SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

Board of Directors Meeting Agenda

Thursday, May 12, 2022 - 1:00 pm

Time	Item	
1:00	1.	**Call to Order / Record of Attendance / Excused Absences**
1:02	2.	**Public Comments**
1:07	3.	**Executive Director's Report** *(Lois Bollenback)* a) ILA Implementation Subcommittee Report b) TAC Vacancy Update
		FOR ACTION
1:15	4.	**Consent Agenda** a) April 2022 Meeting Minutes b) April 2022 Vouchers
1:20	5.	**Toll Credits Policy** *(Kylee Jones)*
1:30	6.	**Alternate Meeting Location** *(Lois Bollenback)*
		FOR INFORMATION AND DISCUSSION
1:35	7.	**2022 Transportation Planning Presentation Series: Equity** *(Michael Redlinger)*
1:55	8.	**Transportation Improvement Program: Obligation Target Update** *(Kylee Jones)*
2:00	9.	**Transportation Technical Committee Draft Resolution and Bylaws** *(Ryan Stewart)*
2:05	10.	**Division*Connects* Update** *(Jason Lien)*
2:20	11.	**Board Member Comments**
2:30	12.	**Adjournment**

AGENDA ITEMS IN BLUE TYPE MAD MEETING PRESENTATIONS; ALL HAVE BEEN COMBINED INTO THE FOLLOWING DOCUMENT.

Toll Credits

SRTC Board of Directors

Kylee Jones, Associate Transportation Planner III

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Action Item

May 12, 2022

Background

Toll Credits are a federal program that reward states who raise revenue through tolling facilities and spend those revenues on projects.

WA State has tolling facilities and therefore are awarded toll credits.

In April 2022, WSDOT updated their Toll Credit policy to make credits available for MPO use through 2026.

How they work

- Toll credits provide a way to eliminate the need for 13.5% required local match on a project.
- Using toll credits, SRTC would fund projects at 100% rather than at the typical 86.5% within our funding programs. Toll Credits are used behind the scenes to fill in that required 13.5%.
    - SRTC may not be able to leverage funding as far.
    - Toll Credits are not extra cash to the region. Applied from the existing pot of SRTC funding.

What we heard

Use of Toll Credits under limited circumstances:

1. To meet yearly obligation target

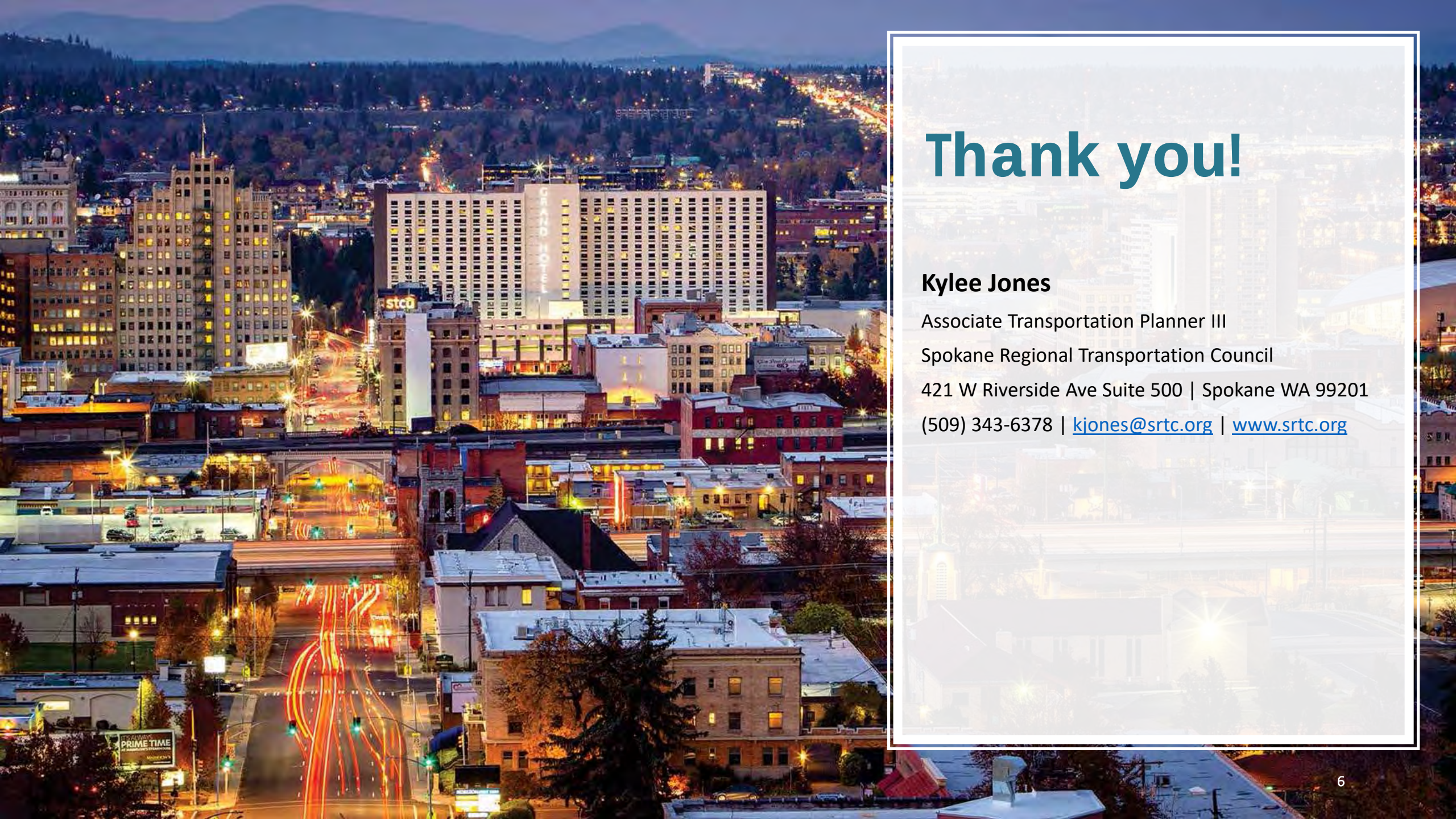
2. Support small towns/cities under a population of 5,000

Requested Action

Recommend Board approval of the following draft Toll Credit Policies:

1. SRTC may use Toll Credits to increase the federal share of a project to meet TIP obligation delivery targets. If utilized, available funds will be distributed across eligible projects or agencies.

