

# **APPENDIX A**

**Outreach Process and Comment Summary**

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## *Outreach Process and Comment Summary*

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Public and stakeholder outreach has been extensive and continuous throughout the Horizon 2040 process through a variety of public meetings; roundtable discussions; participation in community events; presentations to area boards, commissions and special interest groups; and consultation with other agencies and jurisdictions.

### HORIZON 2040 SURVEYS

In fall 2012, SRTC started the outreach process for Horizon 2040 with an online survey. The 20 question survey asked what condition respondents feel the region's transportation system is in; whether the system has improved, remained the same or worsened in the last few years; what improvements could be made to increase bicycling or walking; and how often respondents use public transportation, among other questions. The survey was available for approximately two months and promoted through website and social media postings, direct emails, and at public meetings and events. Survey results were compiled and can be found on the Horizon 2040 web page at [http://www.srtc.org/mtp\\_2040.html](http://www.srtc.org/mtp_2040.html).

### ROUNDTABLES

In conjunction with the survey, SRTC hosted a series of Roundtable discussions, or listening sessions, in September 2012 to gauge what members of the public and partner agencies were interested in seeing included in Horizon 2040.

The roundtable discussions covered the topics of roadways and freight; transportation for young people, veterans and seniors;

transit; bicycle/pedestrian/health issues; and people with disabilities and transportation barriers. SRTC staff identified and invited community members that represent those topics to attend the roundtables. Dialogue was focused on the specific topic for each roundtable but participants were encouraged to discuss issues about all modes of transportation for all people regardless of ability or situation.

Attendees at each session were asked similar questions, tailored to each group, to encourage conversation. Some common themes that emerged included:

- Improved snow removal and snow storage needed
- Public transit service changes present challenges to users across the board, but especially to disabled, elderly and young; groups that traditionally struggle with transportation options
- Sidewalk improvements such as fixing damaged sidewalks and filling in gaps are needed
- More education is needed on available transportation resources, particularly public transit

Roundtable attendees were asked to take the survey mentioned above and to look at maps of current 'Activity Centers' and projected Activity Centers for 2040, then mark up the maps with comments, suggestions or facilities they would like to see addressed. Summaries of all the Roundtable discussions can be found on the Horizon 2040 web page at [http://www.srtc.org/mtp\\_2040.html](http://www.srtc.org/mtp_2040.html).

### FORUM

In November 2012, SRTC partnered with the Spokane Regional Health District to bring Dena Belzer, an Economist with consulting

firm Strategic Economics out of Berkeley, CA to Spokane. Belzer specializes in connecting regional economic and demographic growth trends to real estate development activity and local policy initiatives and talked about Urban Transportation Corridors (UTCs) and if they're feasible for our region. UTCs are neighborhoods and districts that can accommodate new mixed use development and roads that can accommodate multimodal travel such as cars, bikes and pedestrians and are served by quality public transit service.

Belzer joined a panel of local developers and the City of Spokane's Planning Director at a forum targeting local business and civic leaders. Belzer suggested conducting a real estate market study to determine if UTCs are right for our area. She said they don't fit every region because UTCs must be located near employment centers, in neighborhoods with public amenities, have opportunities for bicycling and walking, and must have high performance transit in the area. The Perry and Garland district have the basic infrastructure required for UTCs, Belzer said.

## WORKSHOPS

### **Cost Estimation and Revenue Forecasting Workshops**

Two financial workshops were held on September 24, 2012 on cost estimation and revenue forecasting. Representatives from the Federal Highways Administration, Washington State Department of Transportation, STA, SRTC and local jurisdictions participated in a discussion of best practices and developing assumptions for the Horizon 2040 Financial Plan.

The Revenue Forecasting workshop was aimed at identifying an accurate method of financial forecasting in order to have an idea of the transportation funds available from 2014-2040. SRTC's process for revenue forecasting was detailed, including using sources

of historical information such as the Washington State Office of Financial Management, WSDOT's County Road and City Street Revenues and Expenditures spreadsheet, the State Auditor Office's Local Government Financial Reporting System and Audit Reports. The Cost Estimation workshop was to ensure SRTC and local agencies are all using the same method to forecast project costs. A Community Planner for the Federal Highway Administration talked about some best practices in project cost estimation and stressed that Metropolitan Planning Organizations (MPOs) like SRTC don't do cost estimating; it is the duty of the jurisdictions they partner with to submit projects for inclusion in the MTP. The MPO's role is to understand how the process works to ensure the accuracy of the financial section of the plan and that all jurisdictions are using the same estimating practices.

### **Identification of Urban Transportation Corridors**

On November 8, 2012, planners and other land use and transportation professionals from the region's jurisdictions were invited to view a presentation by Dena Belzer and review the preliminary criteria for screening urban transportation corridors as part of the Horizon 2040 process. Discussion ensued regarding the process STA has undertaken as part of their Moving Forward planning effort. General consensus was achieved to proceed with a similar approach but with a broader methodology addressing all modes of travel as well as exploring several land use scenarios.

### **TTC/TAC Workshop #1**

SRTC held two workshops to provide an opportunity for members of the Transportation Technical and Transportation Advisory committees to discuss Horizon 2040 in more detail. The plan's guiding principles were discussed in depth, as were population

and employment projections. Data showing employment numbers growing while the largest increase in population numbers is to the senior sector were questioned. There were some inquiries as to whether that indicated that seniors will work well into their later years. It was suggested to include historical trends in the text as well as documentation showing how employment numbers and assumptions were arrived at.

SRTC Planner Ryan Stewart talked about how the travel demand model will be used, in conjunction with land use and other data, to make decisions on what projects will be included in the plan. Attendees also talked about how to demonstrate congestion on Interstate 90. It was suggested both to show I-90 congestion separately from other network congestion and to use gradations of the same colors to show congestion.

### **TTC/TAC Workshop #2**

A second TTC/TAC workshop was held in late July 2013 to discuss corridor analysis. SRTC Planner Ryan Stewart showed a map marked with roadways that could possibly be urban corridors (corridors having high capacity transit lines and bike lanes), neighborhood corridors (local transit routes, bike lanes and enhanced pedestrian environments) and freight/commerce corridors (higher frequency transit between longer distances) in the future.

