

# Transportation Advisory Committee Meeting

Wednesday, February 26, 2022 - 3:00 PM – 4:30 PM

## AGENDA

Time    Item

- 3:00    1.    Call to Order / Record of Attendance
- 3:02    2.    Approval of January 2022 TAC Meeting Minutes
- 3:03    3.    Public Comments
- 3:04    4.    TAC member comments
- 3:07    5.    Chair Report on SRTC Board of Directors Meeting

### **FOR ACTION**

- 3:10    6.    **2022-2025 Transportation Improvement Program March Amendment** (*Kylee Jones*)
- 3:15    7.    **Critical Urban & Rural Freight Corridors** (*David Fletcher*) pg 2
- 3:23    8.    **Transportation Performance Measures: Safety Targets** (*Mike Ulrich*) pg 9

### **FOR INFORMATION & DISCUSSION**

- 3:37    9.    **DATA Project Update** (*Mike Ulrich*) pg 30
- 3:47    10.   **WSDOT Ramp Meter Presentation** (*Jason Lefler, WSDOT*) pg 44
- 4:07    11.   **Coordinated Public Transit - Human Services Transportation Plan Update** (*Jason Lien*) pg 60
- 4:17    12.   **Transportation Discussion Series: Quality of Life** (*Jason Lien*) pg 67
- 4:29    13.   **Agency Update** (*Kylee Jones*)
- 4:30    14.   **Adjournment**

AGENDA ITEMS IN BLUE TYPE HAD PRESENTATIONS AND HAVE ALL BEEN COMBINED.

# CRITICAL URBAN/RURAL FREIGHT CORRIDORS UPDATE

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**SRTC Transportation Advisory Committee**  
**Agenda Item 7 | Page 10**

February 23, 2022

# REQUESTED ACTION

Recommend SRTC Board approval of the proposed list of regional priority freight projects for NHFP funding consideration, as shown in Attachment 1.

				NHFP Competitiveness Criteria <sup>1</sup>							
Project Name	Sponsor Agency	Unfunded Amount	Freight Priority Network	Preservation	Safety	Stewardship	Mobility	Freight Cluster Proximity	FGTS Class	Intermodal Connectivity	In Vulnerable Community
<b>Bigelow Gulch/Forker Rd Connector - Project 2</b> Reconstruct, realign, and widen roadway w/ITS improvements	Spokane County	\$6,290,939	✓								✓
<b>Pines Rd/BNSF Grade Separation</b> Grade separation and multi-lane roundabout	Spokane Valley	\$19,300,000	✓								✓
<b>Wellesley Ave: Freya to Havana</b> Reconstruct roadway	Spokane	\$3,400,000	✓								✓
<b>Bigelow-Sullivan: Trent Ave/Sullivan Rd Interchange</b> Reconstruct roadway with ITS improvements (PE Only)	Spokane Valley	\$2,950,000	✓								
<b>Argonne Rd/I-90 Interchange Bridge Widening</b> Widen roadway w/10' breakdown lane and 6' wide sidewalk (PE Only)	Spokane Valley	\$1,500,000	✓								✓

<sup>1</sup>NHFP competitiveness criteria, detailed in the table below, is based on WSDOT's NHFP project scoring criteria. The yellow circles show a project's relative competitiveness, with a darker shade indicating a stronger probability that the project will be competitive in the statewide in the NHFP selection process. More information on this criteria and process can be found [HERE](#).

# LIST DEVELOPMENT

## 1. Identify Candidate Projects

- ✓ Identified regional priority
- ✓ Projects that benefit freight
- ✓ Ability to obligate in 2022–2025
- ✓ Local agency & committee input

Candidate  
Freight  
Projects  
List

## 2. Assess Project Competitiveness

Bridge/pavement condition  
Serious injury and fatality crashes  
Non-Federal match %  
Travel time reliability or delay time  
Freight cluster proximity  
FGTS class  
Intermodal connectivity  
Location in a vulnerable community

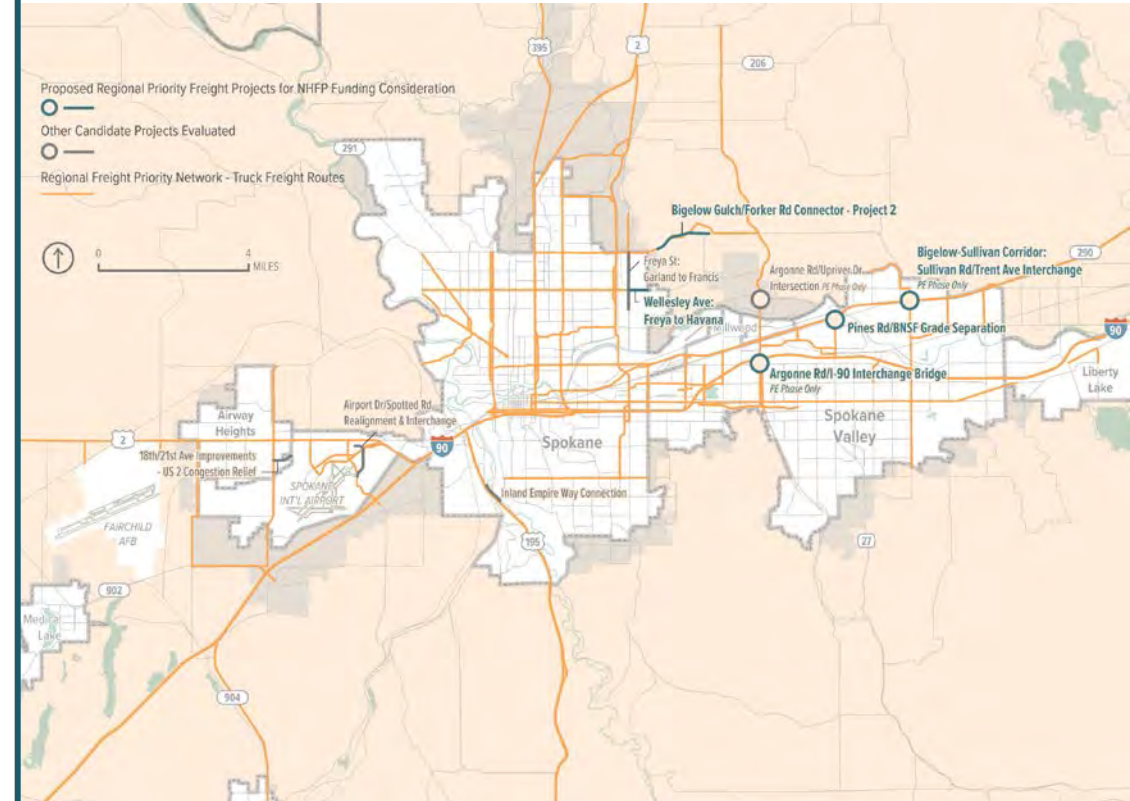
Regional  
Priority  
Freight  
Projects  
List

# Candidate Freight Projects Evaluation

## For National Highway Freight Program (NHFP) Funding Consideration

Projects sorted by likely NHFP competitiveness				NHFP Competitiveness Criteria <sup>1</sup>								Proposed Regional Priority Freight Project
Project Name	Sponsor Agency	Unfunded Amount	Freight Priority Network	Preservation	Safety	Stewardship	Mobility	Freight Cluster Proximity	FGTS Class	Intermodal Connectivity	In Vulnerable Community	
<b>Bigelow Gulch/Forker Rd Connector - Project 2</b> Reconstruct, realign, and widen roadway w/ITS improvements	Spokane County	\$6,290,939	✓	●	●	●	●	●	●	●	✓	✓
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<b>Wellesley Ave: Freya to Havana</b> Reconstruct roadway	Spokane	\$3,400,000	✓	●	●	●	●	●	●	●	✓	✓
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<b>Argonne Rd &amp; Upriver Dr Intersection</b> Intersection improvements (PE Only)	Spokane County	\$300,000	✓	●	●	●	●	●	●	●		
<b>Freya St: Garland to Francis</b> Reconstruct roadway	Spokane	\$18,800,000	✓	●	●	●	●	●	●	●	✓	
<b>Inland Empire Way Connection</b> Build new northbound only connection	Spokane	\$6,700,000		●	●	●	●	●	●	●		
<b>Airport Dr &amp; Spotted Rd Realignment &amp; Interchange</b> Realign roadway and construct grade-separated interchange	Spokane Int'l Airport	\$19,300,000	✓	●	●	●	●	●	●	●		
<b>18th/21st Ave Improvements - US 2 Congestion Relief</b> Improve and extend roadway from US 2 to Flint Rd	Airway Heights	\$4,500,000		●	●	●	●	●	●	●	✓	

<sup>1</sup>NHFP competitiveness criteria, detailed in the table below, is based on WSDOT's NHFP project scoring criteria. The yellow circles show a project's relative competitiveness, with a darker shade indicating a stronger probability that the project will be competitive in the statewide in the NHFP selection process. More information on this criteria and process can be found [HERE](#).



# NEXT STEPS

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## March 10

Request SRTC Board approval of regional priority freight projects list

## March 11

Local agency deadline to submit completed project forms to SRTC

## March 16

SRTC deadline to submit regional priority freight projects list and completed project forms to WSDOT



# REQUESTED ACTION

Recommend SRTC Board approval of the proposed list of regional priority freight projects for NHFP funding consideration, as shown in Attachment 1.

## Candidate Freight Projects Evaluation For National Highway Freight Program (NHFP) Funding Consideration

Projects sorted by likely NHFP competitiveness				NHFP Competitiveness Criteria <sup>1</sup>								Proposed Regional Priority Freight Project
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# QUESTIONS?

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**SRTC Transportation Advisory Committee**  
**Agenda Item 7 | Page 10**

February 23, 2022



# Transportation Performance Management: Safety Targets

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TAC Meeting

Agenda Item 9 | Page 15

February 23, 2022

# Highway Safety Improvement Program (HSIP)

# Moving Ahead for Progress in the 21st Century (MAP-21)

# Federal Highway Administration (FHWA)

# Transportation Performance Management (TPM)

# Safety

1.Fatalities

2.Fatalities per 100M vehicle miles traveled

3.Serious injuries

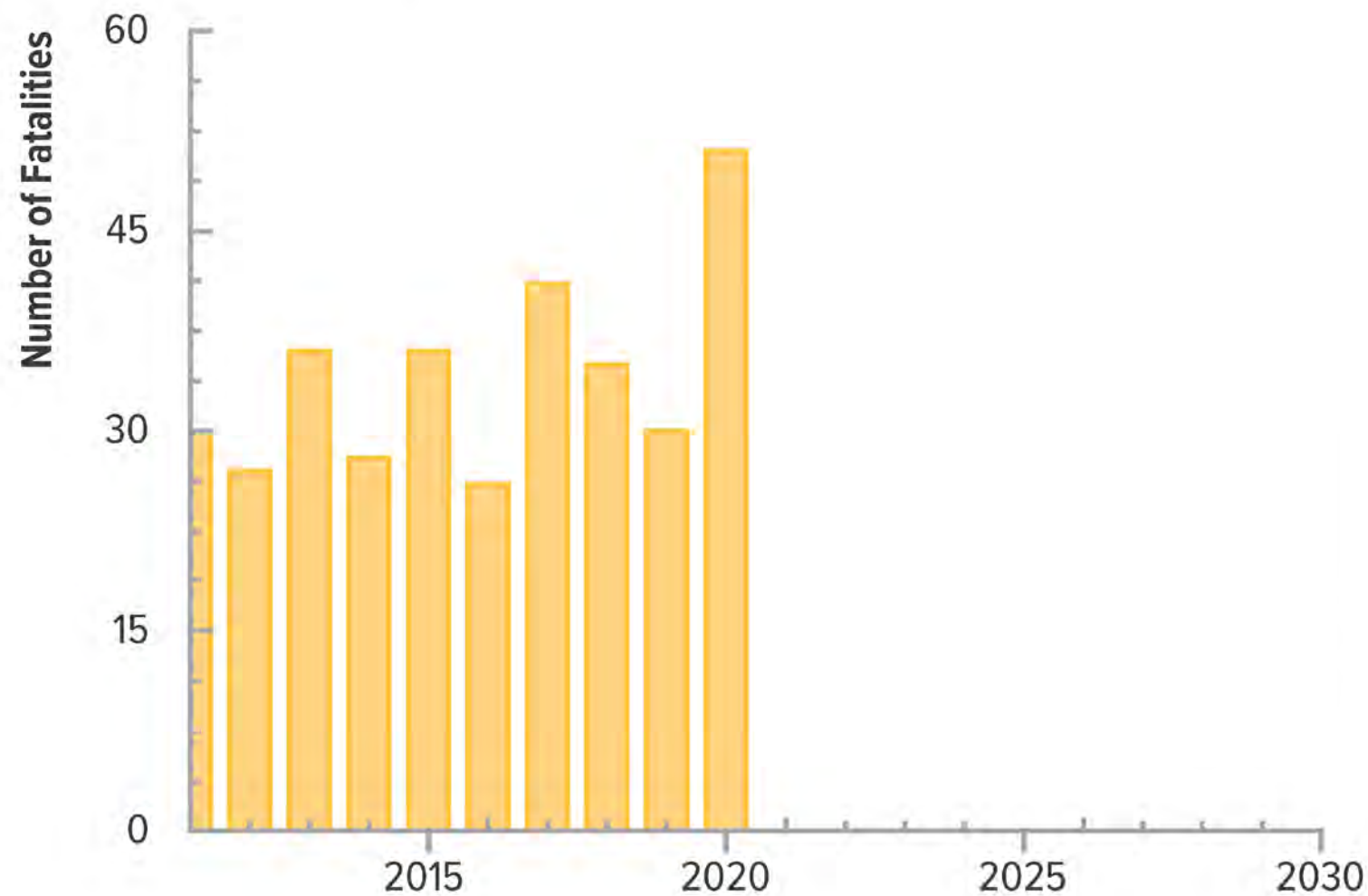
4.Serious injuries per 100M vehicle miles traveled

