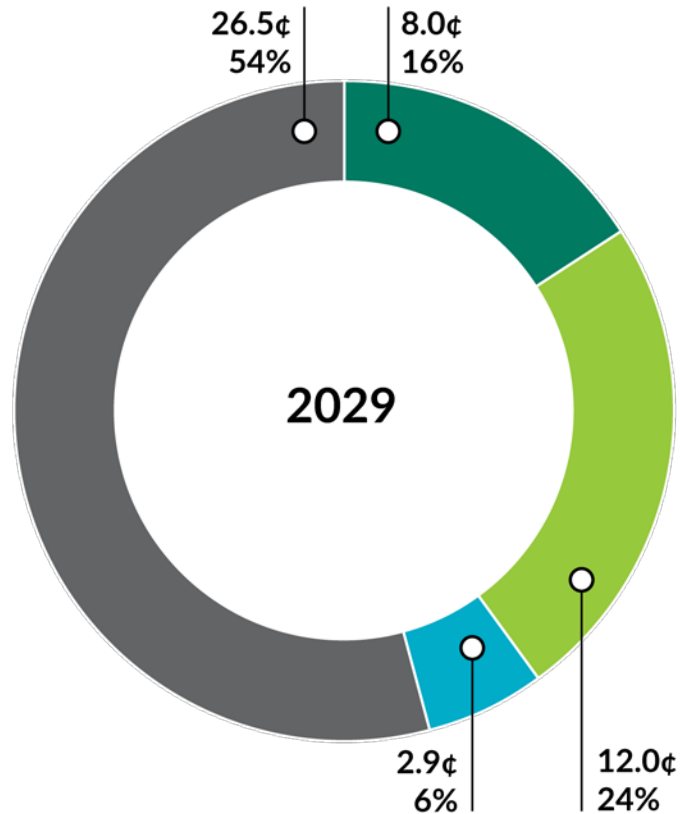
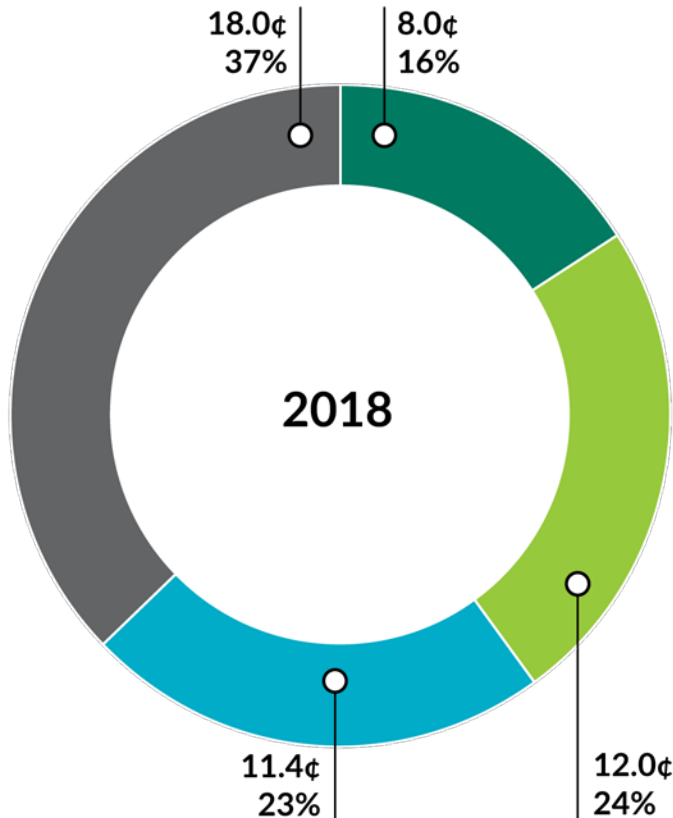


Appendix

Available Funding

Where Does the 49.4¢
State Gas Tax Go?

Where Will the 49.4¢
State Gas Tax Go?