The group discussed what constitutes these corridors, why thirty were initially chosen and how the number of corridors was narrowed down. Mr. Stewart pointed out that this plan will, for the most part, not address roadways classified lower than principal arterials. There was agreement that it needs to be made very clear in Horizon 2040 that North Spokane Corridor funding can only be

spent on the freeway, not other projects.

### **Board Workshop**

A workshop was held on October 3, 2013 to provide members of SRTC's Board a chance to delve more deeply into the plan. SRTC Planner Ryan Stewart walked Board members through Chapter 4 and reviewed changes that had been made to the plan. Board members asked for more detail to be added to the discussion on preservation, maintenance and operations.

### **PRESENTATIONS**

SRTC staff made presentations to a variety of area boards, commissions, clubs and special interest groups during the development of Horizon 2040. Groups that received presentations (sometimes more than once in order to provide updates) include:

- Spokane Area Good Roads Association Board
- Inland Northwest Associated General Contractors Annual Conference
- Spokane County Commute Trip Reduction Awards Luncheon
- City of Spokane Planning Commission
- Greater Spokane Incorporated FLAG
- Airway Heights City Council
- Spokane Valley Chamber Transportation Committee (two presentations)
- Spokane Transit Board
- Spokane Regional Health District Board of Health
- Fairfield City Council
- Spangle City Council
- City of Spokane Pedestrian, Traffic and Transportation Committee
- Freight Mobility Strategic Investment Board

- Commute Trip Reduction Employee Transportation Coordinator Luncheons (three presentations)
- Spokane City Council
- Commute Trip Reduction Partners Meeting
- Spokane International Airport Board
- Valley Plan Commission
- Spokane County Planning Commission
- Spokane City Plan Commission
- Spokane City Citizens Streets Advisory Commission
- Washington State Public Transportation Symposium
- Spokane City Community Assembly
- Spokane Bicycle Club
- Youth Chase Commission
- Leadership Spokane Youth
- Spokane Clean Air Agency Advisory Council
- Greater Spokane Incorporated Board
- Downtown Spokane Partnership
- American Society of Civil Engineers, Inland Empire Section
- Spokane Valley Chamber Transportation Committee

## COMMUNITY EVENTS

SRTC staff also was present at several community events to talk to members of the community about Horizon 2040. Highlights and themes of the input that came up repeatedly at these events is included under the name of each event.

### **Spokane Coffee Tweetup (three times)**

- Public transit doesn't fit a professional lifestyle in Spokane
- More bike racks needed
- Downtown streets are in poor condition

### **West Central Neighbor Days Festival**

- Few attendees claim to use public transit, despite the neighborhood's proximity to downtown
- Several attendees said their households had downsized to one vehicle
- Requests for more bike and pedestrian facilities
- Fix and fill in sidewalks for the large number senior and disabled residents in the neighborhood

### **Fairfield Flag Day**

- Many of the smaller towns 'fix' their own transportation issues. For instance, if a large pothole develops, someone will generally use their own equipment to fill it and tamp it down
- Most people in Fairfield and the surrounding small towns commute to Spokane for jobs
- Start a shuttle from Spokane through all the small towns as a kind of public transit

### **Spokane Summer Parkways**

- Sweep roadway shoulders more often. Broken glass and trash are dangerous obstacles for bicyclists
- More bike lanes leading downtown
- Training for kids in schools on how to ride their bikes in traffic

### **Perry Street Fair**

- Lots of requests for light rail
- Extend transit hours later into evening
- Fix sidewalks and widen roadway shoulders to provide a place for people in wheelchairs and powerchairs travel

### **Spokane Transit-hosted community meetings (two meetings)**

- Lot of safety concerns expressed such as needing more crosswalks, fixing blind corners and the number of pedestrians struck by cars in Airway Heights
- Need more transportation options for those who don't drive
- Too expensive for citizens to get unpaved roads paved

### **Unity in the Community**

- Many people said they are making do without a car in Spokane (nationwide, 7.2% of occupied housing units have no vehicles available, according to the 2007-2011 American Community Survey)
- Several requests for additional bike lanes
- Longer transit service hours and increased service on Sundays
- More bus shelters

### **Spokefest**

- Sweep area roads more than once a year
- The traffic signal at Nevada and the Newport Highway doesn't change for bikes
- The Centennial Trail is too narrow near Upriver Drive since a new sidewalk was put in

### **PUBLIC COMMENT PERIOD**

Per SRTC's Public Participation Plan ([http://www.srtc.org/Documents/Documents-Maps/ppp/2013\\_PPP\\_Final\\_9-12-13.pdf](http://www.srtc.org/Documents/Documents-Maps/ppp/2013_PPP_Final_9-12-13.pdf)) an official 30-day public comment period for Horizon 2040 ran from October 18 to November 16, 2013. The comment period was announced through a legal notice in the Spokesman-Review, website and social media postings, posting to local community calendars and press releases.

Two public open houses were hosted by SRTC during the comment period. They were publicized through website and social media postings, postings on partner websites, postings on local community calendars, press releases and through media coverage

The open houses and plan received media coverage through the Spokesman-Review, Journal of Business, the Cheney Free Press, KHQ News, and the news segment on KZZU radio station.

A summary of the public comment received follows:

### **Aging and Long Term Care of Eastern Washington (ALTCEW) Planning and Management Council (PMC) October 18, 2013 Special Presentation: Ryan Stewart, SRTC, Horizon 2040**

#### Comments

People living in rural areas outside of the City of Spokane should have access to coordinated transportation services when traveling to and from Spokane.

*SRTC response: Comment noted. This issue is addressed in Horizon 2040, specifically in Chapter 2 pages 17, 18, 41, and 63, Chapter 3 pages 7, 17, 19, and Chapter 4 pages 25, 26, and 38. Strategy 4 targets funding for additional public transportation services.*

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It is important to include sidewalks in larger scale transportation plans, particularly on the South Hill of Spokane.