5.Non-motorist fatalities and serious injuries



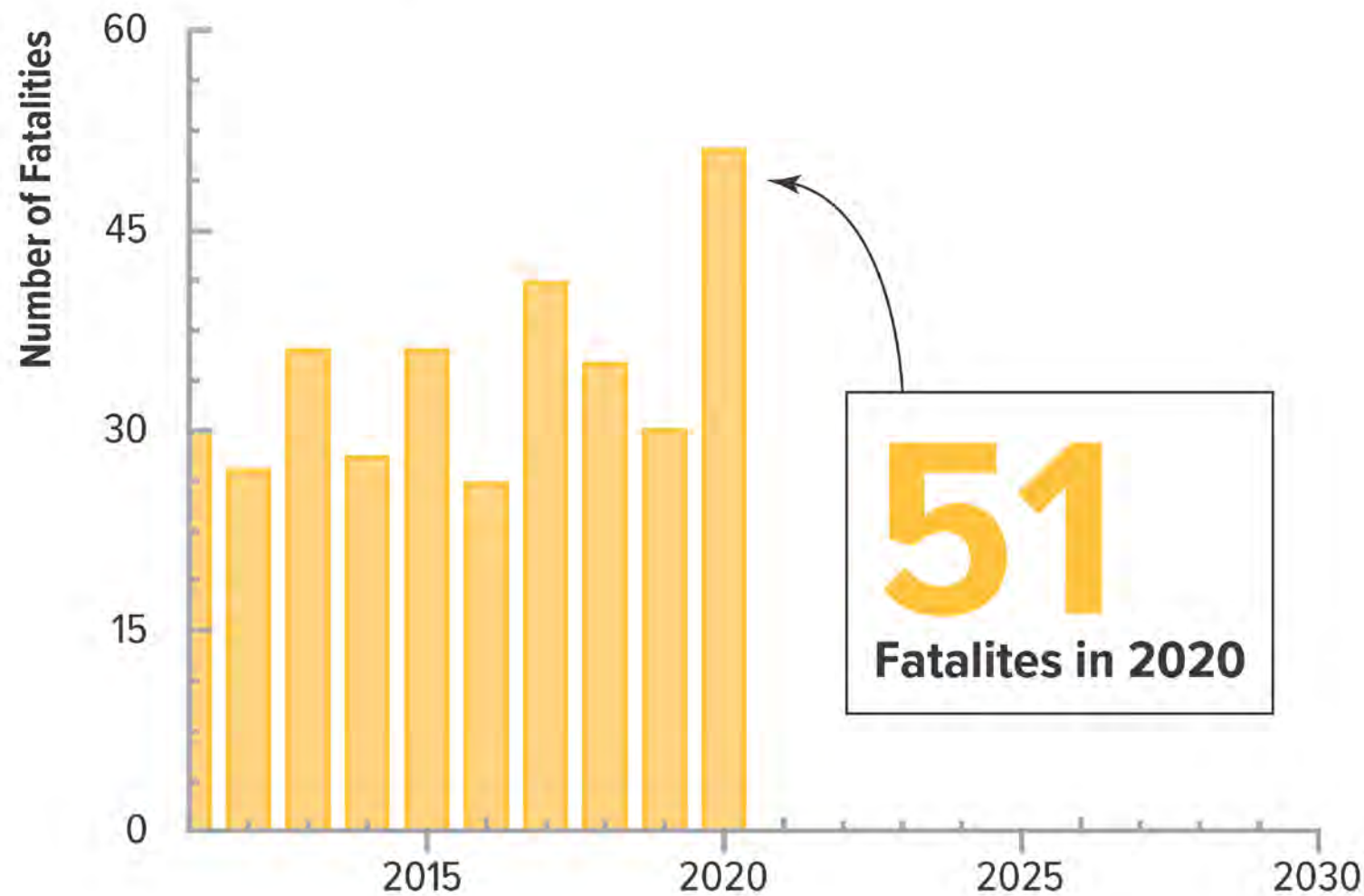
# SRTC Metropolitan Planning Area (Spokane County)

## Measure #1: Fatalities



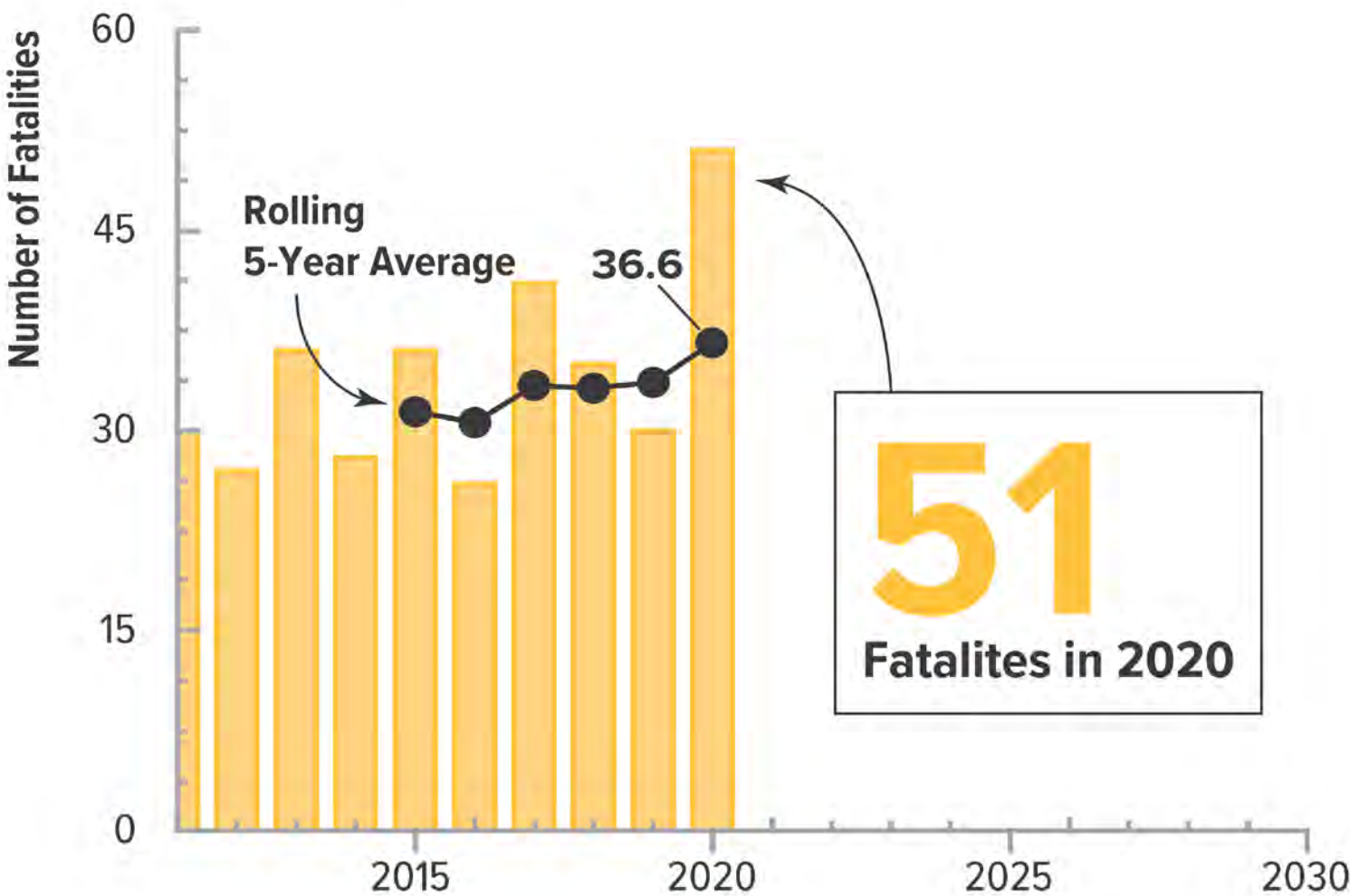
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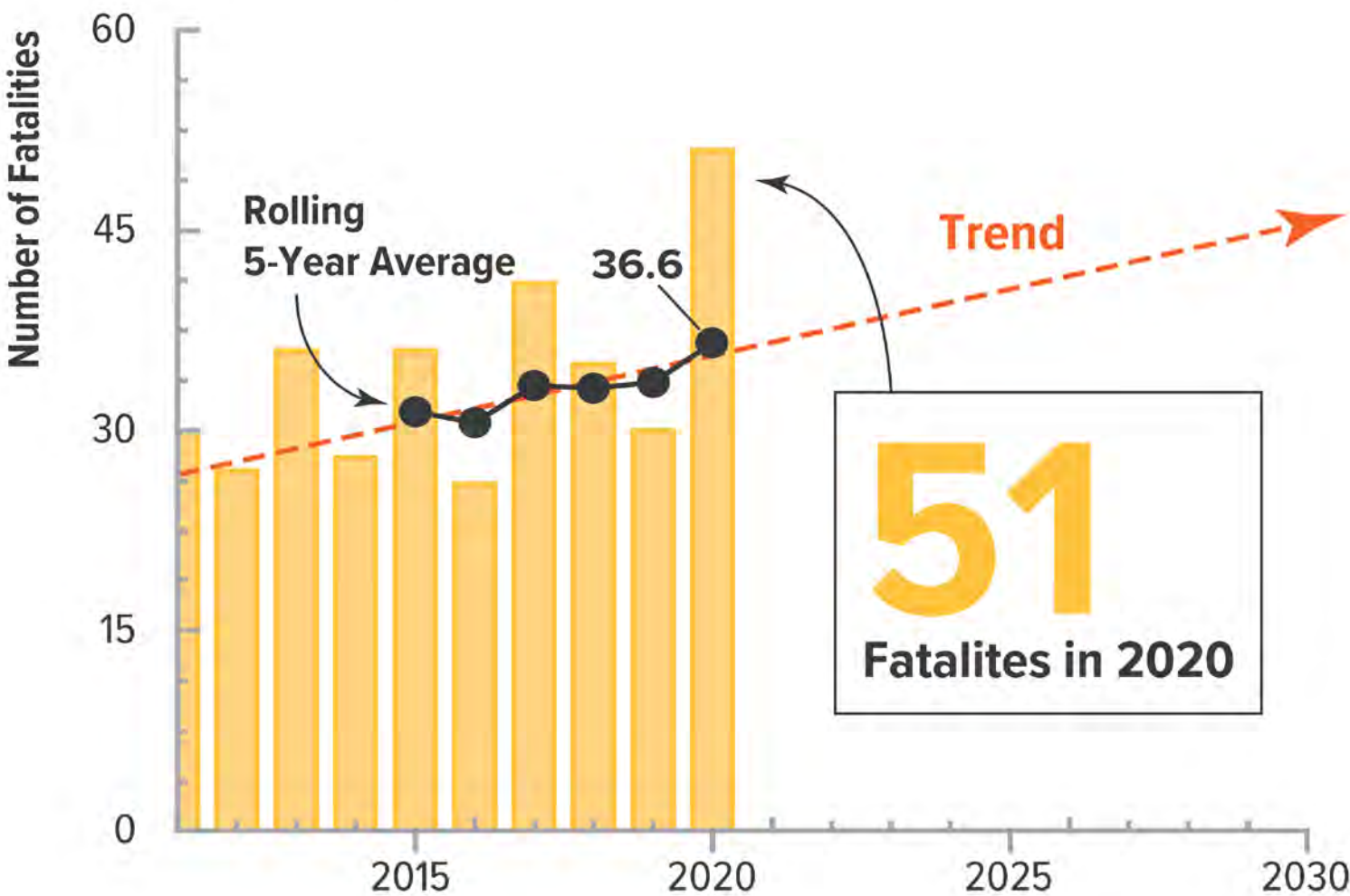
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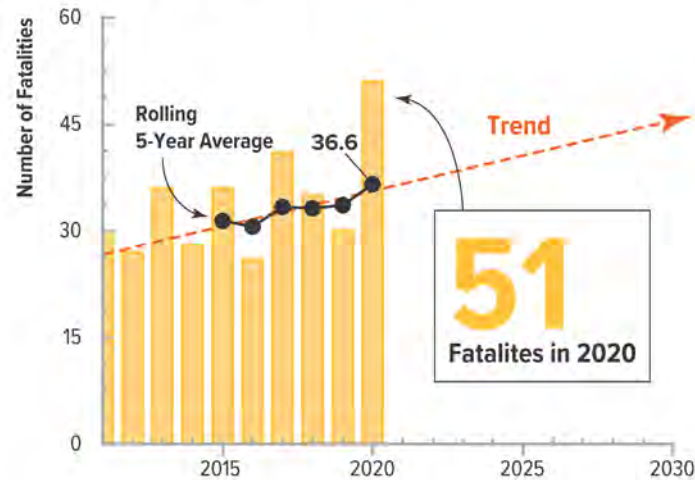
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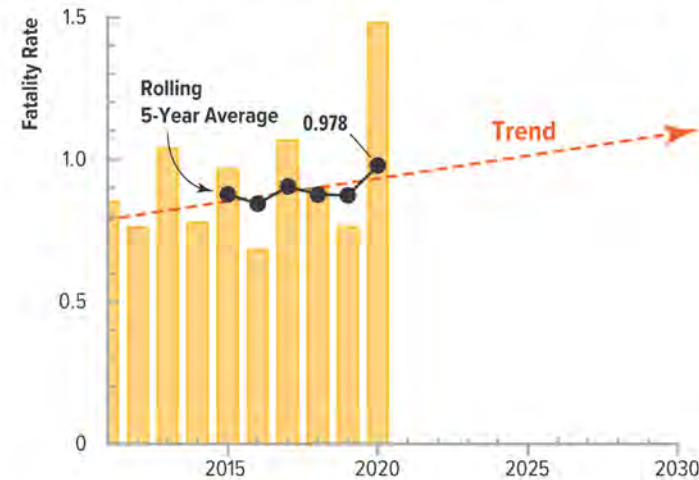