2. SRTC may use Toll Credits for small towns under 5,000 population to replace local match for projects funded by Surface Transportation Block Grant (STBG) and STBG-Set Aside (Transportation Alternative) funding.



Thank you!

Kylee Jones

Associate Transportation Planner III

Spokane Regional Transportation Council

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Equity

2022 Discussion Series

SRTC BOARD OF DIRECTORS

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MAY 12, 2022

Purpose

Educate	Build a deeper understanding of topics
Dialogue	Dialogue and exchange ideas to advance transportation in the region
Identify	Identify transportation needs and future planning activities
Develop	Develop legislative policy positions and funding strategies
Refine	Refine metrics for project prioritization

SRTC

Unified List of Regional Transportation Priorities

SORTED BY OVERALL MTP CONSISTENCY WITHIN EACH PROJECT STATUS CATEGORY

Spokane Regional Transportation Council
Approved by the SRTC Board of Directors on November 11, 2021

			PROJECT SCREENING CRITERIA							
				MTP CONSISTENCY CRITERIA					EMPHASIS AREAS	
PROJECT TITLE	AGENCY	UNFUNDED AMOUNT	PROJECT STATUS	ECONOMIC VITALITY	OPERATIONS, MAINTENANCE & PRESERVATION	STEWARDSHIP	QUALITY OF LIFE	SAFETY	EQUITY	CLIMATE CHANGE
Project Implementation Category										
PINES ROAD/BNSF GRADE SEPARATION Grade separation and multi-lane roundabout	Spokane Valley	$ 19,300,000	●	●	●	◐	●	●		✓
DOWNTOWN ALTERNATIVE TRANSPORTATION IMPROVEMENTS Completes various gaps in the City's pedestrian/bicycle network	Airway Heights	$ 792,000	◕	◑	●	◐	●	◐	✓	
PACIFIC AVENUE GREENWAY Bike/ped safety improvements	Spokane	$ 3,900,000	◕	◑	◐	◐	●	●	✓	
I-90 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATION IMPROVEMENTS (TSMO) Various projects from SR 904 to Idaho state line	WSDOT	$ 20,000,000	◕	◑	●	◐	◑	●		✓
AIRPORT DR AND SPOTTED RD REALIGNMENT AND INTERCHANGE Realign roadway and construct grade-separated interchange	Spokane International Airport	$ 19,300,000	●	◑	◐	◐	●	●		
INDUSTRIAL SUBAREA CONNECTIVITY PROJECT Extends and improves Russell St from US 2 to McFarlane Rd	Airway Heights	$ 2,764,500	◕	●	●	○	●	◐		
WEST PLAINS CONNECTION Multimodal corridor improvement project	Airway Heights / Spokane	$ 22,375,000	●	●	●	○	●	◐		
BIGELOW-SULLIVAN CORRIDOR FREIGHT MOBILITY & SAFETY PROJECT Reconstruction and widen to 4-lane arterial w/ITS improvements	Spokane County / Spokane Valley	$ 34,000,000	●	◑	◐	○	●	●		
STA FLEET ELECTRIFICATION Replace 20 diesel coaches w/40' battery electric buses	Spokane Transit Authority	$ 21,600,000	●	◑	●	●	○	○	✓	✓
MILLWOOD TRAIL—NORTH SPOKANE CORRIDOR TO FELTS FIELD New shared-use trail	Spokane	$ 5,700,000	◕	○	◐	◐	●	◐	✓	
BARKER CORRIDOR IMPROVEMENTS - PHASE I Reconstruct and widen to 3- to 5-lane arterial from Mission Ave to City Limits	Spokane Valley	$ 12,900,000	●	◑	◐	◐	◑	◐		

SRTC

Unified List of Regional Transportation Priorities

PROJECT SCREENING CRITERIA

Projects evaluated based on the following screening criteria factors:

PROJECT STATUS

Design • Right-of-way • Environmental • Percent funded • In existing plan or study

MTP CONSISTENCY

ECONOMIC VITALITY
Located on Regional Freight Priority Network and/or provides access within or between two or more regional activity centers • Increases redundancy in areas of limited connectivity*

OPERATIONS, MAINTENANCE & PRESERVATION
Incorporates TDM or TSMO solutions; or project improves capacity without adding travel lanes or roadways • Improves NHS bridge or pavement condition; or project contributes to meeting STA's adopted public transit asset management targets

STEWARDSHIP
Avoids increasing SOV travel lanes or prevent expanding roadway capacity • Implements electrification strategies

QUALITY OF LIFE
Increases transit or active transportation access or service frequency • Increases transit or active transportation access, or service frequency, to areas of potential disadvantage

SAFETY
Incorporates appropriate countermeasures to address safety issues, or contribute to STA safety targets • Identified in a state or local plan, or an approved prioritized list of safety projects

**Areas of limited connectivity defined as those lacking the infrastructure necessary to support either federal functional classification spacing guidelines and/or transit in areas currently lacking service.*

PROJECT EMPHASIS AREAS

EQUITY	Project developed with a main emphasis on benefiting an area of potential disadvantage
CLIMATE CHANGE	Project developed with a main emphasis on reducing air quality emissions and vehicle hours traveled (VHT)

Timeline

January
MPO Purpose

February
Quality of Life

March
Safety

April
Stewardship

May
Equity

June
Funding

July
Land Use & Transportation

August
Transportation System Maintenance and Operations (TSMO)

September
Economic Vitality

October
Prioritization Strategy

November
Review Priority List

December
Approve Priority List

What is Equity

Equity is defined as "just and fair inclusion into a society in which all can participate, prosper, and reach their full potential. Unlocking the promise of the nation by unleashing the promise in us all." – APA Policy Guide

Fairness with which impacts, such as benefits and costs, are distributed

Safe, full access benefits of transportation system for all

Counter legacy of discriminatory planning policy

MPO Responsibilities

Title VI:

- Agency is required to ensure no person – on ground of race, color, national origin – is excluded from participation in, denied benefits of, or subjected to discrimination under any program or activity receiving federal dollars.
- Additional federal regulations guiding Title VI compliance include the Americans with Disabilities Act (ADA) of 1990, Age Discrimination Act of 1975 and others.

