

SRTC

Spokane Regional Transportation Council

"SRTC provides for the safe and efficient movement of people and goods into, within, and through the Spokane Region with an integration of balanced multi-modal transportation choices."



SRTC kicked off a major undertaking, the 'Transportation Vision Project' in early 2010 to develop a unified transportation vision for the region. The goal of the project is to come up with an ideal multimodal transportation system (as identified by community members) to be developed over the next 30-50 years, as well as an implementation plan for that 'vision.'

Consulting firm MIG, Inc. is leading the Vision effort and has studied all modes of transportation within Spokane County, including transit, bicycling, walking, personal vehicles, freight, and more.

MIG has interviewed key stakeholders and met with local elected officials, civic and business leaders, and everyday members of the public to get input on a long term plan for the area.

A 'Vision Process Team' of local officials and other civic leaders are helping to guide the project through oversight of the work being conducted.

The next step is another meeting of the Vision Process Team in August and the development of a Vision Summary Report over the next few months. The project is expected to wrap up toward the end of the year.

The Transportation Vision Project has it's own website. Go to www.spokanetransportationvision.com to view meeting materials, submit comments, and sign up for email updates. You can also access the Transportation Vision Project Facebook page there, where you can choose to 'like' the page to receive updates via your Facebook page.

SRTC 'Rail Symposium' Video Available

In June, SRTC hosted a 'rail symposium' as the first topic in its 'Transportation Learning Series.' National freight experts Arthur Shoener, Avery Grimes, and John Ficker were guest speakers. All three have several decades experience in all disciplines of railroad planning and operations.

The presenters spoke on the continuing evolution of the railroad and its effect on the region's economics. Each related their experiences in areas of logistics, service design, supply chain strategies, business development, and safety and security issues.

For those not able to attend the symposium, a PowerPoint presentation is available on SRTC's website at www.srtc.org. The presentation is posted on the home page under the 'News and Notices' heading.

New SRTC Committee

A new SRTC committee began meeting in April of this year. The Transportation Advisory Committee (TAC) is responsible for advising Board members on recommendations regarding plans, programs, and activities conducted by SRTC.

The purpose of creating the TAC was to promote transparency and provide an opportunity for the public to be involved in SRTC's programs.

The TAC is composed of 13 members. So far the group has provided input on the West Plains-Spokane International Airport Study, the Transportation Vision Project, the Regional Priority Project List, and the SmartRoutes initiative.

More TAC information, and meeting agendas and minutes, can be found at www.srtc.org on the 'Boards/Committees' page.

Check out www.srtc.org for all SRTC's latest projects

Study Seeks Solutions to Possible Problem Areas

The West Plains-Spokane International Airport (WP-SIA) Study is in the final stages.

At a public meeting in May, members of the public were asked to identify problem areas within the study area. The study covers from approximately Highway 2 on the north to Hallett Road on the south and Brooks Road on the west to about I-90 on the east. A study area map can be found at www.srtc.org on the 'Projects' page.

Some of the issues identified by the public include congestion on Highway 2, Trails Road, and the Geiger and Medical Lake interchanges.

Study staff has come up with over a dozen possible solutions to these issues and others. Staff is currently putting them into a 'model' of the study area.

A model is a mathematical representation of the supply and demand for travel in an urban area. The computerized model 'forecasts' the future by estimating the number of vehicles that will use a specific transportation facility in the future.

When modeling is complete later this summer, staff will start writing the WP-SIA Study report. A draft is due in the late fall, with the study completely wrapped up around the end of the year.

Phase 2 Of IPH Project To Start Soon

Phase 1 of the Inland Pacific Hub (IPH) project just wrapped up. Now Phase 2 is expected to get underway soon. The IPH is a project to establish the Inland Pacific Region as a multi-modal global gateway to increase domestic and international commerce.

Phase 1 was an outreach and research effort aimed at collecting information about freight activity levels, supply chain structures, and opinions on transportation services in the Inland Pacific Hub region.

The Washington State Department of Transportation was the lead agency for Phase 1 of the project. SRTC has been chosen as the lead agency for Phase 2, that will determine the strategies for implementation. Staff is working on the development of the Phase 2 scope and a request for proposals will be released within the next two months to hire a consultant to assist in the latest portion of this project.

All documents and reports from Phase 1 are available on the IPH website at www.inlandpacifichub.org/documents.html.

Complete Streets

SRTC staff has been working with several area agencies over the past year to educate local leaders about complete streets and whether they are an option for Spokane. Complete streets are streets designed to enable safe and convenient access for all users. Complete streets policies direct planners and engineers to consistently design roadways with all users in mind. This means pedestrians, bicyclists, those with disabilities, the elderly, and transit vehicles are considered just as important as motorists on a complete street. Some elements that are often considered for complete streets include bike lanes, sidewalks, bus shelters, countdown crosswalks signals, and sidewalk extensions that provide a shorter distance for pedestrians to have to cover when crossing streets.

Spokane's City Council passed a complete streets resolution in early April. Now an ordinance committee is working with City staff to develop a complete streets policy that is unique to Spokane's needs. Committee members recently have been speaking to folks in other communities with complete streets policies to identify challenges and issues they encountered while developing and implementing their own complete streets policies.

A speakers bureau presentation is available for any group interested in having a presentation. Contact Eve Nelson at enelson@srctc.org or 509-343-6370 to arrange for a presentation. More information on the complete streets movement can be found at www.completestreets.org.