

Transportation Technical Committee Meeting

Wednesday, October 28, 2020 • 1:30 PM – 3:00 PM

Virtual Meeting via Teleconference

PUBLIC NOTICE:

Due to COVID-19 and in accordance with the Governor Inslee's proclamations 20-25.7 and 20-28.8, the SRTC office is closed to the public and no in-person meetings will be held until further notice.



Members of the public are invited to watch the meeting at:

<https://us02web.zoom.us/j/9394879626?pwd=ZFRmL2RJTkx4SGowV2YwOUdxMGVTZz09>

Meeting ID: 939 487 9626 | Passcode: 234239

Or listen by phone at: 1-253-215-8782

Meeting ID: 939 487 9626 | Passcode: 234239



Public comments can be submitted by email to contact.srtc@srtc.org or by phone to 509-343-6370. Deadline for submitting comments is 10:00 am on the day of the meeting.



SRTC is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act. Reasonable accommodations can be requested by contacting the SRTC office by telephone at (509) 343-6370 or by email at contact.srtc@srtc.org at least 48 hours in advance.

Transportation Technical Committee Meeting

Wednesday, October 28, 2020 • 1:30 PM – 3:00 PM

AGENDA

1. Call to Order / Record of Attendance
 2. Approval of September 23, 2020 Meeting Minutes Page 3
 3. Public Comments
 4. TTC Member Comments
 5. Chair Report on SRTC Board of Directors Meeting
- ACTION**
6. City of Spokane Valley Project Scope Change Request, Pines Rd & Mission Ave Intersection Improvements, Phase 1 Page 6
(Eve McMenamy, SRTC and Gloria Mantz, City of Spokane Valley)
- INFORMATION AND DISCUSSION**
7. DATA Project Task 1a Findings *(Mike Ulrich)* Page 12
 8. CY 2021 TTC Officer Elections *(Eve McMenamy)* Page 14
 9. Fish Lake Trail Connection to Centennial Trail Study n/a
(Nathan Anunson, City of Spokane)
 10. Agency Update
 11. Adjournment

MEETING MINUTES

Spokane Regional Transportation Council Transportation Technical Committee
September 23, 2020 | Zoom Video Conference

1. Call to Order / Record of Attendance – Mr. Karl Otterstrom, Chair, called the meeting to order at 1:32 pm.

Committee Members Present

Heather Trautman	City of Airway Heights
Kevin Picanco	City of Spokane
Inga Note	City of Spokane
Gloria Mantz	City of Spokane Valley
Adam Jackson	City of Spokane Valley
Jami Hayes	Spokane County
April Westby	Spokane Regional Clean Air
Karl	Spokane Transit Authority
Mary Jensen	WSDOT-East. Region
Larry Larson	WSDOT-East. Region
Glenn Wagemann	WSDOT-East. Region

Committee Alternates Present

Barry Greene	Spokane County
Mike Tressider	Spokane Transit Authority

Guests

Char Kay	WSDOT-East. Region
Colin Quin-Hurst	City of Spokane
Keith Martin	WSDOT-East. Region
Shauna Harshman	City of Spokane
Sean Messner	HDR
LeAnn Yamamoto	CommuteSmart NW
Paul Kropp	
Adam Miles	DOWL

Staff

Ryan Stewart	Principal Transportation Planner	Mike Ulrich	Principal Transportation Planner
Jason Lien	Principal Transportation Planner	Michael Redlinger	Assoc. Transportation Planner II
Kylee Jones	Assoc. Transportation Planner II	Julie Meyers-Lehman	Admin-Exec. Coordinator
David Fletcher	Assoc. Transportation Planner III		

2. Approval of August 2020 Meeting Minutes – *Mr. Picanco made a motion to approve the minutes as amended. Mr. Jackson seconded the motion. All votes were in favor.*

3. Public Comments – There were no public comments.

4. Technical Member Comments – Members shared information about projects/programs happening in their jurisdictions.

5. Chair Report on SRTC Board of Directors Meeting – Mr. Otterstrom shared highlights from the September 8 Board meeting.