MPO Responsibilities

Executive orders prescribe actions to address **environmental justice (EJ)** in minority, low-income, and limited English proficiency populations (#12898, 1994; #13166, 2000).

- Key EJ Principles…

  I. Avoid, minimize, mitigate disproportionate health and env impacts

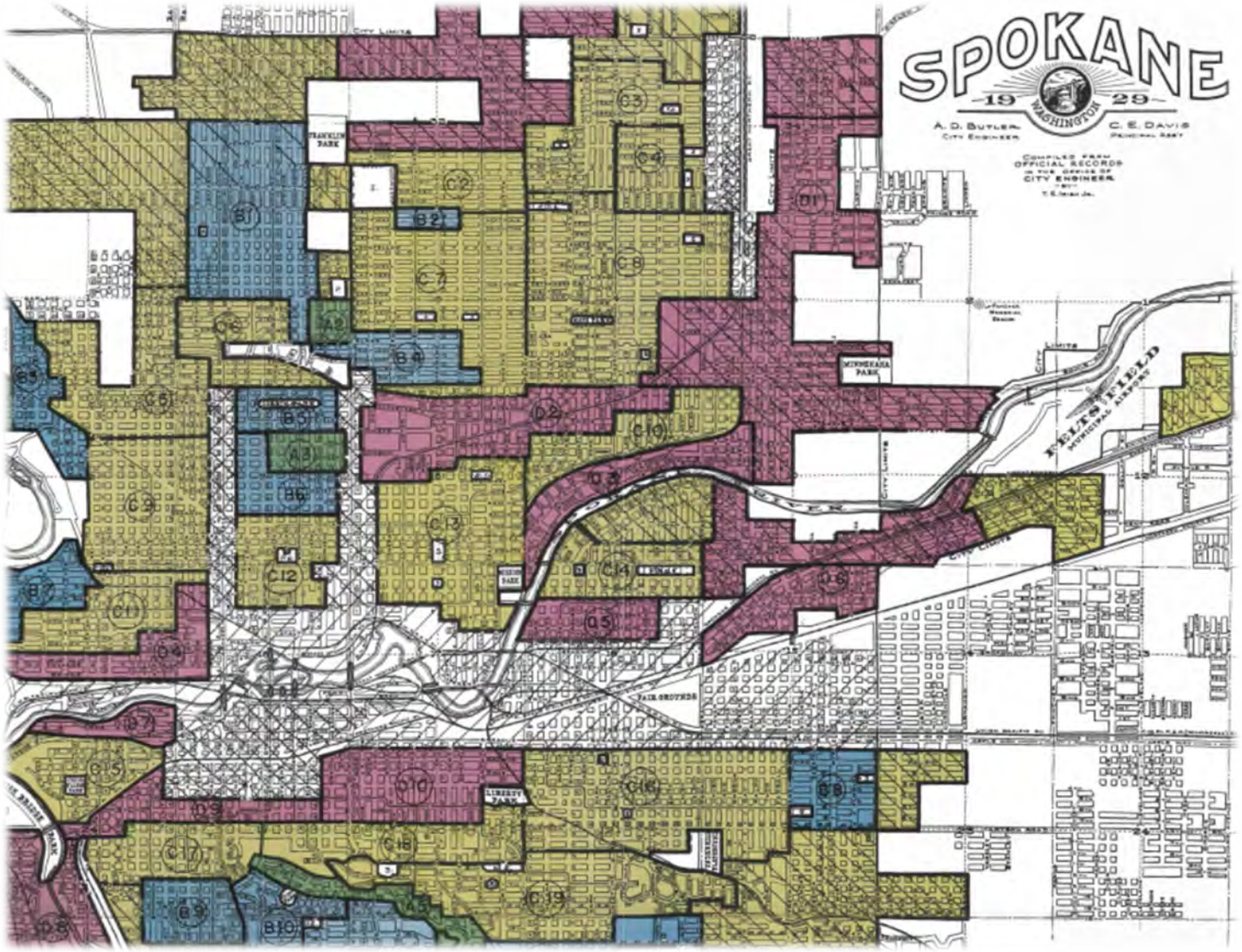
  II. Ensure full and fair participation

  III. Prevent denial, reduction, delay in receipt of benefits

MPO Responsibilities

WA State: Healthy Environment for All (HEAL) Act

Defines environmental justice in state law and outlines how agencies should consider community needs and environmental justice (EJ) in their work.