*SRTC response: The importance of sidewalk maintenance as well as infill and additional sidewalks is included in Horizon 2040, specifically in Chapter 2 pages 14, 15, 42, 63 and 64, Chapter 3 page 21, and Chapter 4 pages 26 and 27. Strategy 7 targets funding for pedestrian improvements.*

What will be happening to special needs transportation services, particularly paratransit services, in the next 30 years?

*SRTC response: While special needs transportation, specifically paratransit, is expected to increase in the future due to forecasted growth in the elderly population and the number of persons with disabilities, changes to service is subject to funding for public transportation. This issue is addressed in Horizon 2040, specifically in Chapter 2 pages 17, 18, and 40, Chapter 3 pages 17, 19 and 21, and Chapter 4 pages 20, 25 and 26. Strategy 4 targets funding for additional public transportation services.*

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It is important to include the projected rail services increases that are anticipated to occur between now and 2040 in this plan.

*SRTC response: Comment noted. This topic is addressed in Horizon 2040 Chapter 2 page 11 and Chapter 3 page 16.*

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### **Horizon 2040 Public Open House October 29, 2013 - Cheney Library**

#### Comments

SR 904 is a critical project for Cheney and EWU. The continued growth of EWU and increases in the population of Cheney are causing an overabundance of traffic on 904. This increase in traffic is creating a significant increase in the commute time for folks commuting from the Spokane area into Cheney and for the delivery trucks, buses and public safety vehicles servicing the area.

*SRTC response: Comment noted. The SR 904 project is listed as regionally significant project #21 in Table 4.11 (Chapter 4, page 31).*

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I have concerns with the proposed widening of SR 904 from Four Lakes to Cheney. 1. Cost- would prefer those funds be used to

complete the NSC 2. Additional lanes plus turn lanes on 904 would encourage high speeds/passing on an undivided freeway- am concerned this would lead to higher accident rates. An additional note- 45 mph limit coming into Cheney is too fast, businesses from Betz Rd. to Simpson Pkwy are concerned w/limited visibility and merging traffic in and out of parking lots.

*SRTC response: Comments noted.*

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Please expedite 904 widening project as this is a major concern for Cheney, traffic, commerce, ridership and safety. Thank you!

*SRTC response: Comment noted. The SR 904 project is listed as regionally significant project #21 in Table 4.11 (Chapter 4 page 31).*

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I would like to see 904 made into five lanes; four driving and one turning.

*SRTC response: Comment noted. The SR 904 project is listed as regionally significant project #21 in Table 4.11 and the project description is "Construct additional lanes for a five-lane roadway."*

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Changes I would like considered to 904:

- Extend the center turn lane the entire length- Four Lakes to Cheney
- Build short exit lanes at Jensen Rd. and 6th St., Four Lakes
- Change speed zones
- Main road raised to 60 mph
- Shorten the 40 mph zone in and out of Four Lakes on the south end. Start the 40 mph zone about 300' before 6th St.
- Extend the 35 mph zone in Cheney to about Paradise Rd.

Comments on speed zones:

- Many drivers presently drive at or near 60 mph. An extended turn lane would increase safety at the higher speed.
- I have never understood the logic of a 40 mph speed zone

at the south end of Four Lakes. There are only 2 or 3 private driveways in that long 40 mph zone.

Then why is there a 45 mph zone on the north end of Cheney? In that zone there is a major intersection, a traffic light, two other streets, 3 or 4 businesses and the Safeway complex.

*SRTC response: Comments noted. The SR 904 project is listed as regionally significant project #21 in Table 4.11 and the project description is “Construct additional lanes for a five-lane roadway.”*

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SR 904 needs to be a priority project to widen the road. With 19,000 commuters packing the road each morning along with school buses, garbage trucks and freight trucks, it is crowded and dangerous. It’s current condition inhibits the economic development of Cheney and EWU.

*SRTC response: Comment noted. The SR 904 project is listed as regionally significant project #21 in Table 4.11 (Chapter 4 page 31).*

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Cheney is still not on the plans to connect to the planned airport manufacturing zone or to Airway Heights. We are being left cut off from future jobs and economic development. Development traditionally follows transportation corridors. Cheney needs an arterial corridor from SR 904 (best) or Medical Lake (convoluted) to connect businesses and future employees to the envisioned industrial development near the airport. It is silly and economically impractical to force us to go all the way down to Geiger and then back to reach the airport or the planning manufacturing/distribution businesses. Cheney needs a direct connection to Airway Heights as well. Right now it is easier to reach Spokane Valley than Airway Heights or Medical Lake. This impacts my businesses today.

*SRTC response: Comment noted. The SR 904 project is listed as regionally significant project #21 in Table 4.11 (Chapter 4 page 31).Improvements to the Interstate 90 Medical Lake and Geiger*

*interchanges are also listed in the short-term regionally significant project list (Table 4.10). The road capital program in Horizon 2040 targets improvements for non-regionally significant roads. The City of Cheney, the City of Spokane, the City of Airway Heights, Spokane County and WSDOT have undertaken arterial planning and analysis of other facilities in this area. When regional consensus is achieved about potential investments to improve connectivity in the West Plains, those projects will be considered carefully in future updates to this plan. However, Horizon 2040 is required to be financially constrained and additional revenue would be required to pay for these investments.*

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I remain deeply discouraged that the SRTC continues to leave Cheney with the “long way around” route to the airport, proposed airport industrial zone, and Airway Heights. That you insist on your maps and plans to force Cheney residents and businesses to go east and then loop back to reach any of those destinations is foolish, short-sighted, and very detrimental to our economy.

1) I understand that proposed airport expansion plans will cause Hayford Road to need to be re-routed. If this is true, it makes far more development and economic sense to re-develop the Cheney-Four Lakes interchange to connect north onto Craig Road, and improve Craig Road as an arterial to connect Cheney to Medical Lake, Airway Heights, the industrial development, and the airport via Hwy 2 from the west.

2) Regardless of airport expansion, the 11,000 current Cheney residents and businesses need a more direct route to the airport, Airway Heights, and Hwy 2. The convoluted back roads route we have today, has an economic impact today. My story is not unique, I have customers from Spokane Valley and Coeur d’Alene on a regular basis, but not from Airway Heights. In fact recently, a customer calling from Airway Heights informed me it was too confusing to figure how to get to my business and she would go to Spokane.