ACTION ITEMS

6. 2021-2024 Transportation Improvement Program (TIP) – Ms. Jones provided an overview of the TIP and the amount of funding it contains. She outlined the projects included in the TIP by type and percentage of funding, described the public involvement efforts and the six projects new to this TIP.

Ms. Jensen presented information about WSDOT Bridge Preservation Priority Funding. Because of a deficit in preservation funding, WSDOT has had to shift from priority based on bridge deterioration to focus only on bridges on Interstate Mainline and T-1 freight routes. Consequences of this shift in priority means bridge closures, routes taken out service, detours and increased costs to open closed infrastructure rather than preserving them now. She provided details about the upcoming projects on the following bridges:

- I-90/3rd Ave Crossing
- I-90/Lindeke St Crossing
- I-90/Rosamond, Sherman, Arthur St Crossings

She spoke about the negative impacts these consequences will have on residents and freight movement, especially in rural areas, and discussions WSDOT is holding about rural community equity. Mr. Jackson remarked that the lack of funding for bridge preservation is a very important issue and suggested spreading the message to a wide audience.

Mr. Jackson made a motion to recommend Board approval of the 2021-2024 TIP and Ms. Mantz seconded the motion, which passed unanimously.

INFORMATION & DISCUSSION ITEMS

7. Metropolitan Transportation Plan Update – Regional Bike Network – Mr. Lien explained the purpose of regional networks, described how bike network criteria were determined and outlined them as:

- Provides connection between incorporated cities
- Provides connection to major activity centers (such as recreation centers, shopping, event venues, etc)
- Provides connection to major employment centers
- Provides connection to transit activity centers, such as park and ride lots
- Dedicated bike facility on or adjacent to the NHS roadways
- Existing regional multi-use pathways (Appleway Trail, Centennial Trail, etc) are automatically included in the network

He highlighted major destinations and employment centers; he presented maps illustrating Class I, II and III bike facilities within .25 miles of NHS roads. He said next steps will start to define where the regional priorities are for bike facilities and incorporate that into the MTP update. Mr. Lien explained that implementation of the network update will identify future needs and work to close gaps in the system.

Next steps in the process are further discussions with member agencies, coordination with local plans, coordination of modal networks, another update to the TTC in Q1 2021, and development of a policy framework for the MTP.

8. Highway Systems Plan Update – Chair Otterstrom reported that he is participating on the HSP Advisory Committee as a representative of the State Transit Association. He said the HSP is just one of many WSDOT modal plans (others include , and the HSP was last updated in 2007.

He described the goals and objectives for the HSP update and emphasized that topics not included in the scope of this update are; a project list, identifying/evaluating needs outside of the State ROW, project level/network analysis. He showed the HSP update timeline and stated that he will continue to provide status updates to the TTC. Additional information can be found at <https://wsdot.wa.gov/planning/hsp.htm>.

9. Agency Update – Mr. Stewart reported on:

- In preparation for printing hard copy maps of the regional bicycle network, staff will be reaching out to member jurisdictions to ensure accuracy of the network information and he mentioned what other types of things will be updated.
- The DivisionConnects' social engagement tool "Social Pinpoint" is live on the project website, which lets users post comments onto the map along with a questionnaire for users to complete.
- The DATA project technical memo is scheduled to be released next week and will be asking stakeholder review and provide comment.

10. Adjournment

There being no further business, the meeting adjourned at 2:52 pm.

Julie Meyers-Lehman
Recording Secretary

To: Transportation Technical Committee October 21, 2020
From: Eve McMenamy, Principal Transportation Planner
Topic: **City of Spokane Valley Project Scope Change Request
Pines and Mission Intersection Improvements Phase 1**

Requested Action:

Recommend TTC concurrence of requested scope change for Pines and Mission Intersection Improvement, Phase 1.