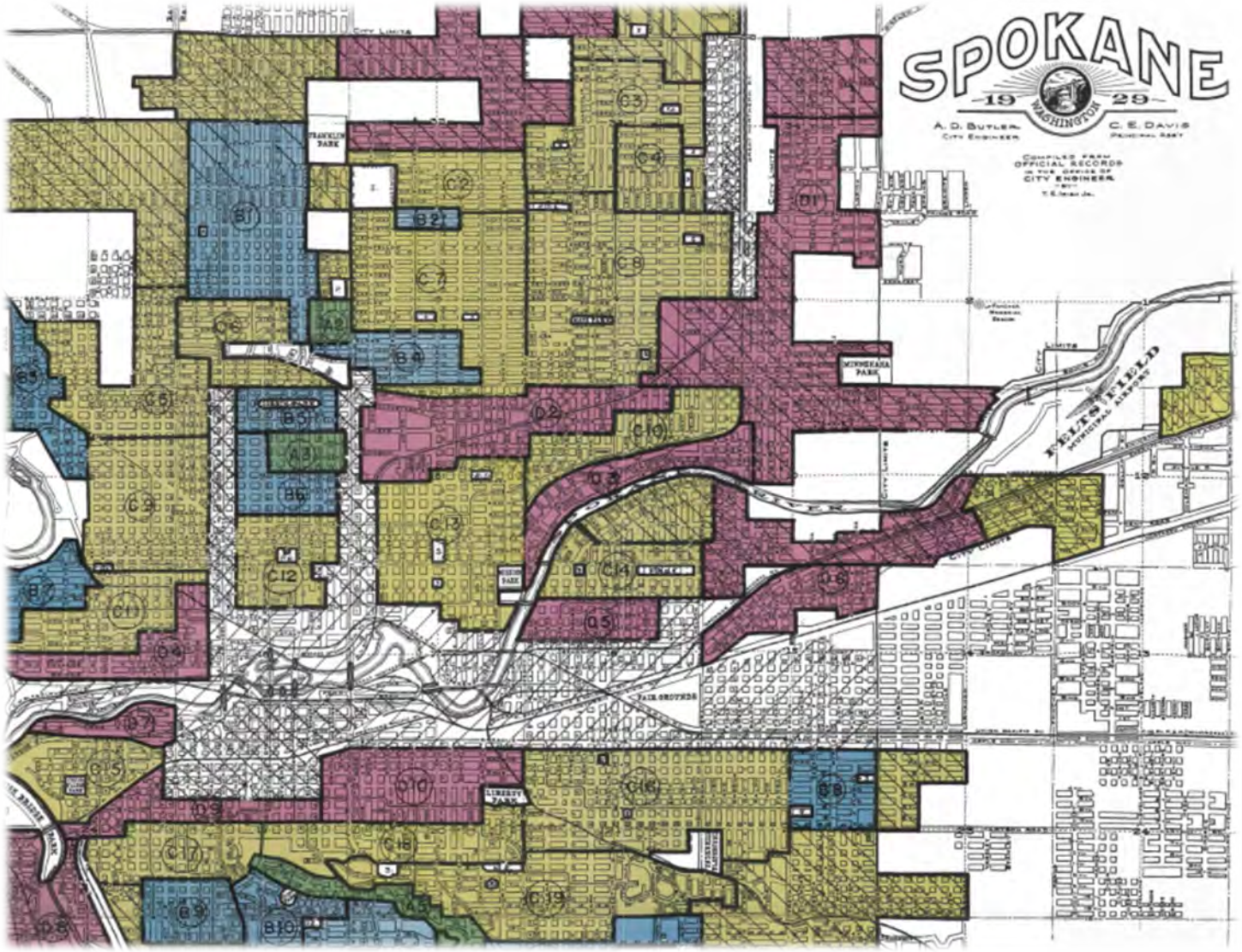


Importance of Equity

Need to counter legacy of inequitable planning policy…

Red-lining and long-term impact of lowest-cost land acquisition.

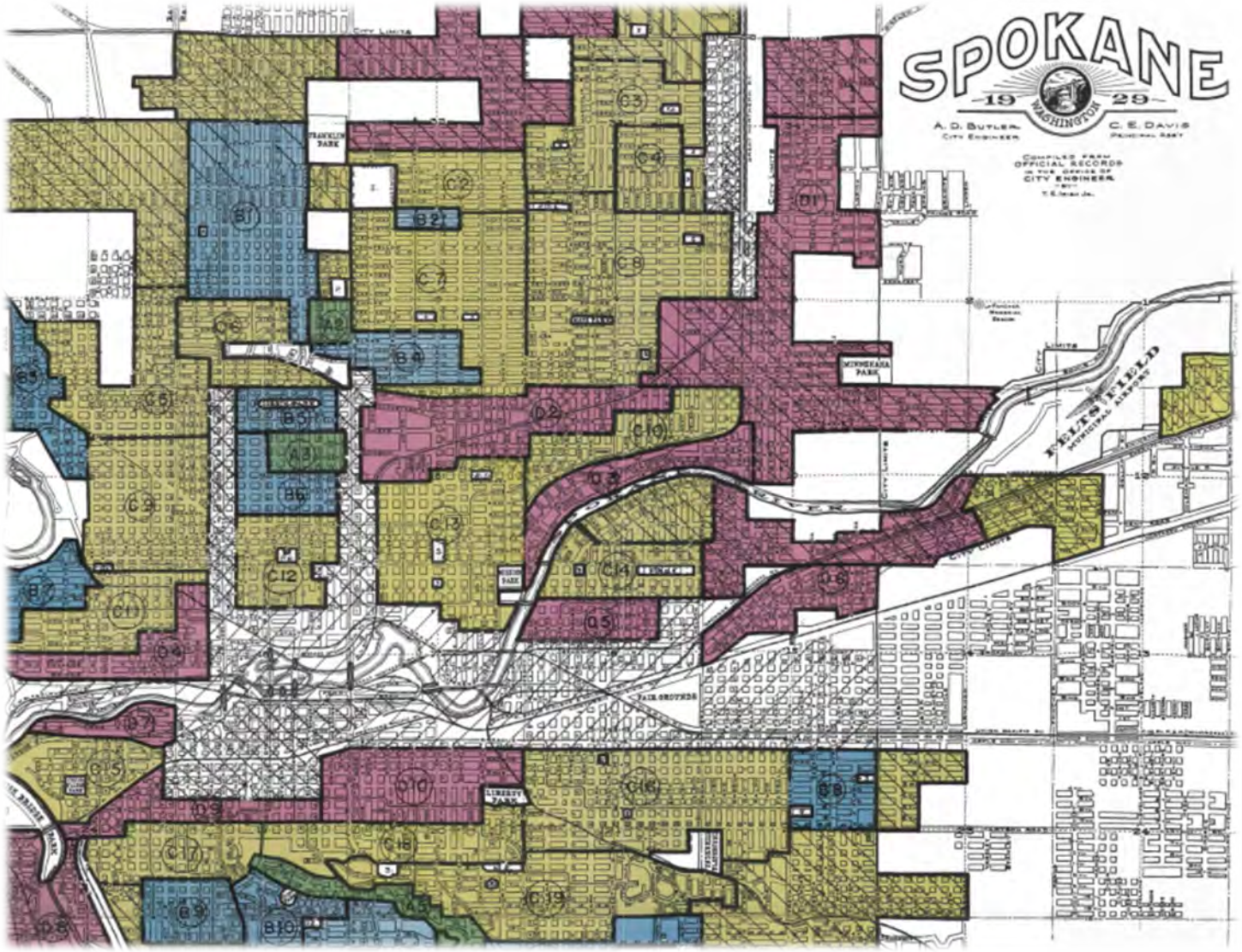
The US General Accounting Office found in 1983 that 3 out of 4 hazardous waste landfills examined were located in communities where African Americans with families below poverty level made up at least 26% of the population.