3) Development follows transportation corridors. Cheney busi-

nesses and residents look forward to participating in the development proposed on the west side of the airport, but your plans leave us cut off.

4) I have been told by representatives of the SRTC numerous times that they have “talked” about Cheney. But the maps never change! In fact in some conversations I have been told that you have discussed ways to connect Cheney to the West Plains!??? Gosh, we thought we already were a part of it. I, and others, have repeatedly sent input about connecting Cheney, yet each time I talk with a representative they act as though it is the first time they have heard this. Even at the open house, I was told, that there are limited funds, implying that the plan is already final and including Cheney in the West Plains development over the next 30 years is already off the table.

5) I feel as though I am shouting into the wind, but I do expect that this “regional” transportation committee will re-think the west end corridors and connect the businesses and residents of Cheney to the transportation hubs and development of the West Plains for the next 30 years.

*SRTC response: Comment noted. The SR 904 project is listed as regionally significant project #21 in Table 4.11 (Chapter 4 page 31). Improvements to the Interstate 90 Medical Lake and Geiger interchanges are also listed in the short-term regionally significant project list (Table 4.10). The road capital program in Horizon 2040 targets improvements for non-regionally significant roads. The City of Cheney, the City of Spokane, the City of Airway Heights, Spokane County and WSDOT have undertaken arterial planning and analysis of other facilities in this area. When regional consensus is achieved about potential investments to improve connectivity in the West Plains, those projects will be considered carefully in future updates to this plan. However, Horizon 2040 is required to be financially constrained and additional revenue would be required to pay for these investments.*

- Put right turn lanes on Highway 2. People trying to turn into drivesways and other streets cause cars to line up behind them.
- Also put right turn lanes on 904 and 195.
- There are issues at 2 p.m. when there is a shift change at some company in Davenport. People trying to pass other cars near the Fairchild Gate stay in the left lane that turns into FAFB until the last minute, then swerve into the right lane, causing dangerous conditions.
- Multiple large loads of some kind of premade concrete components are hauled on semis across Brooks Rd. every Saturday. The bridge there probably isn't sturdy enough to hold these loads.
- Put a traffic light near the Jack in the Box on westbound US 2.

*SRTC response: Comments noted.*

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- Toll 904 to cut down traffic on it and help pay for improvements.
  - Put up more speed limit signs countywide
  - When new SIA runway is built, build Hayford Rd. under it instead of closing it.
  - 904 is dangerous for garbage trucks and buses. There's not much shoulder on the road in some areas for trucks and buses to pull off onto and cars fly around them at high speeds and go into the opposite lane to pass them.
  - Increase transit service to Cheney, specifically, later hours on Sunday so that people can take transit back from the Symphony.
  - 904 is more important to finish than Central City Line, even though they come from different funding sources, because a tax increase would be needed to complete that project.
  - Suggested interim improvements to 904 (while waiting for the funding to complete the 5 lane widening): lighting from Betz Rd to I-90, and “snake eyes” or some other type of reflectivity

to the lane striping.

- Bridges classified as structurally deficient are not critical to replace, they just require restricting access and special permitting for exceptions to using the bridge (wide load, etc). Giving a lot of attention to structurally deficient bridges and the cost to replace them is just taking advantage of fears about bridge collapses.
- Planning for the NSC to be completed by 2040 is unrealistic and delegitimizes the entire plan. Every plan since the 1950s has said that it would be completed and it still hasn't been completed. Keeping it in the plan means that all of the focus is directed at completing a project that will never be completed rather than focusing on projects that can be completed.
- The meeting should have been advertised at the Cheney library in addition to electronic advertising.

*SRTC response: Comments noted. The SR 904 project is listed as regionally significant project #21 in Table 4.11 (Chapter 4 page 31). The description of structurally deficient bridges in Chapter 2 (pages 33 and 34) is consistent with the Federal Highway Administration definition. Freight shippers in our region have stated that restrictions are burdensome and adversely impact their business (recent examples include the Sullivan Road West Bridge and the Greene Street Bridge).*

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**Horizon 2040 Public Open House  
November 6, 2013  
Northeast Community Center**

The open house at the North East Community Center had substantially fewer attendees than the first open house in Cheney. Three community members attended. All three said they came to gather information and none submitted comment.

One attendee was interested in taking information on Horizon

2040 back to the rest of his neighborhood council; another wanted to know the alignment of the North Spokane Corridor in the vicinity of Euclid Ave., and the third is actively involved in local transportation and his neighborhood council and just came to be involved.

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**From: David Camp [via email]  
Sent: Tuesday, November 12, 2013 4:42 PM  
To: Contact SRTC  
Subject: Horizon 2040 comment**

Hi,  
After looking over the Horizon 2040 plan, I thank you for speaking to important trends, such as the demographic shift towards elders and young people living in denser settings.

However, I see no mention of what is likely to be the primary driver of our transportation and land use policies in 2040: carbon regulations.

As it happens, 2040 is also a date identified by the United Nations Intergovernmental Panel on Climate Change. In their just-released 2013 Working Group Assessment Report summarizing the united opinion of all the world's national scientific academies, the IPCC said that if the world is to stabilize warming at 2 degrees Celsius—the agreed threshold to prevent catastrophic runaway feedbacks—then we can burn fossil fuels at present rates only until 2040, and then none at all. Humanity must write off 75-80% of known fossil fuel reserves. We now have a carbon budget. This is not some crackpot notion from tree-dwelling hippies: it is the united judgement of nearly all the world's best-qualified Earth scientists, endorsed by even the governments of fossil-fuel-dependent nations like Saudi Arabia, Russia and China. Furthermore, this is the fifth such IPCC Assessment Report over the past 25 years, and the previous reports have proven too conservative: they have

consistently underestimated the damage.

Needless to say, we will slash carbon pollution before 2040 arrives, rapidly adopting policies that favor alternatives. The United States is late to the game, but we will now move quickly, and Washington State is moving even faster. Many cities are moving faster still.

This is the future faced by Spokane, so several key items should be included in Horizon 2040:

- Recognize coming constraints on new sprawl and expansion of the Urban Growth Area, as this will violate increasingly strict state and national policies, and it will create undue financial burdens on both residents and governments.