Key Points:

- The City of Spokane Valley is requesting a scope change on the Pines and Mission intersection improvement project (see **Attachment**).
- The project was awarded \$509,000 of CMAQ funding during the 2018 SRTC Call for Projects and in the subsequent award letter.
- The new scope changes a double left turn lane to a single left turn lane at the same location and still reduces air quality emissions in line with CMAQ funding requirements.
- The scope change would also initiate a de-obligation of \$58,500 of CMAQ funds to SRTC as part of this action.
- The 2020 TIP Guidebook Policy 3.1 requires all scope changes to be approved by the SRTC Executive Director and concurrence from the TTC.
- SRTC Executive Director Sabrina Minshall has approved the scope change.
- Gloria Mantz, Engineering Manager from Spokane Valley will present the project details at the TTC meeting.

Board/Committee Discussions:

This is the first time the scope change has been presented.

Public Involvement:

The project as originally scoped has both been through the SRTC Call for Projects and the Transportation Improvement Program (TIP) public comment process in 2020 and in 2021.

Supporting Information/Implications

The Pines and Mission intersection improvement project ranked 21st on the SRTC Call for Projects Prioritization. The request for funding was for \$1,270,000 for two phases, however only Phase 1

was funded with \$509,000 of CMAQ funding.

Phase 1 of Pines and Mission intersection improvements is expected to be constructed in 2021. The project reconfigures signal operations and modifies the scope to install one dedicated left turn lane from eastbound Mission onto northbound Pines. The original scope intended to install dual dedicated left turn lanes from eastbound Mission onto northbound Pines (see **Attachment**).

More Information:

- Attachment: Scope change request letter from City of Spokane Valley
- For detailed information contact: Eve McMenemy at evemc@src.org or at (509)343-6370.

September 23, 2020

Eve McMenemy
Spokane Regional Transportation Council
421 W. Riverside Ave Suite 500
Spokane, WA 99201

FOR ACTION
AGENDA ITEM 6
Attachment
10/28/2020 TTC Meeting

**Re: Pines and Mission Intersection Improvements #CM 4060(001)
Grant Application – Scope Change Letter
Spokane Valley Capital Improvement Project No. 0300**

Dear Eve,

Thank you for taking the time to speak with us last month about our design challenge on the above project. As mentioned, we had advanced our Phase 1 design to approximately 60% complete when we discovered opposing turning-movement conflicts with the proposed intersection configuration.

As you may recall, our project is separated into two phases. For Phase 1, we had intended to reconfigure the signal operations to eliminate the split-phase left turns on Mission Avenue, install dedicated dual left turn lanes from eastbound Mission onto northbound Pines, replace the signal pole on the southeast corner of the intersection to accommodate this new channelization, and create a dedicated left turn lane from westbound Mission onto southbound Pines. This was all to be accomplished within the existing curb-lines of the roadways so that no additional right-of-way (ROW) nor utility relocations would be required. See figures below from the original application.



Phase 2 was planned to then add a dedicated right turn lane from southbound Pines to westbound Mission at a later date. This phase requires substantial utility relocations along with right-of-way acquisition.



Unfortunately, the dual left turn lanes in Phase 1 do not allow the necessary opposing turning movement offsets (minimum offset is 4 feet) within the existing roadway along Mission as shown on the below turning template example.



To provide the required offset, the City needs to acquire ROW from the property located at the northwest corner of the intersection, widen the pavement to the north, relocate a signal pole, reconfigure signal loops, make stormwater modifications and provide potential stormwater treatment, and relocate the curbs and ADA ramps. Phase 1 did not anticipate this level of work. The City will also have to acquire ROW from the same property when the dedicated southbound lane is provided with Phase 2.

The City is requesting your approval to modify the scope of work for Phase 1 as shown below.



The City is proposing to defer the second dedicated left turn lane to Phase 2 as shown below.



Our evaluation demonstrates that our proposal still provides substantial improvements to the intersection. This reduced scope will still provide more green time for Pines (WSDOT) signal operations and their traffic engineering group are very supportive of our revised Phase 1 project. While only slightly less than originally anticipated with the dual left turn lanes, substantial air quality benefits are still realized over the no-build scenario as shown in the table below.