Importance of Equity

A 2013 study on the size, distribution, and demographics of populations living near high-volume roadways found that poorer and nonwhite communities were disproportionately represented near high traffic volumes and densities.

(Rowangold, 2013)



Importance of Equity

Non-white and low-income neighborhoods are 50% less likely to have a recreational facility in their community than are white and high-income neighborhoods.

(The National Recreation and Park Association, 2012)

Horizon 2045 Regional Profile

METRIC	DEFINITION	UNITED STATES	WASHINGTON STATE	SPOKANE COUNTY
Low Income	Percent of Individuals with Incomes Below 200% of the Federal Poverty Level	**31.9**	**26.9**	**33.2**
Minority	Percent of Population Belonging to a Racial and/or Ethnic Minority Group	**38.9**	**30.9**	**15.1**
Language	Percent of Households with Limited English Proficiency	**4.4**	**3.8**	**1.3**
Vehicle Access	Percent of Households with No Vehicle Access	**8.7**	**6.9**	**7.3**
Elderly and Youth	Age Dependency Ratio: Under 18 or 65 and Over	**61.4**	**59.0**	**60.6**
Disabled	Percent of Noninstitutionalized Population with a Disability	**12.6**	**12.6**	**12.6**

Importance of Equity

Why is equity important...

- Building fair and resilient foundations
- Equitable growth important for economic future
- Understand and mitigate possible impacts on vulnerable or disadvantaged populations
- Importance of outreach efforts to "hard to reach" communities
- Right to "live, work, and play" in a safe, clean environment.

Geographic Equity

Geographic equity: Fair distribution over space + geographic features

Where you live has a direct impact on your ability to access health, safety and opportunity.

Rural/urban divide: proximity to urban resources

Other disparities… e.g. distribution of active trans facilities, distribution of services in city et al.

Racial Equity

Legacy of racial discrimination

Equal opportunity as a principle:

- All individuals, regardless of their race, an equal opportunity in education, employment, and politics.

Ideal – race no longer predicts outcomes

Social Equity

Many people with different needs, different structural realities

- All Ages
- All income levels
- Disability status
- English ability

Just and fair inclusion: Safe transportation system with access to benefits for all…

Unified List of Regional Transportation Priorities (ULRTP)

Single check box for equity…

Project developed with a main emphasis on benefiting an area of potential disadvantage.

SRTC

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Unified List of Regional Transportation Priorities (ULRTP)

Initial analysis process…

Is project in area of potential disadvantage?

- Does the project increase transit or active transportation access, or service frequency, to areas of potential disadvantage?
- Does the project incorporate appropriate countermeasures to address existing safety issues or contribute to STA meeting adopted Public Transit Safety Targets and address areas of potential disadvantage?

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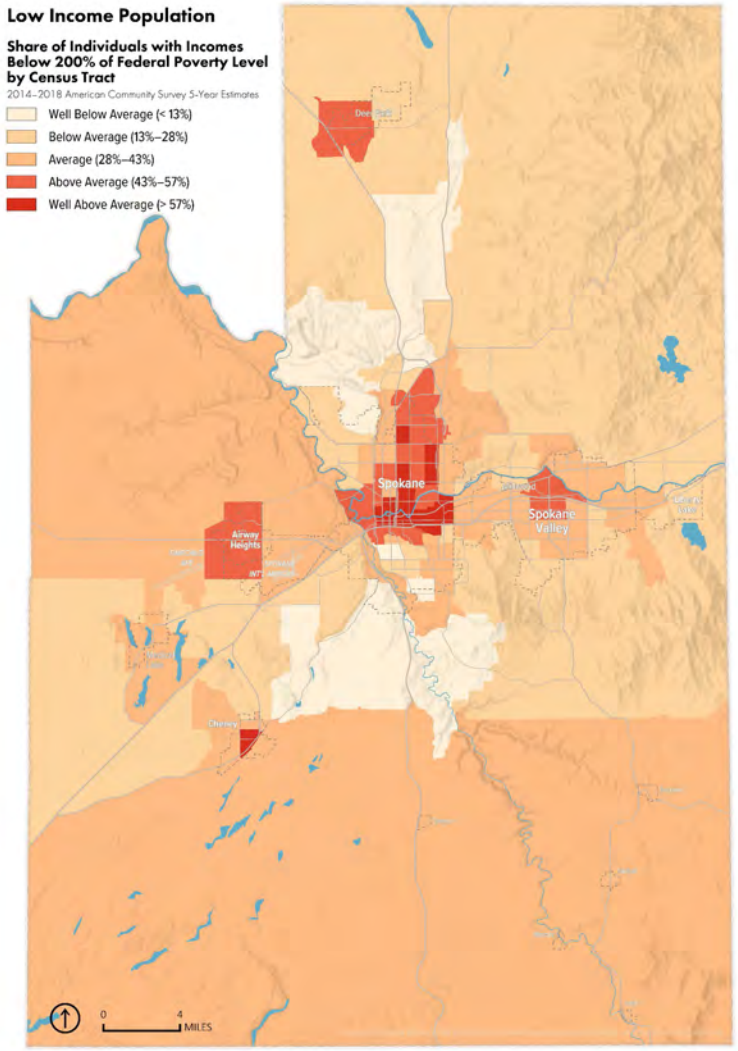