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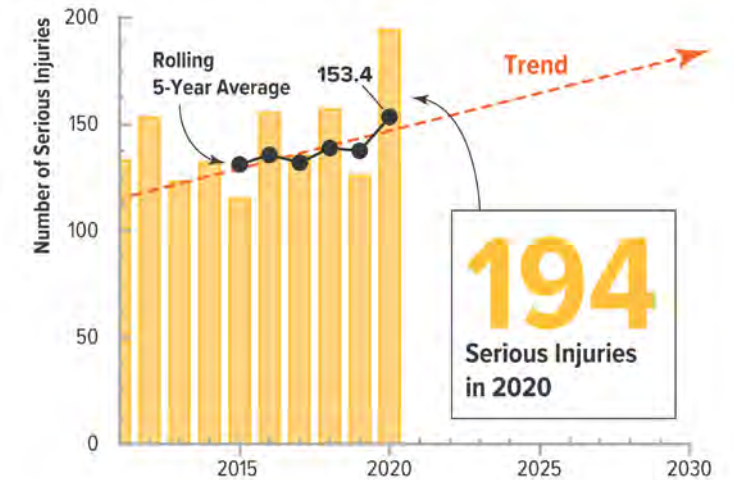
Measure #1: Fatalities



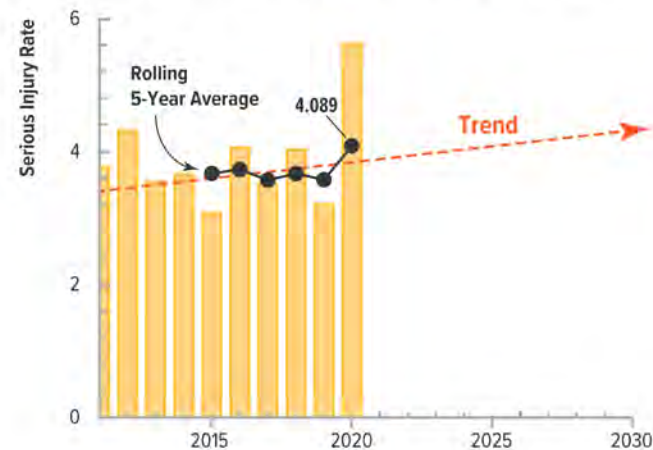
Measure #2: Fatality Rate *per 100 million VMT*



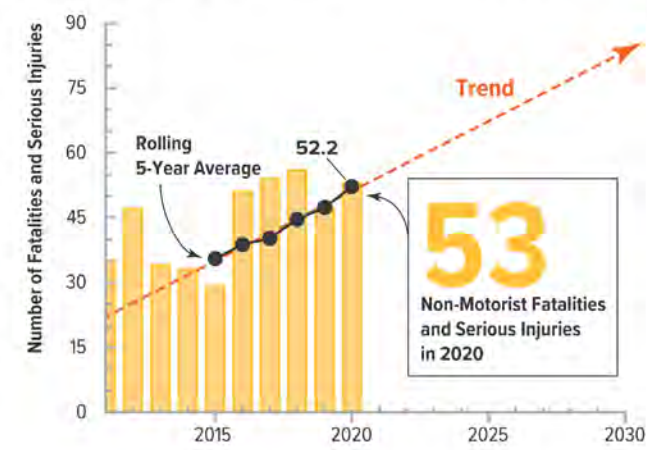
Measure #3: Serious Injuries



Measure #4: Serious Injury Rate *per 100 million VMT*



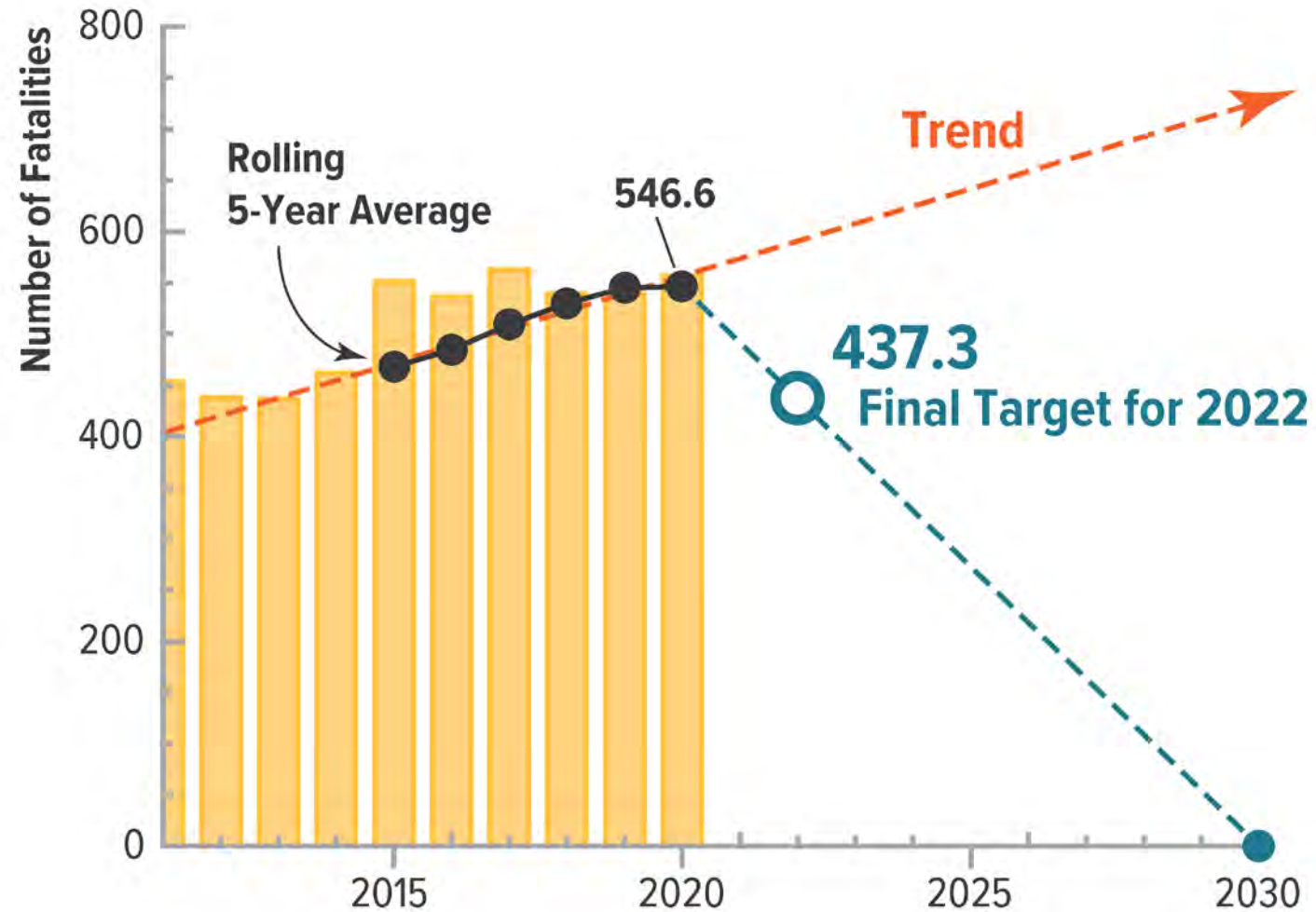
Measure #5: Non-Motorist *Fatalities and Serious Injuries*



# WSDOT Target Zero

# Washington - Statewide

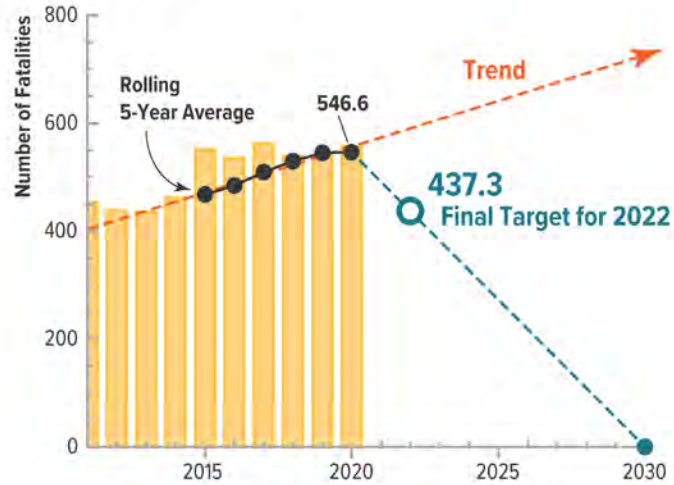
## Measure #1: Fatalities





# Washington - Statewide

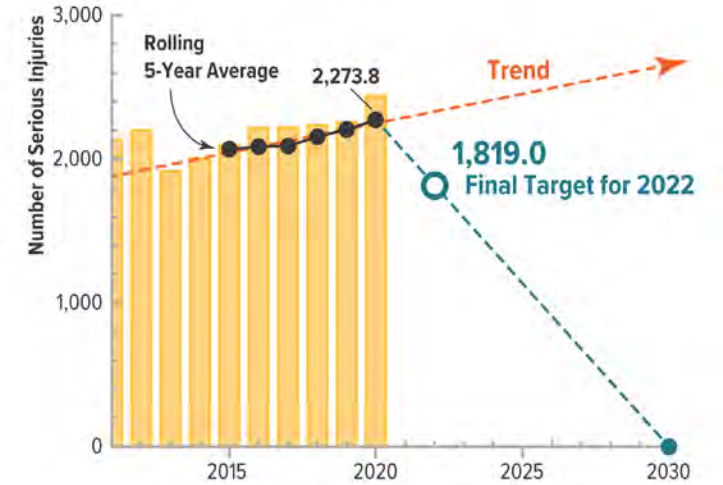
Measure #1: Fatalities



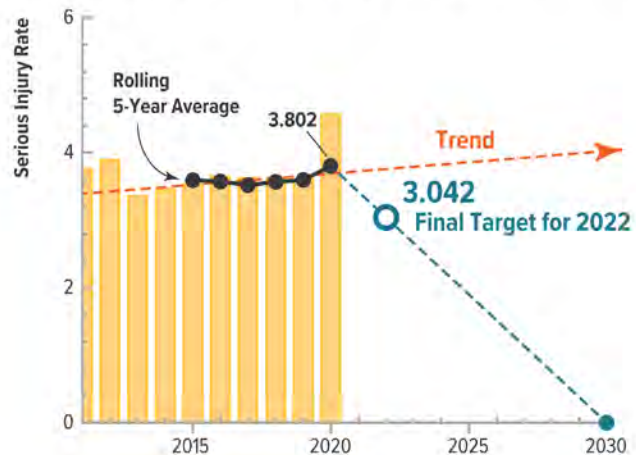
Measure #2: Fatality Rate per 100 million VMT