*SRTC response: Comment noted. In the land use scenario analysis (described in Chapter 4 pages 9-13) a more focused growth pattern was examined and the results were described.*

- We will need much expanded public transportation, including bus service to presently unserved large new neighborhoods such as Five Mile (much of which, incidentally, will be much more densely settled than your map 3.1 shows).

*SRTC response: Comment noted. Additional public transportation, including elements of a High Performance Transit Network are proposed in Horizon 2040. Land use projections were developed in close coordination with local jurisdiction, including where the housing and employment will occur based on the best available information. The land use forecasting process is described in detail in Chapter 3 and Appendix B.*

- Provide for more light rail and trolleys, as these will become national funding priorities to encourage density and energy efficiency. Despite its failure in the poorly prepared 2006 advisory bond vote, light rail will soon be back.

*SRTC response: Comment noted. Additional public transportation, including elements of a High Performance Transit (HPT) Network are proposed in Horizon 2040. The Central City Line is envisioned to use a Modern Electric Trolley. Other corridors in the HPT Network have not had a mode identified yet.*

- Horizon 2040 needs even better attention to bicycle and pedestrian infrastructure. We need bike lanes and paths everywhere, and often separated from traffic.

*SRTC response: Comment noted. The importance of bicycling and pedestrian investments is stressed throughout Horizon 2040. Additional improvements in the pedestrian and bicycle networks are proposed in Horizon 2040. Since Horizon 2040 must be a financially constrained plan, there is not enough local funding to construct and maintain bike lanes and paths everywhere. However, as described in the plan, we are making progress as a region.*

- More transit-focused activity centers than are shown in the plan's map 3.3, especially in Northwest Spokane for neighborhood centers such as the Ash/Francis nexus, Wellesley/Belt, Monroe/Northwest Blvd and Balboa/Indian Trail.

*SRTC response: Comment noted. Only employment activity centers are shown on Map 3.3 – other activity centers may exist but SRTC identified the highest concentrations of transit, freight and mixed focus employment for this analysis.*

- Charging stations for electric vehicles.

*SRTC response: Comment noted.*

We may now think of Spokane as a city of big pickups and muscle cars, but those will soon become hobby vehicles for most, kept

polished in garages for excursions on summer Sundays. This will no longer be a city powered by gasoline. No city will be, and those that try to be will suffer for their foolishness.

Please help Spokane prepare for the inevitable and fast-approaching end of the carbon economy: spell that out as a clear goal in Horizon 2040.

Thanks for your attention and all you do.

Best regards,  
David Camp

*SRTC response: Comments noted. In depth discussions about carbon emissions and the uncertainty in forecasting future impacts was discussed at length during the Horizon 2040 interagency consultation process, described in Chapter 1 (page 9) and in Appendix A.*

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**From:** Soden, Joel [via email]  
**Sent:** Thursday, November 14, 2013 9:49 AM  
**To:** Ryan Stewart  
**Cc:** Otterstrom, Karl  
**Subject:** chapter 4 mtp comments

Hi Ryan, here are a few comments about Chapter 4.

- 3-11: The label for the map says 2040 No-Build but the key on the map says 2040 Build and the result of the map is the same one as the 2040 Build in Chapter 4.

*SRTC response: Incorrect map was inserted after they were updated for the final draft. Correct one (2040 No Build) will be inserted in final document.*

- 4-8: This HPT Network map will likely be out of date right around the time of adoption, if not before, but since all of the work was done under the old map, I assume you want to keep that one.

*SRTC response: The planned HPT network (as of mid-2013) was part of the corridor screening criteria (corridors received points if a HPTN line was part of the corridor). SRTC has requested to be informed of how the network will change. However, the corridor screening process, the scoring criteria and results will not be changed since HPT network change is still not final and the plan approval is scheduled for December 2013.*

- 4-13: I'd like to better understand how transit ridership is project to decrease by 10% in the dispersed growth scenario. I can understand transit not gaining any trips as growth happens outside of our existing service area, but why do 10% of our existing riders drop away? Some of the highest growth for employment and housing still seems to take place in the downtown core. I have the same question for walking and biking.

*SRTC response: Incorrect wording – text in the final document will be revised to “...transit ridership is projected to grow less significantly (-10%), with fewer people walking or biking (-5%) as compared to the adopted growth scenario.”*

- 4-17: Not sure if you want to clarify, but “This scenario includes an additional three tenths of one percent in sales tax revenue for Spokane Transit but no other new or additional revenue sources.” We do assume some federal money for the Central City Line. Not sure if you wanted to include that.

*SRTC response: Text will be revised in final plan document for this section to include federal money and state grants. It will then be consistent with the assumptions listed on page 4-20 and in Appendix C.*

- Interesting that WSDOT is forecasting a great period of growth period over the next 25 years. 2.5% growth in rev and only a 2.0% growth in expenses. This tells me that they need more revenue than they would truly have available. It seems like they would want to highlight this problem in the plan to show that new revenue sources are needed to complete the construction of projects that are desired in the region.

*SRTC response: Comment noted. A statement to this effect is in the following paragraph.*

- 4-20 Strategy 4. Why do transit investments have to be tied solely to employment or job growth? There are many other benefits of transit investments throughout the region. We are concerned that if this is the final strategy, transit projects that have a fuzzier nexus with supporting employment and spurring job growth may not be as competitive for funding. Examples of CAD/AVL or Park & Ride construction come to mind.

*SRTC response: Transit investments impact much more than just existing employment and job growth. The first sentence under this strategy talks about economic vitality AND quality of life, which are broad, all-encompassing themes touched upon throughout Horizon 2040. Table 4.7 illustrates how the strategies address each of the guiding principles and policies, not just “supporting employment and spurring job growth.” Additional text “and enhance quality of life” will be added to the title of Strategy 4 to make this more clear.*

- 4-26 Second column, High Performance Transit Network should be capitalized and have “the” in front of it, not “a”

*SRTC response: Text will be revised for the final document.*

If you have any questions, let me know.