Equity in Horizon 2045

Six Indicators of Potential Disadvantage (IPDs):

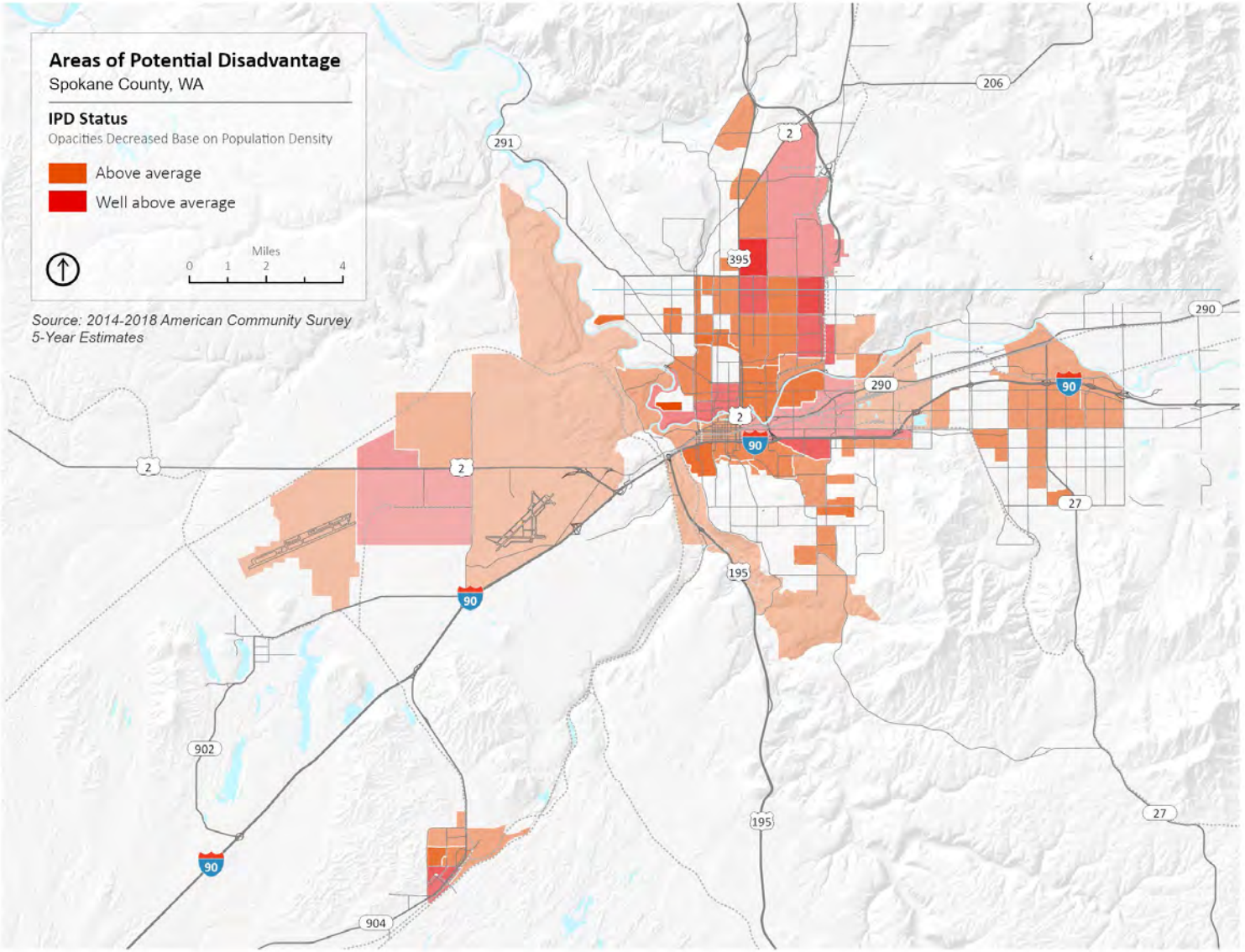
- Low Income
- Minority
- Language
- Vehicle Access
- Elderly and Youth
- Disability

Compared prevalence of each to regional average.

Identified Areas of Potential Disadvantage (APDs) within Spokane County

Spokane County

Areas of Potential Disadvantage (APDs)



Equity and SRTC's Public Participation Plan (PPP)

SRTC updated Public Participation Plan in 2021

Increased focus on outreach and public engagement

Emphasized need for tailored outreach to historically excluded and potentially disadvantaged communities

Developed set of Goals and Strategies for plan implementation

Approved by Board in December 2021

Additionally: Developed tool for staff (Engagement Strategy Template)

Work in Progress: Equity Planning Framework

SRTC developing equity planning framework in 2022.

Recruited group of committee members (TAC/TTC/Board) to meet monthly with SRTC staff developing the framework.

Work group also hearing from guest speakers from other MPOs and community reps

Work in Progress: Equity Planning Framework

- Identify range of potential tools and strategies to incorporate equity into SRTC policy, project evaluation, data needs, and outreach
- From tools and strategies, develop and prioritize a set of specific recommendations and next steps

Unified List of Regional Transportation Priorities (ULRTP)

How can MPOs analyze equity? What else could we look at?