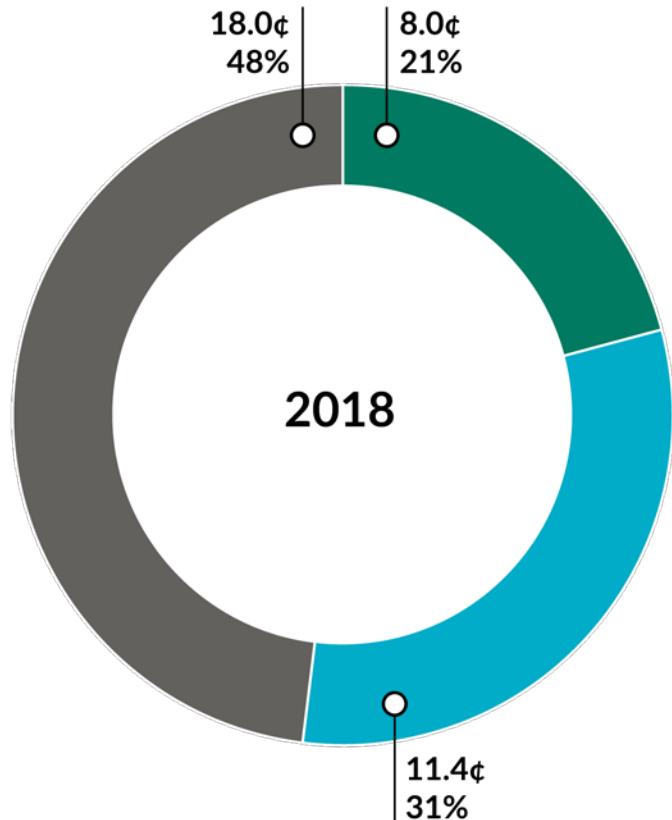
- WSDOT*
- Cities & Counties (Local Government)
- Legislatively Directed Investments**
- Debt Service**

* Includes operations, maintenance, preservation and safety improvements.

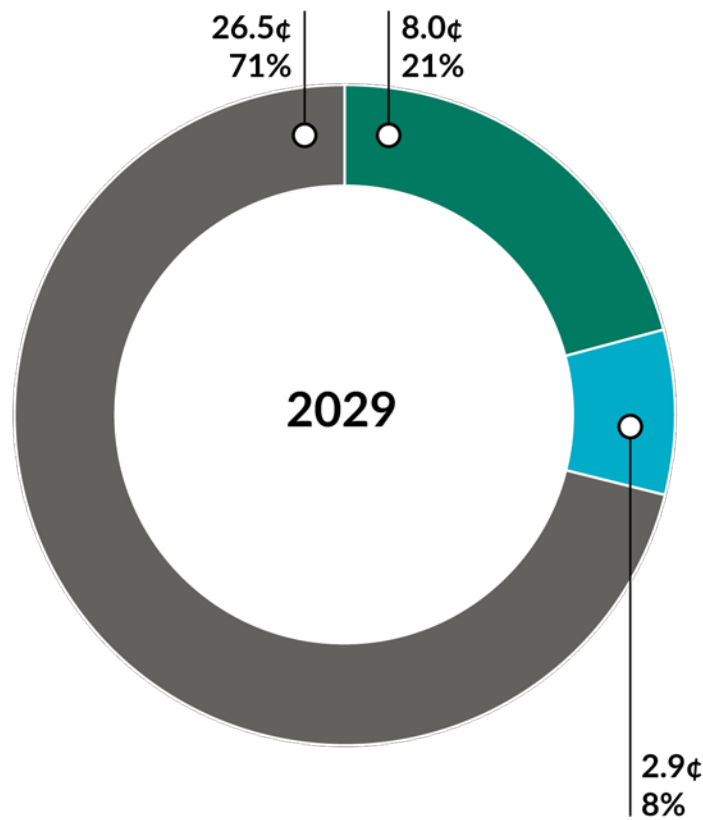
** Includes funding for projects specified in the 2003 Nickel, 2005 Transportation Partnership, and 2015 Connecting Washington acts, as well as funding to pay off bonds funded by pre-2003 fuel tax.

Available Funding

Where Does WSDOT's 37.44¢ Portion of the Gas Tax Go?



Where Will WSDOT's 37.44¢ Portion of the Gas Tax Go?



- Operations, Maintenance, Preservation and Safety Improvements
- Legislatively Directed Investments*
- Debt Service*

* Includes funding for projects specified in the 2003 Nickel, 2005 Transportation Partnership, and 2015 Connecting Washington acts, as well as funding to pay off bonds funded by pre-2003 fuel tax.