Thanks, Joel

**From: Friends of the Centennial Trail [via email]**

**Sent: Friday, November 15, 2013 2:22 PM**

**To: Contact SRTC**

Cc: 'Guidotti, Chris (PARKS)'; Bob Cannon; Chad Coles; David James; Debbie Pierce; Gair Petrie ; Jason Wheaton; Jeanna Hofmeister; Jon Jonckers; Karen Nielsen; Len Zickler; Loreen McFaul; Lori Kinnear; Mike Merritt; Pat Harper

**Subject: Horizon 2040 feedback from Friends of the Centennial Trail November 14, 2013**

Spokane Regional Transportation Council  
c/o Staci Lehman, Public Education/Information Coordinator  
221 W. First Avenue, Suite 310  
Spokane, WA 99201

Dear Staci,

The Friends of the Centennial Trail thank you, your fellow staff, Board leaders and community stakeholders who have worked tirelessly on the Horizon 2040 draft. Since the Spokane River Centennial Trail opened 21 years ago, our work continues to focus on ensuring the Spokane River Centennial Trail is viewed as the spine of our region’s trail system and receives priority over other nonmotorized transportation projects as we endeavor to complete and care for what we started two decades ago.

We ask that the Spokane River Centennial Trail receive priority consideration in three areas:

1. Gap completion project funding, from east to west:
  - Mile 20.5 – Mission Avenue Gap
  - Mile 25 – Boone Avenue to Summit Blvd Gap
  - Mile 26 – Summit Blvd. to T.J. Meenach Bridge Gap
2. Sustainable maintenance funding:

The Centennial Trail is 21 years old and showing signs of disrepair. The Centennial Trail Coordinating Council, comprised of Washington State Parks and Recreation, City of Spokane Parks and Recreation, Spokane County Parks and Recreation and the City of Spokane Valley – along with Friends of the Centennial Trail, are currently updating our written agreement which outlines coordinated Trail maintenance. Additionally, our goal is to create a maintenance fund for sustainability projects, including crack sealing and sealcoating. Interestingly, the North Idaho Centennial Trail has had such a fund in place since their 24 mile span opened. They sealcoat their trail every five years; the 37.5 mile Washington section has never been sealcoated.

### 3. Updated signs and wayfinding:

New residents and visitors have a difficult time finding Centennial Trail access points and trailheads from highways and major arterials. Our organization hopes to replace all directional signs along the Centennial Trail, but wayfinding bicycle/pedestrian signs that lead users to find the Trail are extremely important.

This has been an exciting year for the Centennial Trail. With the Gateway Park realignment at the state line and the completion of the Veteran's Park and Kendall Yards gaps, our community is celebrating and enjoying the Centennial Trail more than ever. Much work remains to complete and maintain this community jewel. We thank you for your continued prioritization, support and partnership.

Many thanks,

Loreen

Loreen McFaul

Executive Director

Friends of the Centennial Trail

509.624.7188 office | 509.869.7347 cell

[www.spokanecentennialtrail.org](http://www.spokanecentennialtrail.org)

*SRTC response: Comments noted. Horizon 2040 proposes a Non-motorized (bicycle/pedestrian) program, targeting nearly \$257 million for improvements over the period of the plan. The Centennial Trail is identified on the regional bicycle priority network (Map 4.4) and the gaps referred to in this comment are listed as examples of nonmotorized projects on page 4-36. Maintenance and wayfinding are important and also could be considered under this program, subject to available funding.*

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From: Sue Passmore [via email]

Sent: Friday, November 15, 2013 3:00 PM

To: Kevin Wallace

Cc: Mike Jackson; Tom Towey; Eric Guth; Michelle R. Rasmussen

Subject: Horizon 2040 Comments

Mr. Wallace:

The original letter will be mailed to you today.

Sue Passmore

Administrative Assistant to the Mayor and City Council

City of Spokane Valley

11707 E. Sprague Avenue, Ste 106

Spokane Valley, WA 99206

509-720-5106 (Phone) 509-688-0194 (Fax)

Please see copy of letter on the following page and SRTC response after the letter.



November 15, 2013

Kevin Wallace  
Executive Director  
Spokane Regional Transportation Council  
221 W. First Avenue, Suite 300  
Spokane, WA 99201-3613

**RE: Horizon 2040 Comments**

Dear Mr. Wallace:

We want to begin by expressing our thanks to the SRTC staff, the SRTC Board and the SRTC Committee Members for their collective efforts in preparing the Public Review Draft of the Spokane region's newest Metropolitan Transportation Plan (MTP), "Horizon 2040." Upon review of this well designed document, it is clear that a significant amount of time and effort went into not only the data collection and analysis that represents the backbone of the plan, but also in the format and presentation of that information.

Our staff and Councilmembers reviewed the Horizon 2040 plan and discussed its potential impacts to not only Spokane Valley but to the region as well. As you are aware, and as the Horizon 2040 plan suggests, Spokane Valley is also committed to the Operations, Maintenance and Preservation of our existing transportation network. We believe that a well maintained transportation infrastructure significantly helps in the economic development of our city and the Spokane region as a whole. We are pleased to see this emphasized in the plan.

With this in mind, we would like to offer the following comments.

- 1) Since the Regional Freight Priority Network "*includes all T-1/T-2 routes in the Freight and Goods Transportation System,*" we would like to see Map 4.3 updated to include Spokane Valley's recent submittal to WSDOT showing an update to the city's FGTS routes. For example, based on classification counts, the following two corridors have been identified as T-1 and T-2 routes: Sullivan Road – Sprague to Trent, Pines Road – Sprague to Mansfield.
- 2) We request that the Sullivan Rd Bridge project (#29), identified in the Long-Term Regionally Significant Projects 2031-2040 (Table 4.12), be moved up to the Mid-Term list shown in Table 4.11. We feel it is more practical to have this bridge widening project completed prior to the completion of Spokane County's Bigelow Gulch Project 6 –

Forker Connector (#18) so that the construction work and associated traffic impacts can be concluded before the traffic volumes increase along this corridor from Bigelow Gulch traffic.

Please contact our Public Works staff if you have any questions regarding these comments.