Measure #3: Serious Injuries



Measure #4: Serious Injury Rate per 100 million VMT



Measure #5: Non-Motorist Fatalities and Serious Injuries



*For [the safety] performance measure, the MPOs shall establish a target...*

Agree to plan and program projects so that they contribute toward the accomplishment of the WSDOT HSIP target

Commit to a quantifiable HSIP target for the metropolitan planning area

# Resolution 19-01

# Requested Action

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**Recommend that the SRTC Board agree to plan and program projects so that they contribute to the accomplishment of WSDOT HSIP targets.**

# Questions?

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Mike Ulrich, AICP

Principal Transportation Planner

[mulrich@srtc.org](mailto:mulrich@srtc.org) | 509.343.6384



# DATA Project Update

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## *Data Application for Transportation Analysis*

TAC Meeting

Agenda Item 9 | Page 17

February 23, 2022

# Initial Project Goals

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- Improve confidence in data and information used for transportation decision-making.
- Help align regional data and tools with member agency planning needs.
- Increase stakeholder agency input into existing tools, such as the regional travel demand model, and development of potential new tools.
- Look for innovative ways to analyze and respond to emerging transportation trends.

# History

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- Board recognized need to acquire data to apply to planning in 2018.
- \$1M in STBG funding was set aside during 2018 call for projects.
- Staff, in coordination with stakeholders, developed a two-phased project to evaluate SRTC's practice, state of best practice, and recommend critical investments.
- March 2021, the Board adopted the Phase II design plan.

# Phase II Design Plan

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**Six key investments**

**Planning level schedules and cost estimates**

**Summary of related ongoing investments**

## DATA PROJECT DESIGN PLAN SUMMARY

DATA/TOOL	COST	DESCRIPTION	SRTC SUPPORT	WHY PROPOSED
<b>HOUSEHOLD TRAVEL SURVEY</b>	<b>\$345,000</b>	A 1,500 household, smartphone enabled household travel survey	0.2 FTE for project management, coordination, and outreach	<ul style="list-style-type: none"> <li>• Data necessary for a credible, analytically valid travel demand model</li> <li>• Benefits beyond the travel demand model – useful for other regional and local planning applications too</li> <li>• Helps policymakers understand region-specific travel behaviors</li> </ul>
<b>PASSIVE DATA</b>	<b>\$135,000</b>	Passenger and heavy truck trip tables from passive (location-based services) data	None	<ul style="list-style-type: none"> <li>• Cost effective data source to compliment smaller sample HHTS</li> <li>• Supports SRTC's responsibilities to monitor and report on regional system performance trends</li> </ul>
<b>TRAFFIC COUNT DATA</b>	<b>\$50,000</b>	Selected traffic counts at key locations	Coordination with jurisdictions, obtaining permissions/permits as needed. Exact level of effort TBD	<ul style="list-style-type: none"> <li>• Necessary for travel demand model validation</li> <li>• Needed to address gaps in data currently available from partner agencies</li> </ul>
<b>LAND USE ALLOCATION TOOL</b>	<b>\$100,000</b>	A system for management of existing and future land-use data and allocation of countywide population and employment controls to TAZs, taking into account land capacity and recent developments.	0.05 - 0.1 FTE for project management. 0.5 FTE analyst support for tool development (1 year)	<ul style="list-style-type: none"> <li>• Streamlines land use data inputs to the travel demand model</li> <li>• Makes more frequent model updates possible</li> <li>• Modest-cost tool to help agencies allocate their future population and employment projections to TAZs</li> <li>• Keeping land use information more current was a need expressed by several stakeholders during listening sessions</li> </ul>
<b>TRAVEL DEMAND MODEL UPDATES</b>	<b>\$250,000</b>	Update travel model zones, and networks. Calibrate models to survey and passive data. Validate to counts and boardings. Implement a data driven heavy truck model from passive data. Documentation, user's guide and training.	0.05 - 0.1 FTE for project management. 0.25 analyst FTE over 3 months for collection and geocoding available traffic counts from jurisdictions	<ul style="list-style-type: none"> <li>• Federally required regional planning tool</li> <li>• Improves information for regional planning</li> <li>• Makes model more useful to partner agencies</li> </ul>
<b>ONLINE DATA HUB</b>	<b>\$100,000</b>	A regional online data and tools platform to manage and share SRTC's data and tools with the community.	0.05 - 0.1 FTE for project management is assumed, along with additional planner/analyst FTE to periodically update the data and tools as needed. Limited IT support to help maintain the site	<ul style="list-style-type: none"> <li>• Supports SRTC's public information obligations</li> <li>• Data visualization helpful for policy makers</li> <li>• Makes extremely technical model outputs consumable by non-technical audiences (SRTC Board, economic development partners, public, etc.)</li> </ul>

# Tasks Substantially Underway

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- Household Travel Survey
- Traffic Count Data
- Land Use Allocation Tool
- Travel Demand Model Updates



# Household Travel Survey

- Last completed in 2005.
- Data critical to updating demographic assumptions in the region.
- Collects data such a trip locations, travel mode, income level, vehicle ownership, etc.
- 80,000 invitations sent; expecting 1,500 respondents.



<First and last name/City name resident>  
<Street Address 1>  
<Street Address 2>  
<City, State < #####>

<Letter Date>

The Spokane Regional Transportation Council (SRTC) is inviting you to participate in the Spokane Regional Transportation Study. We are conducting this survey to collect accurate information about residents' day-to-day travel throughout the region.

By taking part, you'll help us understand how local roads, highways, public transportation, bike lanes, and sidewalks are used today, and how they can be improved to make travel better in the future. We want to hear from you even if you don't travel often. Your input will have a big impact because only a limited number of households have been invited to participate in the survey. Follow the instructions below to sign up today. Your voice can shape the future of your community.

Signatory  
Signatory Title  
Spokane Regional Transportation Council

GET STARTED TODAY

INVITATION ACCESS CODE: XXXXXXXXX

OPTION 1



If you own a smartphone, download the smartphone app **rMove™** and sign up

Tell us about your travel for **7 Days**

Receive **\$XX per adult** after completing the survey

OR

OPTION 2



If you don't own a smartphone, sign up at **SpokaneTransportationStudy.com** or call **1-XXX-XXX-XXXX**

Tell us about your travel for **1 Day**

Receive **\$XX per household** after completing the survey

You can also participate in Russian, Spanish, Vietnamese, and Chinese by calling XXX-XXX-XXXX toll-free.

**РУССКИЙ** — Приглашаем Вас пройти опрос на тему используемых способов передвижения. Приняв участие в этом опросе, Вы поможете улучшить транспортную инфраструктуру в своем сообществе. После полного прохождения опроса в знак благодарности мы отправим Вам подарочную карту. Для регистрации посетите веб-сайт SpokaneTransportationStudy.com или позвоните по номеру XXX-XXX-XXXX.

**ESPAÑOL** — Lo(a) invitamos a responder una encuesta sobre cómo viaja usted. Al participar, puede ayudarnos a mejorar las opciones de transporte de su comunidad. Una vez que haya respondido la encuesta, le enviaremos una tarjeta de regalo a modo de agradecimiento. Para inscribirse, visite SpokaneTransportationStudy.com o llame al XXX-XXX-XXXX.

**TIẾNG VIỆT** — Chúng tôi mời quý vị hoàn thành một cuộc khảo sát về cách quý vị di chuyển. Bằng việc tham gia khảo sát này, quý vị có thể giúp chúng tôi cải thiện các lựa chọn về giao thông trong cộng đồng của quý vị. Sau khi quý vị hoàn thành khảo sát, chúng tôi sẽ gửi cho quý vị một thẻ quà tặng để thay lời cảm ơn. Để đăng ký, xin vui lòng truy cập SpokaneTransportationStudy.com hoặc gọi XXX-XXX-XXXX.

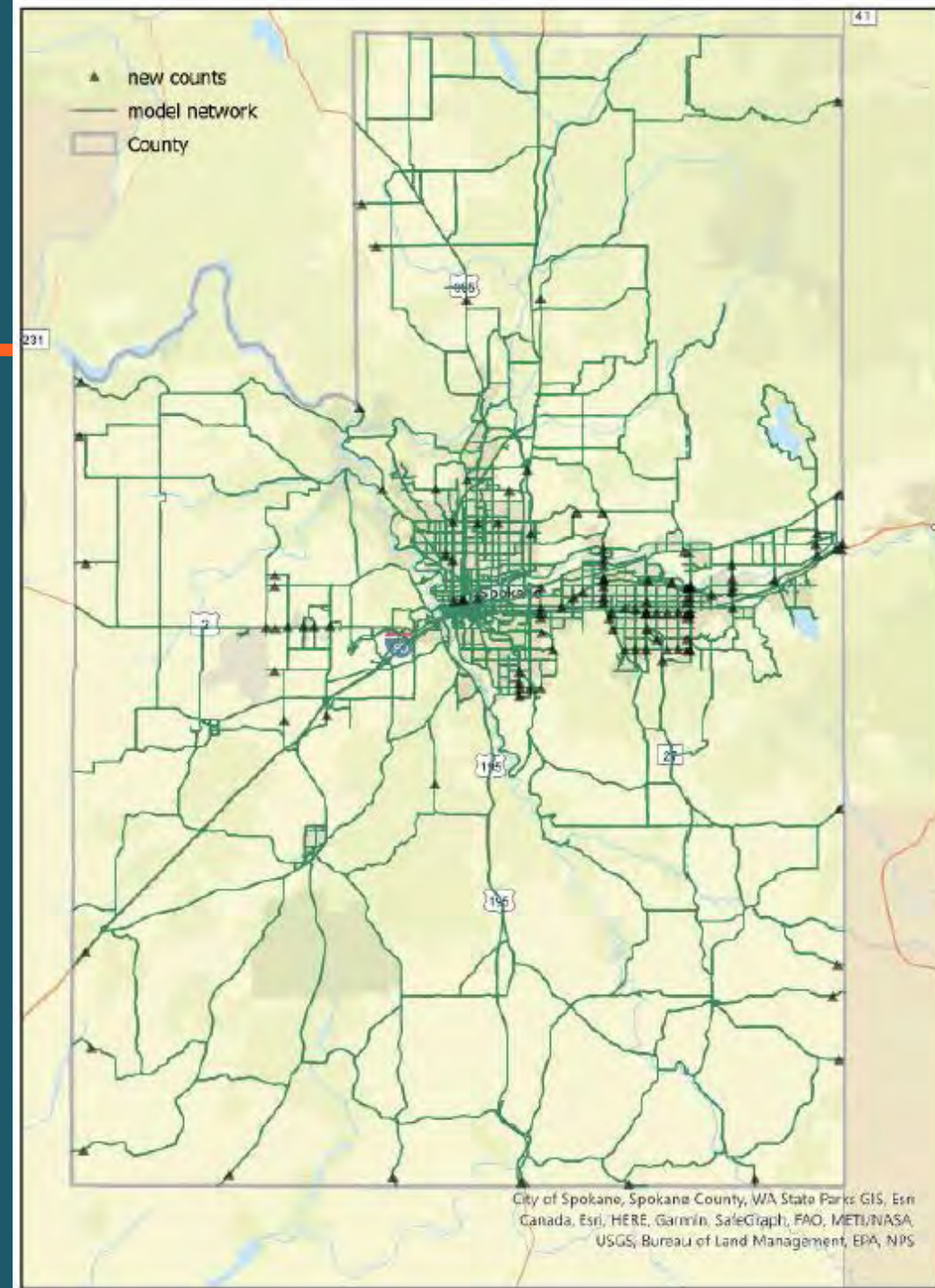
**中國人** — 我們邀請您完成關於您旅行方式的調查。透過參與本研究，您可以幫助我們規劃未來要如何改進您所在社區的交通運輸。在您完成調查後，我們會寄給您一張禮品卡，以表示感謝。如要登記加入，請瀏覽SpokaneTransportationStudy.com或致電XXX-XXX-XXXX。

Learn more at **SpokaneTransportationStudy.com** or by calling **1-XXX-XXX-XXXX**



# Traffic Count Data

- Necessary to confirm the outputs of the travel demand model.
- Needed to address gaps in data currently available from member jurisdictions.
- Draft scope is to collect counts at 117 locations.
- Draft scope was reviewed by stakeholder team on January 19.
- Count collection will begin in the Spring.