Acquire origin/destination data to identify trips from APDs to key destinations

Differentiate set of equity criteria by project type

Track project investments (by $) within APDs

Percentage of investments (by $) by project type

Potential uses for bike/ped counter data

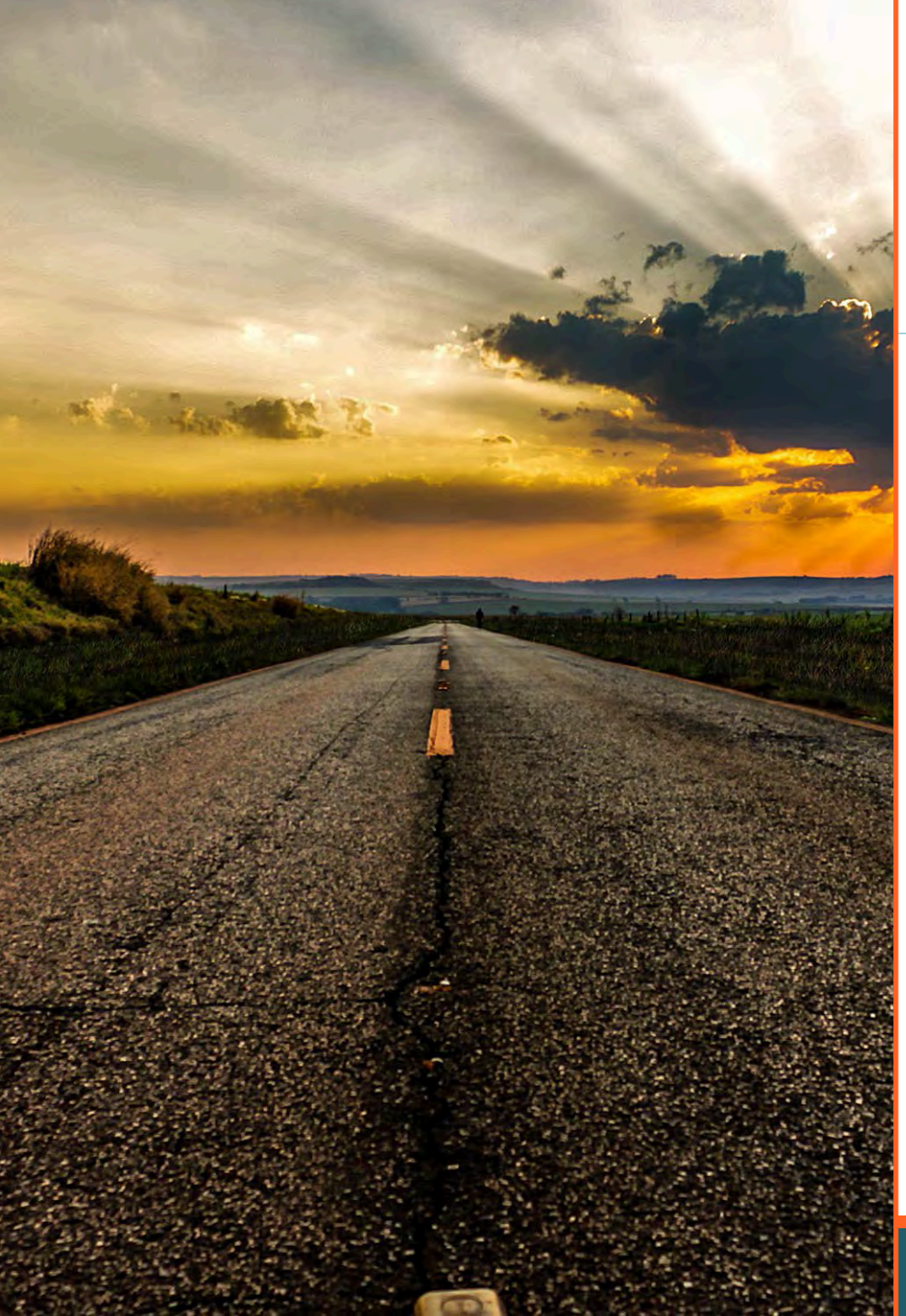
Are there equity-related criteria that could make this process stronger?

2021 Equity Criteria

If project in area of potential disadvantage...

Does the project increase transit or active transportation access, or service frequency, to areas of potential disadvantage?

Does the project incorporate appropriate countermeasures to address existing safety issues or contribute to STA meeting adopted Public Transit Safety Targets and address areas of potential disadvantage?



Discussion

Do the questions we asked as part of the 2021 Unified List process capture measures of equity?

How do you define success in terms of equity? How do we measure that?

Urban v. Rural differences?

Thank you!

Michael Redlinger
Associate Transportation Planner 2
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2022 Transportation Improvement Program (TIP): Obligation Target Update