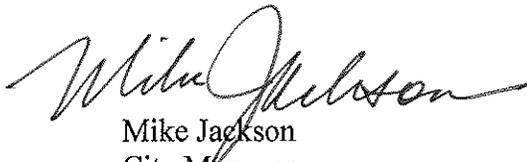
And, again, please share our gratitude for a job well done.

Sincerely,

CITY OF SPOKANE VALLEY



Thomas E. Towey, Mayor  
On Behalf of Spokane Valley Councilmembers



Mike Jackson  
City Manager

cc: Eric Guth  
Public Works Director

*SRTC response: Comments noted and will be provided to the SRTC committees and Policy Board to be considered for the final document. The recent submittal by the City of Spokane to change the FGTS designation for Sullivan Road and Pines Road (as described above) is pending approval by the Washington State Freight Mobility Strategic Investment Board and will be updated by WSDOT in late January or early February 2014. The changes in designation, if approved, will be incorporated in the next update of the plan. Horizon 2040 is required to be financially constrained. There is no funding available in the mid-term to accommodate the Sullivan Road bridge project. Absent additional funding for the mid-term, the project will remain in the long term project list (Table 4.12). However, if additional funding is secured for the project, the plan can be amended to reflect this change.*

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From: Rosemary Otto [via email]  
Sent: Saturday, November 16, 2013 4:26 PM  
To: Contact SRTC  
Subject: Comment on Horizon 2014

I am afraid I haven't read the plan in detail, but here are my general comments before the deadline closes: I am in favor of the designing of and maintaining infrastructure to support biking, walking and public transit options. I am a professional woman living on the South Hill in my 50s who commutes primarily by bus and bike. (I used to walk to work sometimes, too, until the state agency I work for moved to the Valley). I like the idea of making the trolley from Browne's Addition to the U District a priority. I would favor light rail if financially feasible from the airport to downtown and beyond--have used the Portland Max and San Francisco BART many times-- it takes a city to a different level. However, short of that, I appreciate STA express bus service to the Valley-- just wish I could get more people I work with to use it!

Rosemary Otto, Spokane

*SRTC response: Comments noted. Additional nonmotorized (biking and walking) and transit improvements are proposed in Horizon 2040. The Central City Line is project #8 in Table 4.10.*

**— end of comments from Public Comment Period from October 18th through November 16th —**

#### **Comments received after Public Comment Period**

From: RICH BURNETT [via email]  
Sent: Sunday, November 17, 2013 11:49 PM  
To: Contact SRTC  
Cc: RICH BURNETT  
Subject: See Attached Comments to Horizon 2040

Comments to Draft Horizon 2040

#### **PASSANGER RAIL COMMENTS**

Passenger Rail is mentioned only in the Third Chapter. Perhaps most of the information on page 3-17 might be included in chapter two on page 2-8, with the expanded notation that passenger rail service to Seattle includes the Washington cities of Ephrata, Wenatchee, Leavenworth and Everett, and the rail service to Portland includes stops in Pasco, White Salmon and Vancouver. It is noted in Chapter 3 that there is no current forecasted increase for rail service for the area. Although there are no defined current plans for passenger rail expansion, SRTC should address the need for increased passenger rail service within the next 27 years and develop potential strategies regarding how passenger rail service may be enhanced. Addressing expansion of rail passenger service is consistent with the principal of encouraging economic vitality by the development of a multimodal system providing a variety of transportation opportunities and is consistent with many of the other Guiding Principles. SRTC should take a leadership

role in advocating the development of additional passenger rail opportunities to and from Spokane, as rail is the most efficient and environmentally friendly form of passenger transportation for mid and long distance travel. SRTC could partner with WSDOT and their Rail experts and others in assessing future demand and identifying possible opportunities for the expansion of passenger rail service. Participating in forums and advocating for increased regional service in studies and plans such as the Washington State Rail Plan should be an identified task and responsibility of the SRTC.

SRTC's interactions and efforts relating to rail service should not be limited solely to freight transportation.

#### COMMENTS REGARDING BIGELOW GULCH - FORKER ROAD

The current roadway generally has only a 24 foot wide paved surface. The proposed changes call for a 76 foot wide paved surface at a cost of more than \$60 million.

Traffic volume on Bigelow Gulch differs greatly between the road west of Argonne and the road east of Argonne. Average Daily Traffic west of Argonne is in the range of 13,000 to 14,000 vehicles per day and Average Daily Traffic east of Argonne is in the range of 7,500 to 8,000 vehicles per day. The freight Traffic west of Argonne is about 5 million tons annually consistent with a T-2 Route. Freight traffic east of Argonne is about 3 million tons annually and would properly be classified as a T-3 route. Traffic counts on Argonne also change dramatically at the Bigelow Gulch Intersection with traffic counts south of Bigelow Gulch in the 17,000 range and traffic north of Bigelow Gulch in the 10,000 range.

There are two concerns that I wish to raise. First the size of the proposed modifications to Bigelow Gulch Road may be excessive. The pavement width of the proposed roadway would be equal

to or larger than that of Trent Avenue in the Millwood area. The congestion and safety issues on Bigelow Gulch would likely be satisfactorily addressed by doubling the current width to about 48 feet allowing for the creation of two six foot paved shoulders and a twelve foot center turn/passing lane. The construction cost of a reduced size roadway would be significantly less than the current \$60million estimate and the ongoing maintenance and operation costs would also be less. A thorough evaluation should be undertaken to determine if more modest improvements than those currently proposed would be a more appropriate and wiser use of scarce funds. Design parameters for construction east of Argonne may be different than design parameters for construction west of Argonne because of the great differences in traffic volumes. Second, it appears that the latest proposed construction schedule leaves the segments with the greatest needs to be addressed last. In earlier TIP's and the previous MTP the sections West of Argonne with the greatest traffic volume and the most safety challenges were scheduled to be done first. These sections now seem to be deferred in the Horizon 2040 schedule and they are not included as part of the new four year TIP currently being developed. These highest volume traffic segments which are west of Argonne are listed for informational purposes in the proposed 2014-17 TIP to be completion in the 2018-19 time frame with no clearly defined funding mechanisms. One of the more dangerous and congested segments, the Forker Road hill is not scheduled until after 2020. I would suggest that the wisest sequence of improvements along the Bigelow Gulch - Forker Corridors would be for the first improvements to be done in the highest volume traffic segments which are located west of Argonne. And then secondly address the Forker Road hill Segment and the realignment of the corridor at East Valley Middle School near Wellesley and Sullivan and the last segment to be completed would be the one with the least traffic, the Bigelow Gulch segment east of Argonne.