# Land Use Allocation Tool

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- Based on methodology adopted by SRTC Board in September 2020.
- Task will automate some of the more time-consuming elements of the process.
- Create a system that allows users to adjust 'levers' to visualize regional changes over time for various scenarios.

# Travel Demand Model Updates

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- Travel demand model is a fundamental tool for analysis of transportation projects and policies considered by SRTC and partner agencies.
- Updated model useful for member jurisdiction's sub-area planning.
- Task will improve truck modeling functions.

# Stakeholder Engagement

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- Stakeholders provided input during Phase I including feedback on prioritizing Phase II work tasks.
- Three meetings to engage stakeholders regarding refined scope for Phase II.
- First meeting was January 19.

# Next Steps / Key Milestones

	2022					2023		
	May	June	July	Aug	Sept	April	May	June
Traffic Count Collection Complete								
Land Use Allocation Tool Complete								
Household Travel Survey Task Complete								
DATA Project Complete								

# Expected Project Outcomes

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- Refined ability to prioritize projects.
- Improved scenario planning capabilities.
- Performance management enhancements.

# Questions?

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Mike Ulrich, AICP

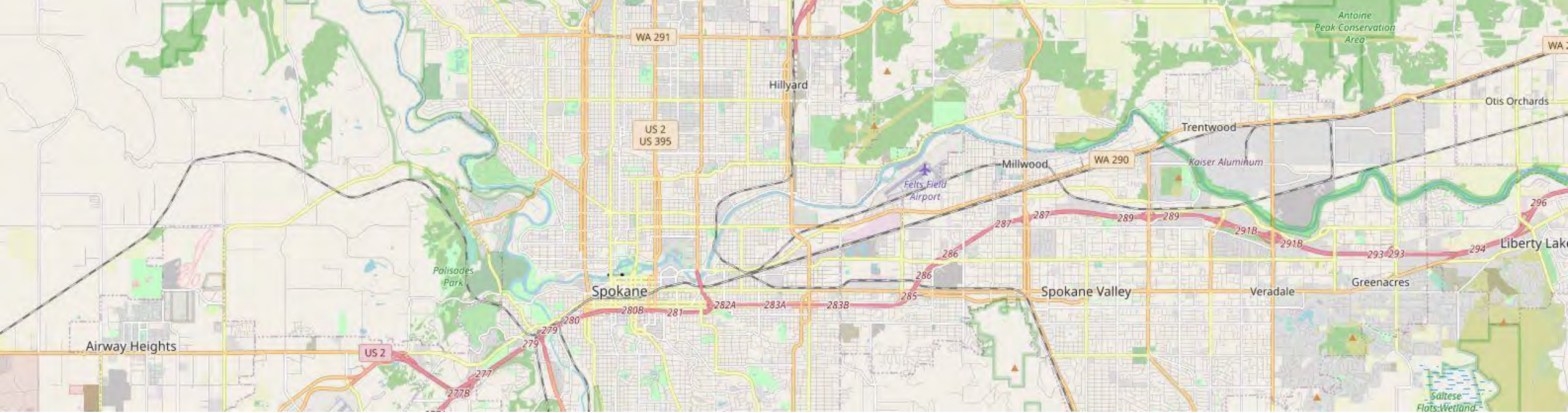
Principal Transportation Planner

[mulrich@srtc.org](mailto:mulrich@srtc.org) | 509.343.6384

# ADAPTIVE RAMP METERING

WSDOT RAMP METER DEPLOYMENT





# Introductions (Team TSMO)

**MIKE BJORDAHL**  
*Transportation Engineer 3*  
WSDOT Supervisor

**LIAN ROBERTS**  
*Transportation Engineer 2*  
WSDOT

**JASON LEFLER**  
*Transportation Engineer 2*  
WSDOT

**Traffic Engineer:** Glenn Wagemann, P.E.

# Ramp meters

Traffic signals installed on freeway on-ramps to control the frequency at which vehicles enter the flow of traffic on the freeway.<sup>(1)</sup>



# Why ramp meters?

## Non-Metered (Free for all)

Local congestion is caused by influx of ramp volume onto the freeway

Increased rear end collisions

Decrease freeway capacity-accordion affect

Increased congestion and emissions

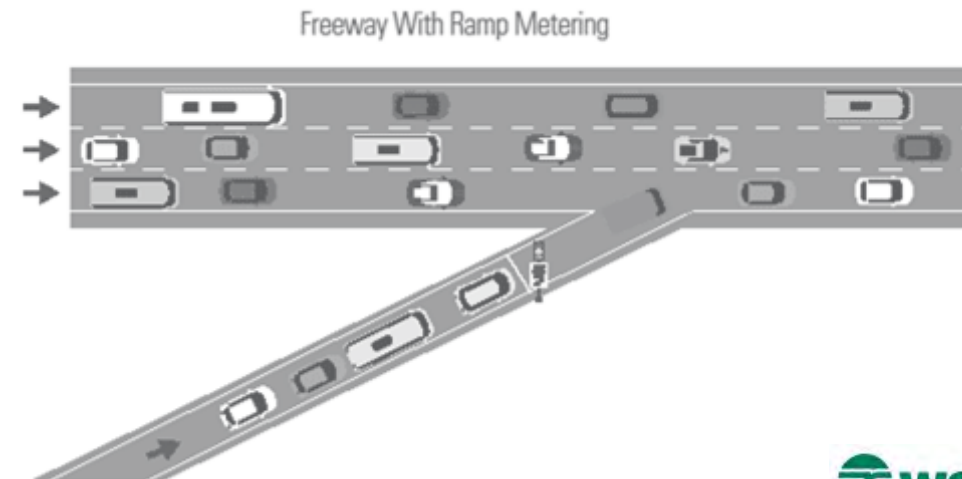
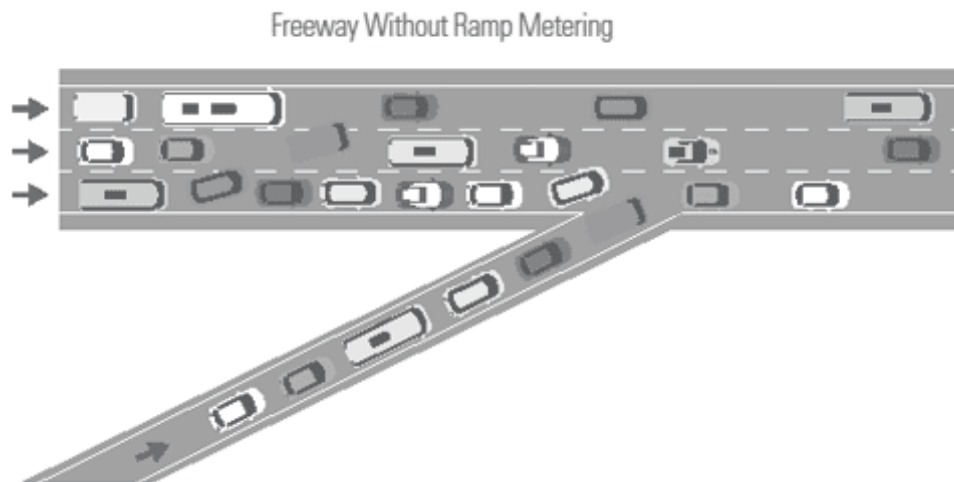
## Metering

Increased safety

Enhanced mobility

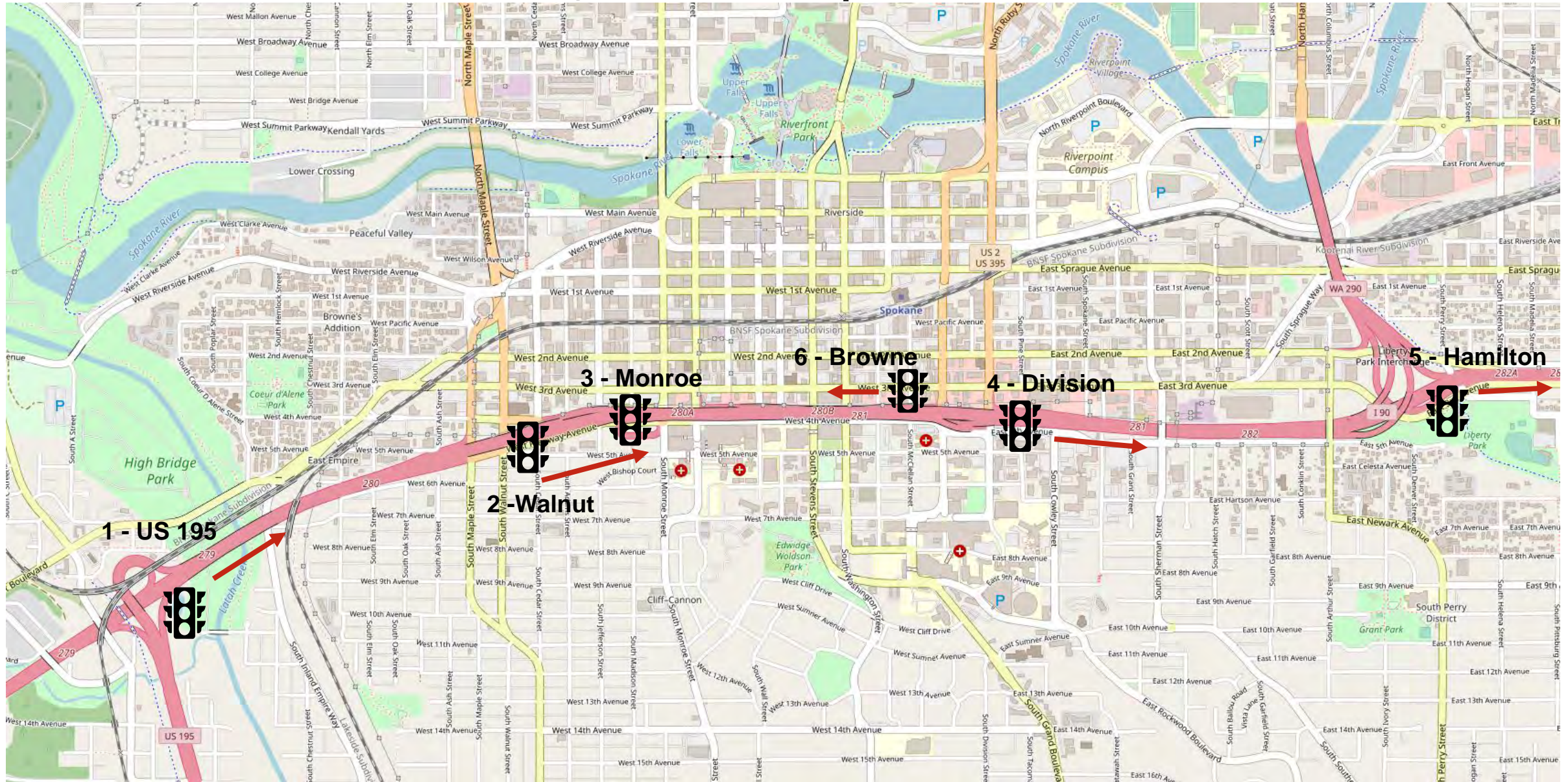
Reduced environmental impacts

Higher system efficiency





# Project area | I-90 EB







## Timing strategies

- **Local congestion** | *Local traffic responsive (TR)*
  - TOD (time of day) analysis
  - Metering levels
  - Preemption
- **Queuing** | *Local and adaptive adjustments*
  - Local queuing
  - Network queuing
- **Corridor-wide adjustments** | *Central control*
  - Central traffic responsive
  - Action sets