	<u>No Build</u>	<u>No Build</u> <u>2040</u>	<u>Original</u> <u>Phase 1</u>	<u>Original</u> <u>Phase 1</u> <u>2040</u>	<u>Revised</u> <u>Phase 1</u>	<u>Revised</u> <u>Phase 1</u> <u>2040</u>
Level of Service	E	F	D	D	D	E
Avg. PM Peak Hour Delay per vehicle (seconds)	60	103	52	53	37	65
Total PM Peak Hour Delay reduction per day (minutes)			3722	5287	3567	7176
	Revised Layout Analysis; HCM 6th		Original Study HCM 2010		Revised Layout Analysis; HCM 6th	

Further, the City of Spokane Valley will only need to approach the property owner on the northwest corner of the intersection once to acquire right-of-way for the right turn lane and the second left turn lane in the revised Phase 2 scope. If the project scope is not approved, the City can only acquire the ROW needed for each phase under the threat of condemnation as it can only acquire the ROW needed to construct and maintain the project per federal regulations. Besides the cost savings, the proposed scope change will allow the City to obligate the funds in early 2021 as it would eliminate potential delays during ROW negotiations.

We appreciate your consideration and would be glad to present to the TTC and/or your board if needed. We have also attached the red-lined application showing the proposed Phase 1 changes as you requested. Thank for your help and please do not hesitate to contact me at (509) 720-5018 if you should have any questions.

Sincerely,



Glenn Ritter, P.E.
Senior Engineer/Project Manager
Community & Public Works Department

Cc: Gloria Mantz, Engineering Manager
Jeremy Clark, Traffic Engineer
Adam Jackson, Grants Engineer
Brett Johnson, WSDOT Local Programs

To: Transportation Technical Committee October 21, 2020

From: Mike Ulrich, AICP, Principal Transportation Planner

Topic: **Data Applications for Transportation Analysis (DATA) Project Task 1a Findings**

Requested Action:

None. For information and discussion.

Key Points:

- As a Metropolitan Transportation Organization (MPO), SRTC is federally required to project transportation demand of persons and goods in the metropolitan planning area and to assess the performance and condition of the regional transportation system. Meeting those requirements is complex and relies on a multitude of data inputs and assumptions.
- To align with best practices, and meet those federal requirements, there is a need to broaden SRTC's data collection and analysis technical competencies by improving SRTC's existing data analytic tools as well as developing more contemporary options.
- SRTC staff recognized the need to fully understand the costs and benefits associated with any potential tool development and/or improvement prior to the expenditure of funds.
- A project team made up of member agency representatives was formed to develop a project based on design/build principles to deliver a set of recommendations to the Board for consideration.
- A series of online listening sessions were held in June/July with stakeholders to solicit input on stakeholder data and analysis needs.
- The consultant team has delivered a draft technical memo summarizing their findings relative to Task 1a of the project. It can be accessed [here](#).
- The memo includes a summary of SRTC's existing data and analytic tools, a literature review of the state of best practice, a summary of the project's stakeholder engagement efforts, and a menu of options available for consideration in the design plan.
- The draft technical memo will be presented to the Board in November.
- Task 1b of the project involves selecting elements from Task 1a to develop a formal design plan which will include near-term and long-term activities.
- The Board will ultimately decide which of the recommended improvements to pursue in consideration of the phased, ~\$1M budget.
- At the October meeting the TTC will be presented the Task 1a draft technical memo and discuss next steps.

Board/Committee Discussions:

This project was presented to the TTC at their October 2018 meeting. After that presentation, a project team was formed consisting of member jurisdiction technical staff. That group met on January 29, 2019 and May 13, 2019 to provide feedback that was incorporated into the RFQ. This project was presented at the March 2019 SRTC Board Administrative Committee and the April 11, 2019 SRTC Board Meeting. The Board authorized the Executive Director to execute an agreement with RSG at their December 12, 2019 meeting. The agreement was executed February 5, 2020. The Board was updated on the project at their October 8, 2020 meeting.

Public Involvement:

The funds for this project were included in the 2019-2022 TIP which was adopted October 11, 2018. A public meeting was held on September 19, 2018 to review and discuss the 2019-2022 TIP. A public comment period of thirty days ran from September 1 to September 30. All TTC and Board meetings where this project has been discussed have also been open to the public.