In the past I have raised concerns about the accurate reporting

and classification of freight traffic east of Argonne. What are the actual current freight tonnage figures for Bigelow Gulch east of Argonne? If no current freight figures are available, an accurate accounting of freight traffic would be wise to have before major investment decisions are made.

#### OTHER COMMENTS

On page 2-8 it is stated that “Jurisdictions are responsible for submitting updated tonnage and classification data for city streets within their jurisdiction to the WSDOT....” Perhaps the word “city” should be dropped from this sentence and replaced by the words “roads and”.

Rich Burnett

*SRTC response: Comments noted. SRTC was involved over the last two years in the Stakeholder Advisory Committee for the Washington State Rail Plan and comments about the desire for increased passenger rail service were included in the final draft of the plan. Comments will be provided to the SRTC committees and Policy Board for consideration. Text will be corrected on page 2-8 in final document.*

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#### VIDEOS

SRTC teamed up with Spokane City’s Cable 5 to produce two videos Horizon 2040. The first was released in June of 2012 and explained the Horizon 2040 process and the state of the existing transportation system. The second video was released in September 2013 and addressed projections for the future, the Horizon 2040 financial plan and the project list included in the plan. Both videos were promoted through posts on SRTC and City of Spokane websites and social media pages. They are also posted to YouTube at <http://bit.ly/1jYfeiZ>

#### INTERAGENCY CONSULTATION AND COORDINATION PROCESS

Federal land management agencies and tribes in the Inland Northwest were informed of the Horizon 2040 process and invited to review and comment on the plan. Initial communication was sent out in May of 2013 with follow up letters during the agency review period in September 2013.

Interagency consultation is required as part of the conformity determination process as stated in 40 C.F.R. Part 93.105, which covers the requirements for determining conformity to State or Federal Implementation Plans; transportation plans or programs; or projects developed, funded, or approved under Title 23 or FTA transit laws. SRTC is in the process of formalizing an interagency consultation process, which will be referenced in future updates to this plan. Currently, the agencies involved in SRTC’s interagency consultation group include the Federal Transit Administration, Federal Highway Administration, WSDOT, Washington State Department of Ecology, Spokane Regional Clean Air Agency, STA and the U.S. Environmental Protection Agency.

The interagency consultation group has many roles related to transportation conformity determinations. As it pertains to the MTP, this group determines which transportation projects should be considered regionally significant for purposes of regional emissions analysis. In addition, this group has a role in evaluating whether projects that are otherwise exempt from meeting conformity (40 C.F.R. Part 93.126 and 93.127) should be treated as non-exempt in cases where potential adverse air quality impacts may exist.

Also, the Horizon 2040 planning assumptions and financial forecasts were developed in close coordination with STA and WSDOT.

The group was briefed throughout the development of the plan and

provided invaluable feedback on Horizon 2040. A summary of the interagency consultation conference calls, coordination meetings and comments received from the group follows:

**Interagency Consultation Conference Call #1 - November 28, 2012**

Participants: Representatives from STA, FHWA, FTA, WSDOT, WA State Department of Ecology, EPA and SRTC.

Subject: A summary of the Horizon 2040 process and timeline was provided to the group. A project progress report and the Horizon 2040 schedule was provided to the group in advance of the conference call.

**Interagency Consultation Conference Call #2 - February 28, 2013**

Participants: Representatives from STA, FHWA, FTA, WSDOT, WA State Department of Ecology, EPA and SRTC.

Subject: An update on the development of Horizon 2040 and the project schedule was presented to the group. A project progress report and updated timeline was provided to the group in advance of the conference call. Also, the preliminary drafts of Chapters 1 and 2 were sent to the group for review in advance. SRTC presented an overview of the first two chapters and received comments from the group.

**Interagency Coordination Meeting – March 27, 2013**

Participants: Representatives from STA, FHWA, FTA, WSDOT, WA State Department of Ecology, EPA and SRTC.

Subject: Discussed maintenance, operations and preservation expenditure forecasts for Horizon 2040.

**STA Coordination Meeting - May 31, 2013**

Participants:

STA – Karl Otterstrom

SRTC – Ryan Stewart

Subject: Discussed Horizon 2040 financial assumptions for transit and STA's high performance transit network assumptions.

**Interagency Coordination Meeting – June 11, 2013**

Participants:

KMPO - Bonnie Gow

SRTC - Anna Ragaza-Bourassa and Ryan Stewart

Subject: Coordination with Kootenai Metropolitan Planning Organization (KMPO) of review and comments from first three chapters of Horizon 2040.

**Interagency Coordination Meeting – June 17, 2013**

Participants:

Washington State Transportation Commission – Commissioner Joe Tortorelli

WSDOT - Mike Frucci and Glenn Wagemann

STA – Karl Otterstrom and Joel Soden

SRTC – Kevin Wallace and Ryan Stewart

Subject: Finalization of the Horizon 2040 Financial Plan revenue and expenditure forecasts.

**Interagency Consultation Conference Call #3 – August 29, 2013**

Participants: Representatives from STA, FHWA, FTA, WSDOT, WA State Department of Ecology, EPA and SRTC.

Subject: Overview of the preliminary drafts of Horizon 2040 Chapters 3 and 4. Discussion of regional significance and the SEPA process.

**Interagency Consultation Conference Call #4 – November 7, 2013**

Participants: Representatives from STA, FHWA, FTA, WSDOT, WA State Department of Ecology, EPA and SRTC.

Subject: Overview of the final draft of Horizon 2040 and the SEPA Checklist.

Board and Committee Review

	2012												2013									
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O
Board		✓		✓	✓	✓			✓		✓		✓		✓	✓	✓	✓	✓		✓	✓
TTC		✓	✓	✓	✓				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
TAC	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

- ✓ Program and policy development, guiding principles, etc.
- ✓ Review of draft chapters and specific plan elements