# Local Traffic Responsive (TR) Timing

## Ramp Meter Operation – Normal Traffic



### Metering Plans

#### Plan 3

Show All Levels

Level	Rate	Flow	Occupancy	Speed (mph)
1	539	0	0.0	57
2	529	0	0.0	56
3	508	0	0.0	55
4	477	0	0.0	54
5	446	0	0.0	53
6	415	0	0.0	52
7	300	0	0.0	40
8	150	0	0.0	25

# Adaptive metering

## Network Balancing Approach – Congested Traffic



### Metering Plans

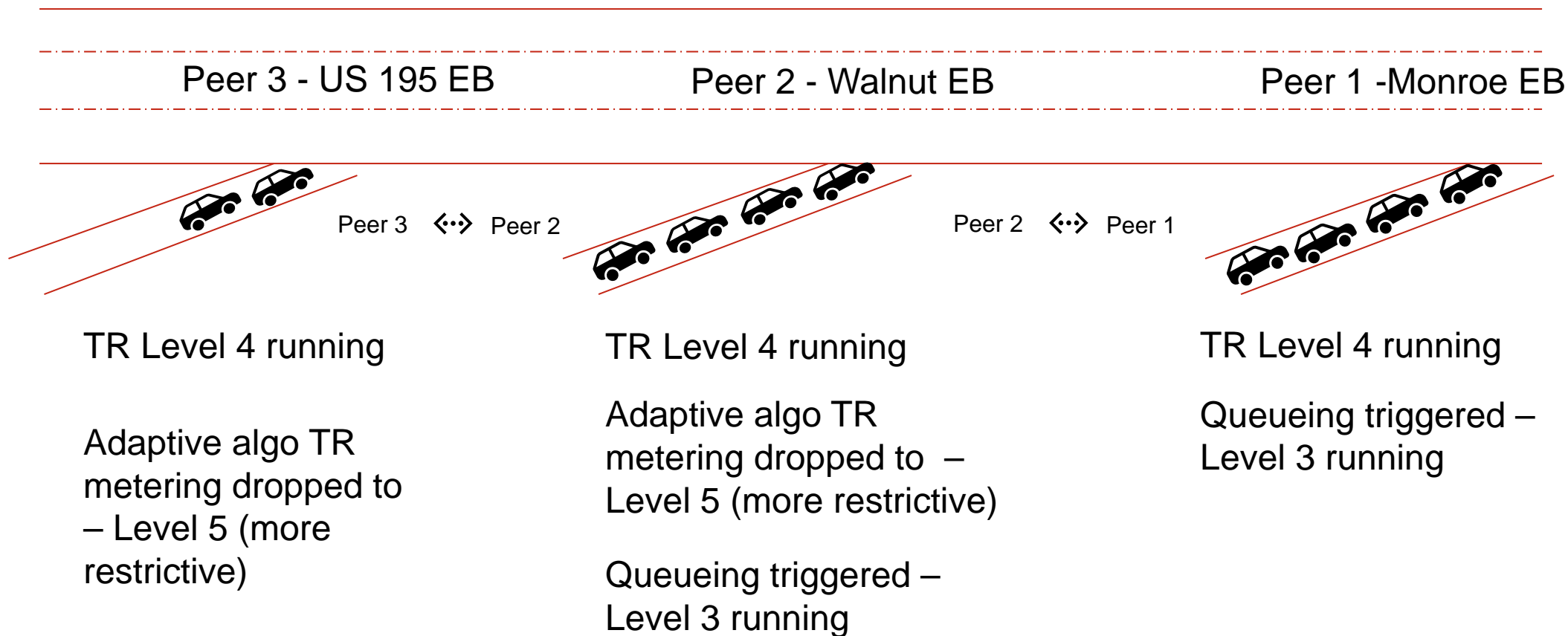
Plan 3

☐ Show All Levels

Level	Rate	Flow	Occupancy	Speed (mph)
1	539	0	0.0	57
2	529	0	0.0	56
3	508	0	0.0	55
4	477	0	0.0	54
5	446	0	0.0	53
6	415	0	0.0	52
7	300	0	0.0	40
8	150	0	0.0	25

# Adaptive Operations | single peer distribution

Freeway Speed – 50 mph (Level 4 on all ramps)





# Emergency Operations



- Meters used to reduce ramp flow during emergencies
- Keeps emergency personnel safer
- Does not allow I-90 to become flooded with additional vehicles
- Allows I-90 to recover quicker, minimizing the overall driver delay
- VMS signs and public media apps are used to divert traffic

# What were the results from ramp metering through the downtown corridor?





# Corridor Performance 2019 vs 2021

Performance > Spatial Analysis > Long Contours

ABOUT THIS REPORT

**Date Selection**  
Year: 2019  
☐ Monthly Jan  
☐ Quarterly Q1  
☒ Annual

**Station Type**  
☒ Mainline  
☐ HOV

**Postmile Range**  
(270.48 - 297.15)  
277 - 282

**Quantity**  
Speed

**Days Type**  
☒ Weekdays ☐ Weekends

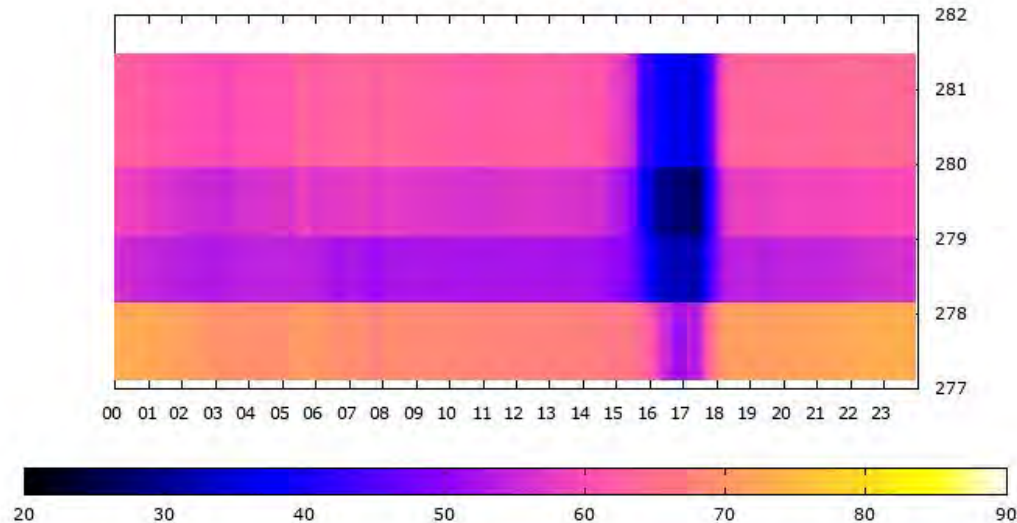
**Color Map**  
☒ Space  
☐ Gauge

**Z-Scale**  
☒ Auto  
☐ Min 0 Max 80

**View**  
☒ 2-D ☐ 3-D ☐ Both  
☐ Transpose X-Y Axes  
☐ Smoothing

[DRAW PLOT](#) [VIEW TABLE](#) [EXPORT TEXT](#) [EXPORT to XLS](#)

Aggregated avg Weekday Speed (mph) for Year 2019 (76% Observed)  
Segment Type: Freeway, Segment Name: I90-E  
Traffic Flows from Bottom to Top



Performance > Spatial Analysis > Long Contours

ABOUT THIS REPORT

**Date Selection**  
Year: 2021  
☐ Monthly Jan  
☐ Quarterly Q1  
☒ Annual

**Station Type**  
☒ Mainline  
☐ HOV

**Postmile Range**  
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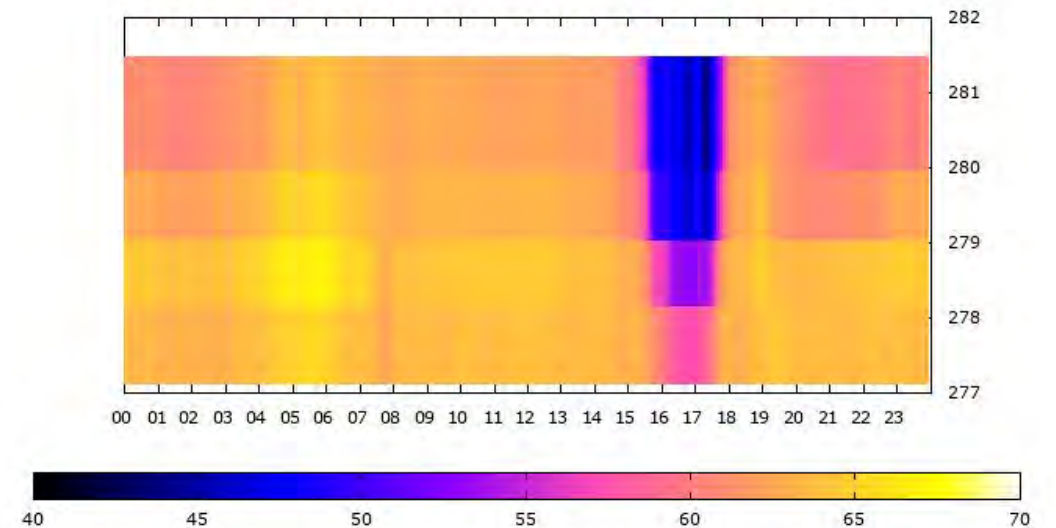
**Color Map**  
☒ Space  
☐ Gauge

**Z-Scale**  
☒ Auto  
☐ Min 0 Max 80

**View**  
☒ 2-D ☐ 3-D ☐ Both  
☐ Transpose X-Y Axes  
☐ Smoothing

[DRAW PLOT](#) [VIEW TABLE](#) [EXPORT TEXT](#) [EXPORT to XLS](#)

Aggregated avg Weekday Speed (mph) for Year 2021 (99% Observed)  
Segment Type: Freeway, Segment Name: I90-E  
Traffic Flows from Bottom to Top





# Corridor Performance 2019 vs 2021

## Heat Map Data 2019 – Freeway Speeds

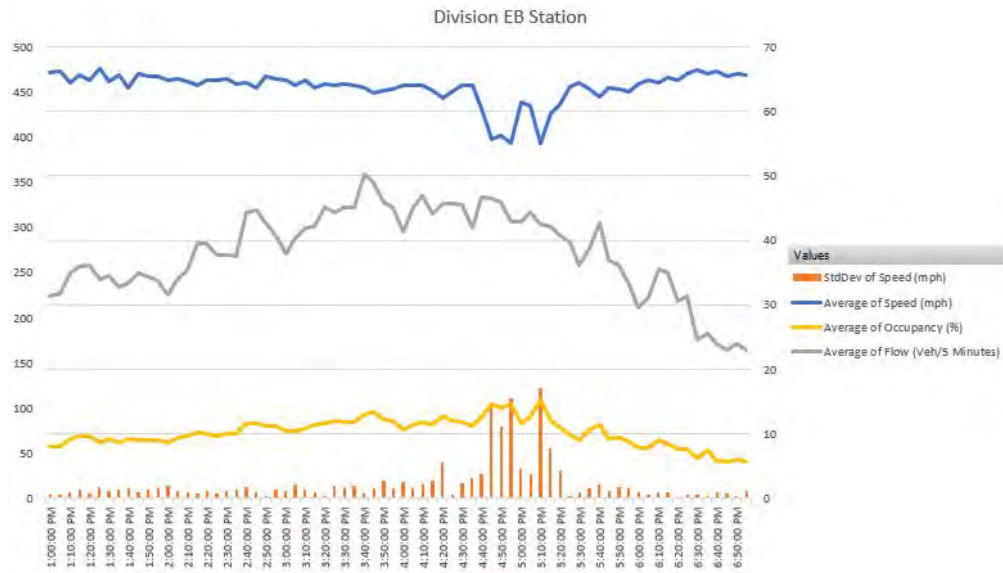
[illegible]