Supporting Information/Implications:

The technical updates (model improvements, data acquisition, travel survey, etc.) included in this project will support Board-defined, data-driven, long range planning objectives. These objectives will be discussed and defined in parallel with the technical portions of this project.

More Information:

- [DATA PROJECT SUMMARY AND RECOMMENDATIONS](#), Stakeholder Review Draft.
- For more information contact Mike Ulrich at mulrich@srtc.org or at (509) 343-6384.

To: Transportation Technical Committee
From: Eve McMenamy, Principal Transportation Planner
Topic: **Election of CY 2021 TTC Officers**

October 21, 2020

Requested Action:

For information and discussion.

Key Points:

- TTC Bylaws state that the TTC shall annually select and recommend to the Board of Directors a member to act as TTC Chair and a member to act as TTC Vice-chair for a one-year term. It also states that the Chair and Vice-Chair cannot be from the same agency.
- A history of past year's Chair and Vice-Chair appointments going back to 2005 can be found in the **Attachment**.
- Duties for the Chair and Vice chair are described in the [2019 SRTC Advisory Committee Bylaws and Procedures](#) document.
- Nominations and elections will occur at the November 18 TTC meeting.

Board/Committee Discussions:

None.

Public Involvement:

This is the first time the election of 2021 TTC Officers has been discussed in a public meeting.

Supporting Information/Implications:

The TTC Chair will preside over TTC meetings and be responsible for communicating to the Board of Directors and SRTC staff on matters directed by Board of Directors or TTC. The TTC Vice-Chair will perform all duties of the Chair during his or her absence. In the event that the Chair vacates his/her position, the Vice-Chair fulfills the Chairs duties. As an ex-officio member of the Board of Directors, the TTC Chair or Vice-Chair shall make every attempt to attend of SRTC Board meetings. When serving at the SRTC Board of Directors meeting, the TTC Chair is representing the TTC, not the agency of which he or she is employed.

To align with the new SRTC Board of Directors appointments, once selected, the new TTC officers will be immediately seated at the December 10, 2020 meeting so they may represent the TTC at the January 14, 2021 Board meeting.

More Information:

- Attachment: TTC Rotation
- For detailed information contact: Eve McMenamy at (509)343-6370 or evemc@src.org

Transportation Technical Committee Officer Rotation

Year	Chair	Agency/Jurisdiction	Vice Chair	Agency/Jurisdiction
2020	Karl Otterstrom	Spokane Transit Authority	Adam Jackson	City of Spokane Valley
2019*	Karl Otterstrom*	Spokane Transit Authority	Adam Jackson*	City of Spokane Valley
2019**	Sean Messner**	Spokane County	Karl Otterstrom**	Spokane Transit Authority
	* Aug-Dec ** Jan-Jul			
2018	Mike Tedesco	Spokane Tribe of Indians	Sean Messner	Spokane County
2017	Brandon Blankenagel	City of Spokane	Mike Tedesco	Spokane Tribe of Indians
2016	Heleen Dewey	Spokane Reg. Health Dist.	Brandon Blankenagel	City of Spokane
2015	Harold White	WSDOT-Eastern Region	Heleen Dewey	Spokane Reg. Health Dist.
2014	Andrew Staples	City of Liberty Lake		
2013	Inga Note	City of Spokane Valley/City of Spokane (Nov-Dec)		
2013	Inga Note	City of Spokane Valley		
2012	Chad Coles	Spokane County		
2011	Katherine Miller	City of Spokane		
2010	Ron Edgar	Spokane Regional Clean Air Agency		
2009	Gordon Howell	Spokane Transit Authority		
2008	Mike Gribner	WSDOT-Eastern Region		
2007	Tom Arnold	City of Spokane		
2006	Don MacDonald	City of Cheney		
2005	Bob Breuggeman	Spokane County		
2004	Harold White	WSDOT		
2003	Ron Edgar	Spokane Regional Clean Air Agency		
2002	Doug Ross	City of Medical Lake		
2001	Jerry Sinclair	City of Spokane		
2000	Allen Schweim	Spokane Transit Authority		