## Heat Map Data 2021 – Freeway Speeds

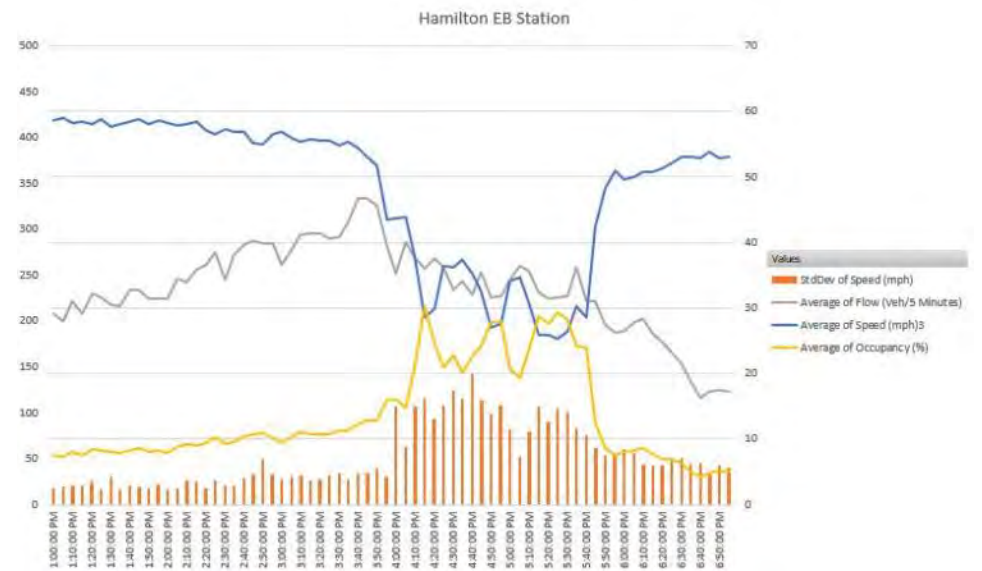
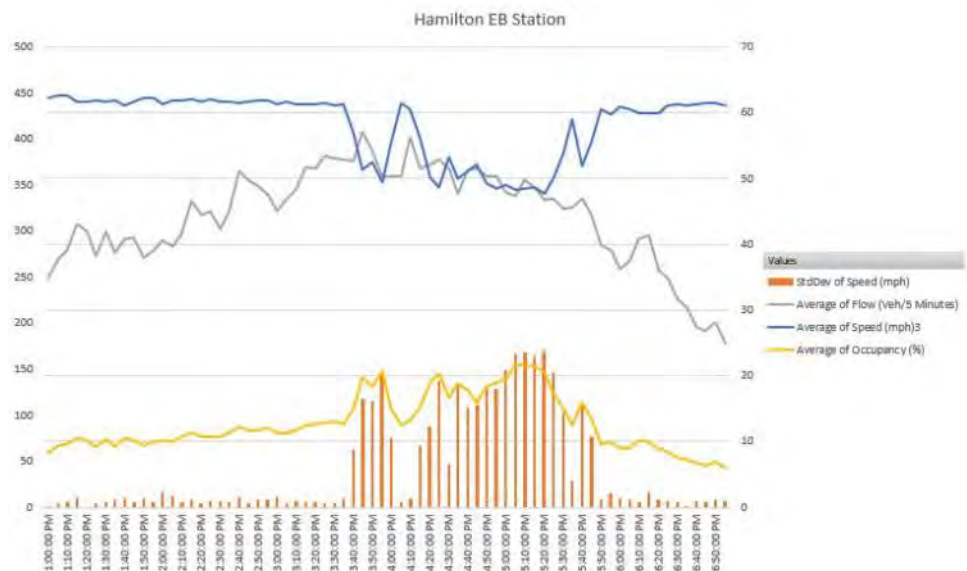
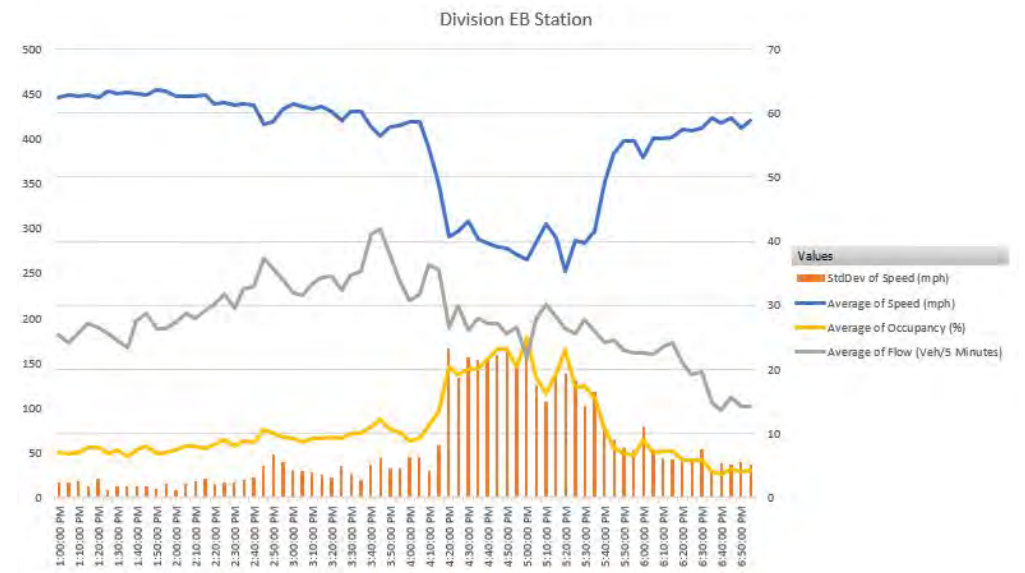
[illegible]



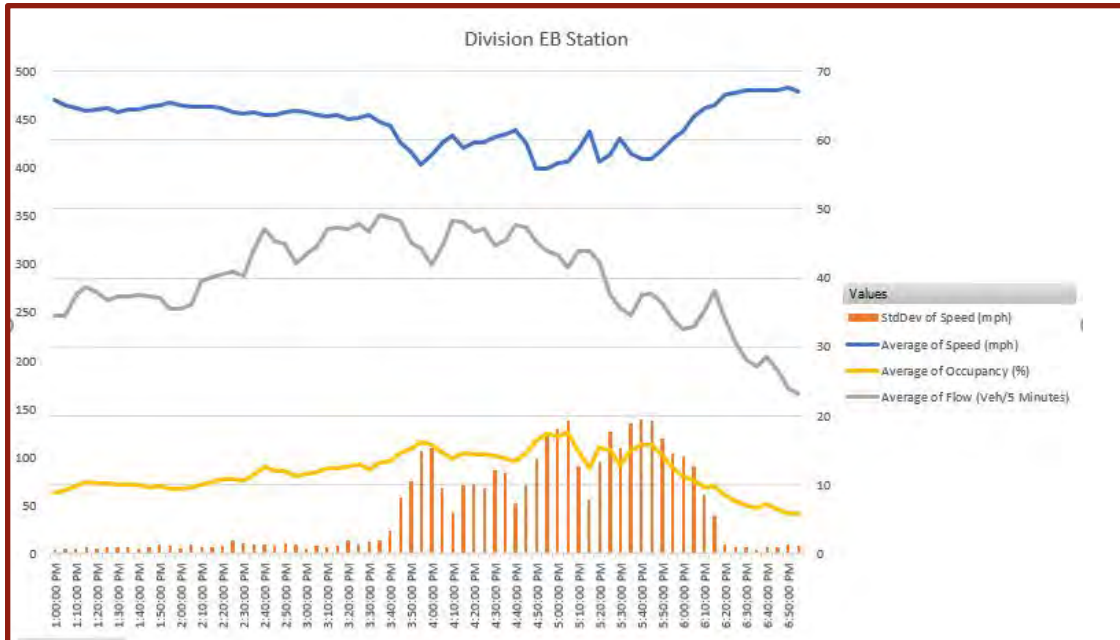
## I-90 performance for the first week of November, 2021 (Meters On)



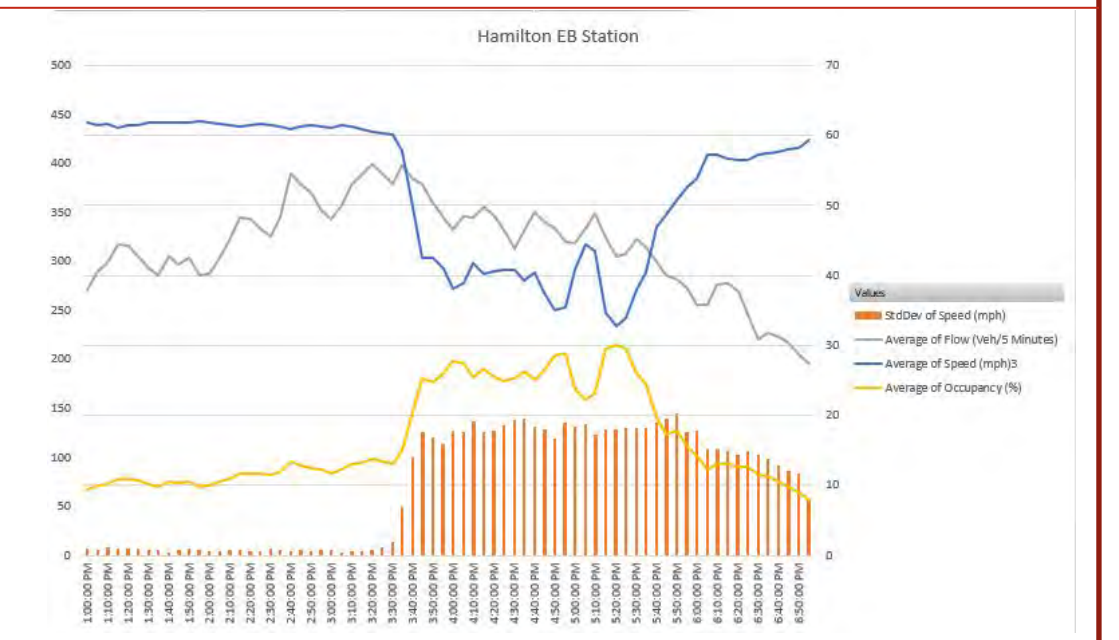
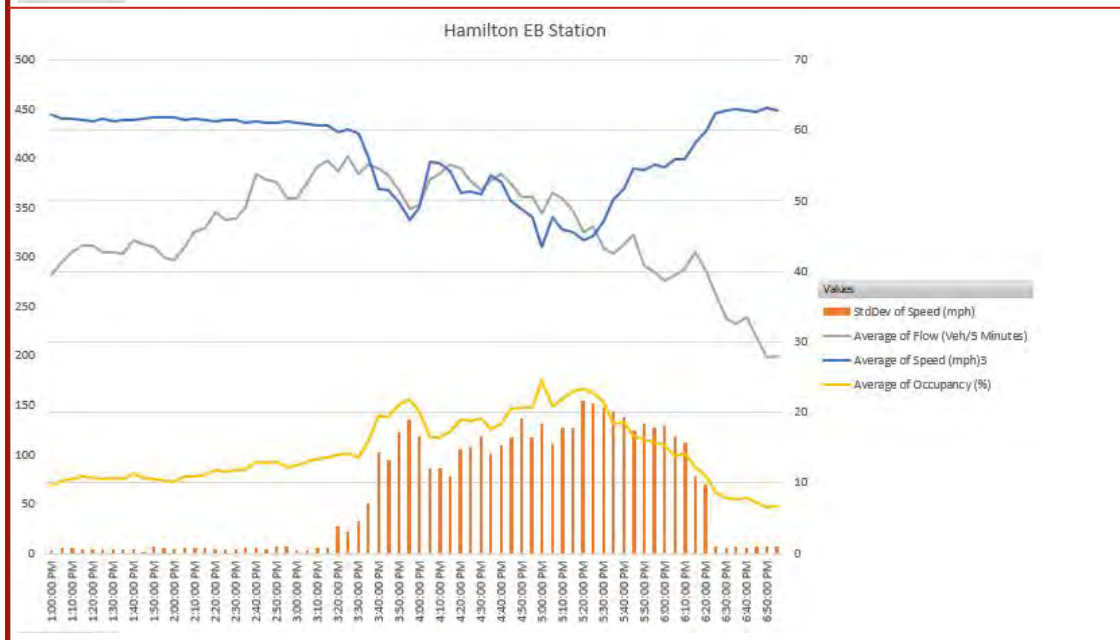
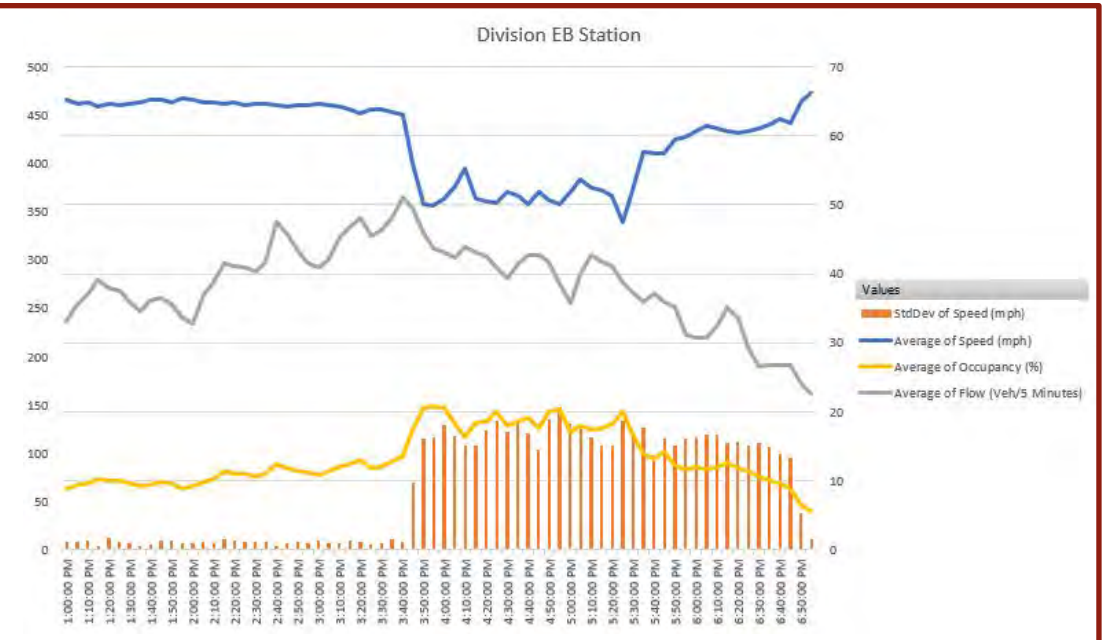
## I-90 performance for the first week of January 2022 (Meters Off)



## September Data (Freya Closed)



## October Data (Freya Open)





Questions?

# Coordinated Public Transit-Human Services Transportation Plan

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February 23, 2022

TAC Agenda Item 11

Jason Lien, Principal Transportation Planner

Spokane Regional Transportation Council



# What is the CPT-HSTP?

- **Planning effort to:**
  - Identify available transportation services
  - Assess needs, gaps, and strategies in Spokane County
- **Benefit people with special transportation needs**
  - Low-income
  - Seniors
  - People with disabilities
  - Other people with special needs



# Requirements

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- **Plan update every 4 years**
- **Needed for State and Federal funding programs**
  - **WSDOT Consolidated Grant Program**
  - **Section 5310 – Enhanced Mobility for Seniors and Individuals with Disabilities (Federal Transit Administration)**

# Process

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- Identify service gaps and needs
- Identify strategies / projects to meet unmet needs
- How?
  - Partnership with STA
  - Coordination with service providers & other stakeholders
  - Community outreach + Survey
  - Build on 2018 Plan

# Project Page

- [Srtc.org](#) > [Plans & Programs](#) > [Coordinated Public Transit...](#)



# Timeline

Feb	March - July	Aug	Sept	Oct	Nov	Dec
Kick-Off 	Outreach & Needs Assessment	Develop Draft Plan	Draft Plan complete (Sept 1)	Draft Review	Final Plan and SRTC Board approval	

# Thank You!

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Jason Lien

[jlien@srtc.org](mailto:jlien@srtc.org)

509.343.6370



# SRTC

# 2022 Transportation Discussion Series

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Transportation Advisory Committee

February 23, 2022

Agenda Item 12

Presenter: Jason Lien

# Purpose

Educate

- Build a deeper understanding of topics

Dialogue

- Dialogue and exchange ideas to advance transportation in the region

Evaluate

- Evaluate transportation needs

Identify

- Identify future planning activities

Develop

- Develop legislative policy positions and funding strategies

Refine

- Refine metrics for project prioritization



# Timeline



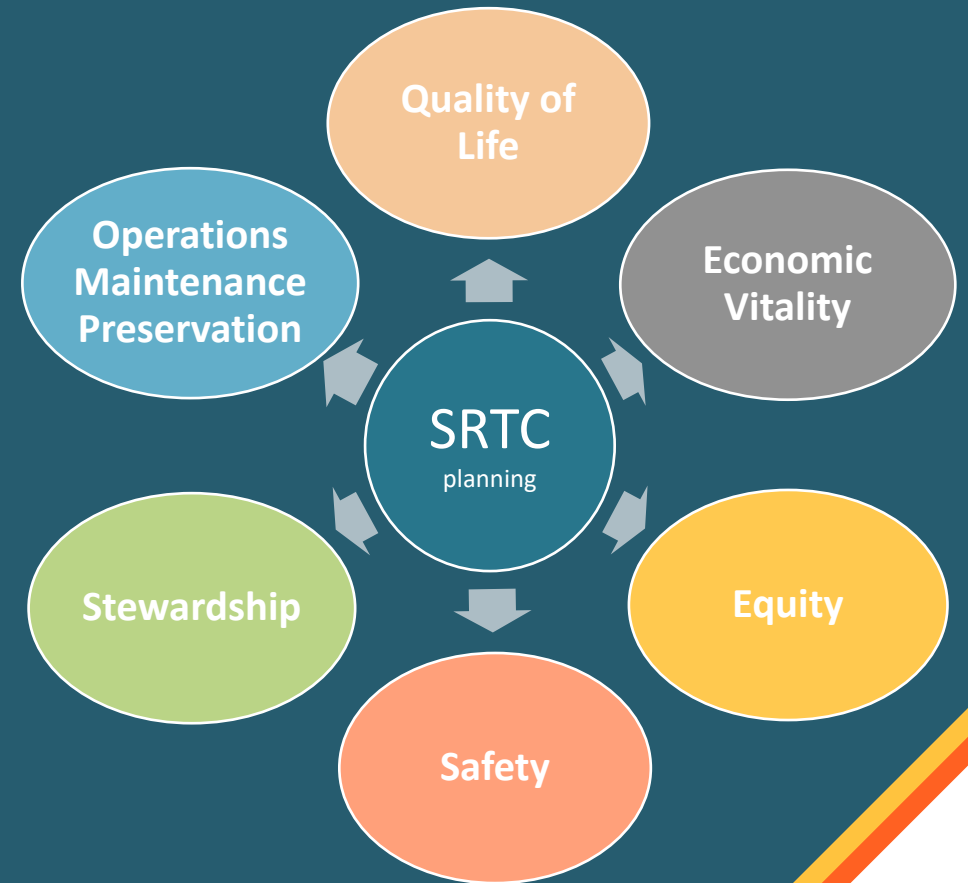
# Quality of Life

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- What is this and what does it mean to our region?
- With all our transportation needs, how do we measure success?

# Horizon 2045 Guiding Principles

- **Overlap (Quality of Life, Safety, Economic Vitality, Equity)**





# Quality of Life

## • Amenities

- Parks
- Built environment
- Neighborhoods
- Business destinations
- Arts
- Natural environment



Credit: Spokane International Airport

# Access

- Transportation system binds region together
  - All modes



# Horizon 2045 Quality of Life

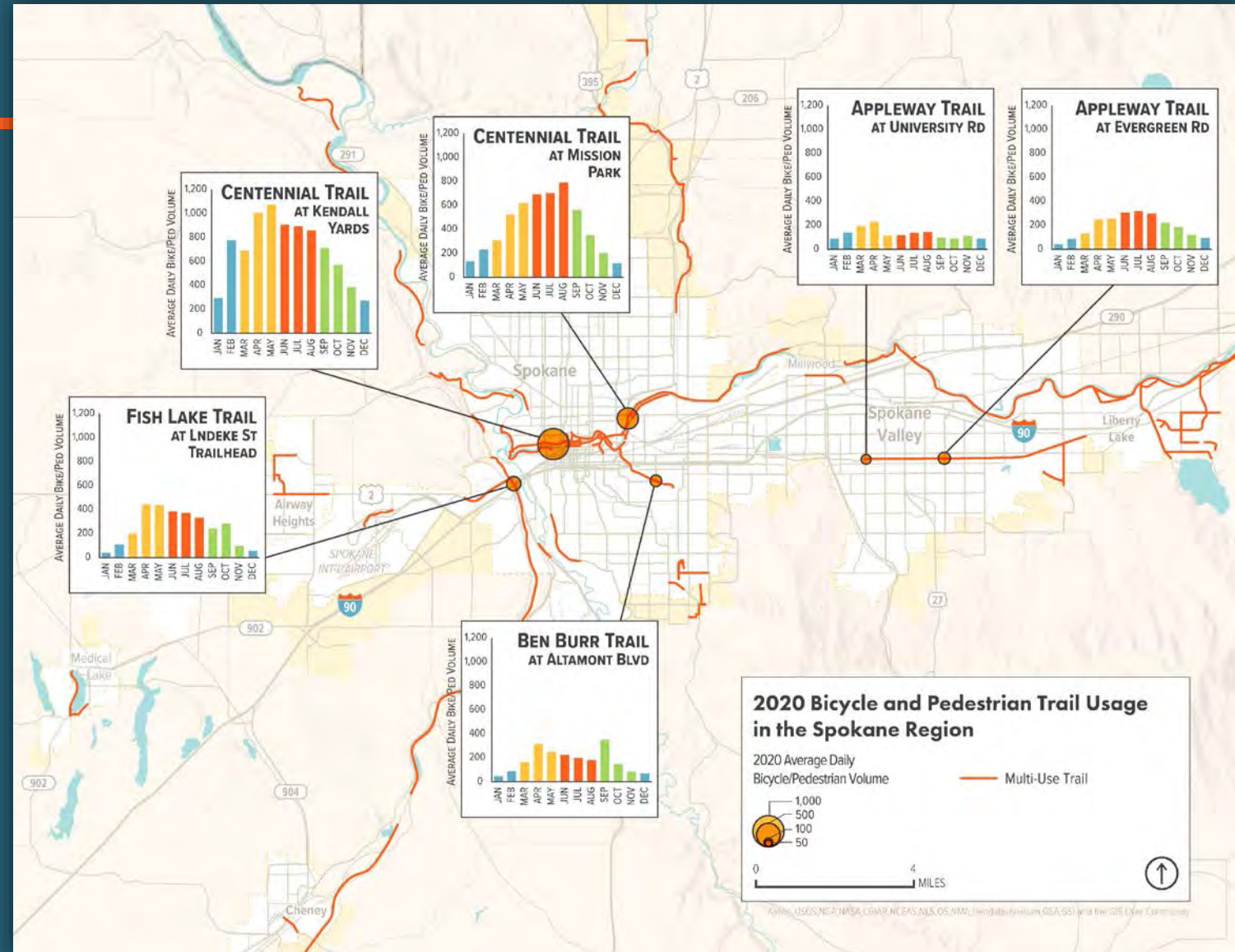
- Described in terms of a balanced transportation system
  - Multimodal - Transportation choices
  - Safe and convenient multimodal options for everyone





# Use Data

- Trail network
- STA ridership



# Why is this important?

- **Diversity of transportation choice**

- Create a system that is complementary
- Focus on connectivity / access
- Public Health
- Equity
- Economic / Cost





# User Experience

- Facility type / context
- Sense of place
- Maintenance



# How do we get there?

- **Priority Networks**
  - Transit
  - Bicycle
- **Project / program support**
- **Complete Streets policies**
- **Data analysis**



# Indicators

- Miles of facility type
- Network density
- Level of Traffic Stress (for cycling)
- Proximity to a bus stop
- Transit frequency
- Mode share



# Discussion – Through the lens of QoL

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- How do we measure success for the projects we are promoting?
- Are there other metrics we should be thinking about?



A high-angle, nighttime photograph of the city of Spokane, Washington. The city is illuminated by streetlights and building lights, with a prominent light trail from a car on a road in the foreground. The city is set against a backdrop of dark, forested hills and mountains under a twilight sky. The text "Thank you!" is overlaid on the right side of the image.

# Thank you!

Jason Lien, Principal Transportation Planner  
Spokane Regional Transportation Council  
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(509) 343-6370 | [jlien@srtc.org](mailto:jlien@srtc.org) | [www.srtc.org](http://www.srtc.org)