SRTC Board of Directors

Kylee Jones, Associate Transportation Planner III

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Informational Item

May 12, 2022

Statewide Policy -Obligation Targets

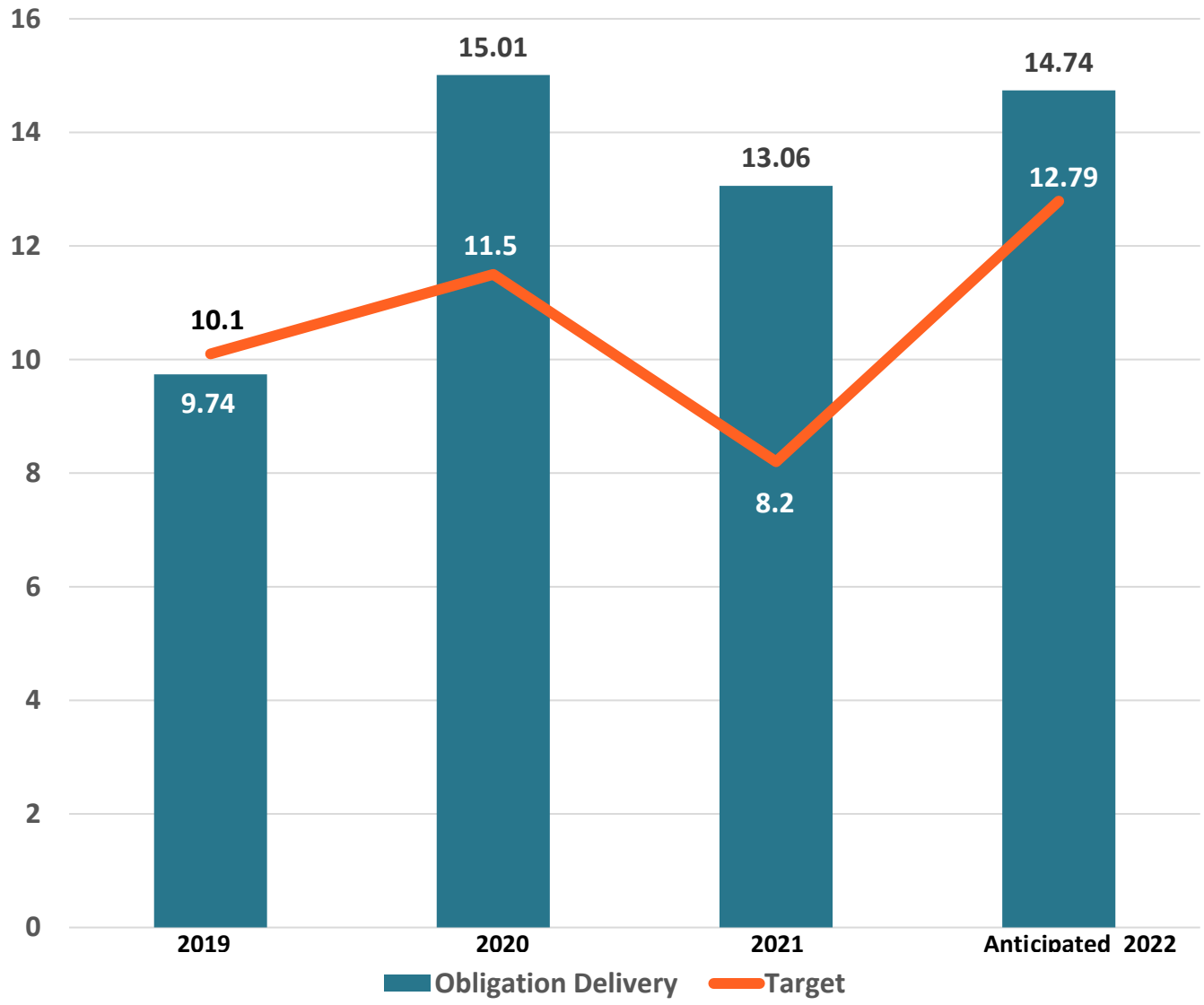
Each year deliver Obligation Target based on allocations from WSDOT

If by June 30th SRTC meets our target this increases SRTC's chance to receive addition obligation authority.

If an MPO region misses targets by Sept. 30th for two consecutive years, funds may be sanctioned

Federal Fiscal Year (FFY)

Obligation Target Tracking



FY 2022 Target -$12.79M

	Anticipated	To Date
Subtotal of Obligations	$14,945,865	$1,559,810
FY 2022 1st Quarter Obligations	$231,536	$231,536
Project Deobligations	($451,242)	($56,599)
Total	$14,735,159	$1,734,747

Current Target Projection

Anticipating delivering our target prior to end of FY 2022

Risk- agreements pending on one project

No additional obligation authority anticipated by WSDOT

New: WSDOT may fund projects experiencing cost escalations

Questions?

Kylee Jones
Associate Planner III
kjones@srtc.org | 509.343-6370

Project Title	Agency	Phase	Program/Anticipated FY 2022 Obligation	Amt. Obligated	Delivery Status
Highway 2 Shared Use Path Gap Project	Airway Heights	PE	$11,371	$10,950	Delivered
Highway 2 Shared Use Path Gap Project	Airway Heights	CN	$217,127		
Washington Street Preservation	Cheney	PE	$34,500	$44,128	Delivered
Washington Street Preservation	Cheney	CN	$376,172		June
E Crawford Preservation	Deer Park	PE	$29,174	$29,174	Delivered
E Crawford Preservation	Deer Park	CN	$470,957		June
Argonne Road Congestion Relief	Millwood	PE	$33,220	$33,220	Delivered
Argonne Road Congestion Relief	Millwood	CN	$2,345,214		July
Driscoll/Alberta/Cochran Sidewalk	Spokane	PE	$130,000	$130,000	Delivered
Haven Street Grind and Overlay*	Spokane	PE	$81,692		June
Maple St Chip Seal*	Spokane	PE	$57,484		June
Spokane Falls Blvd	Spokane	PE	$500,000		June
Thor/Freya from Hartson to Sprague*	Spokane	CN	$1,500,000		June
57th Ave Freya St Roundabout	Spokane Co.	RW	$66,000		May
Brooks Road	Spokane Co.	CN	$2,097,804		July
Commute Trip Reduction Program	Spokane Co.	PL	$294,000		June
Elk Chattaroy Preservation	Spokane Co.	CN	$519,969		June
Little Spokane Connection Rd Pathway	Spokane Co.	CN	$415,400		May
2023 Metropolitan Transportation Planning*	SRTC	PL	$350,000	$350,000	Delivered
Broadway at I-90 Preservation	Spokane Valley	PE	$66,966	$68,335	Delivered
Pines Road/BNSF Garde Separation	Spokane Valley	CN	$2,940,000		June
Pines and Mission Intersection Improvements	Spokane Valley	RW	$166,900		May
Sprague Avenue Preservation	Spokane Valley	CN	$894,003	$894,003	Delivered
Sprague Avenue Preservation	Spokane Valley	CN	$869,112		May
Wilbur Road Sidewalk: Boone to Mission	Spokane Valley	CN	$487,800		May
Subtotal of Obligations			$14,954,865	$1,559,810	
FY 2022 1st Quarter Obligations				$231,536	
Project Closures (count against the balance)				($56,599)	
Obligation tracking to $12,790,000 target				**$1,734,747**	

DivisionConnects Update
5/12/22

SRTC Board

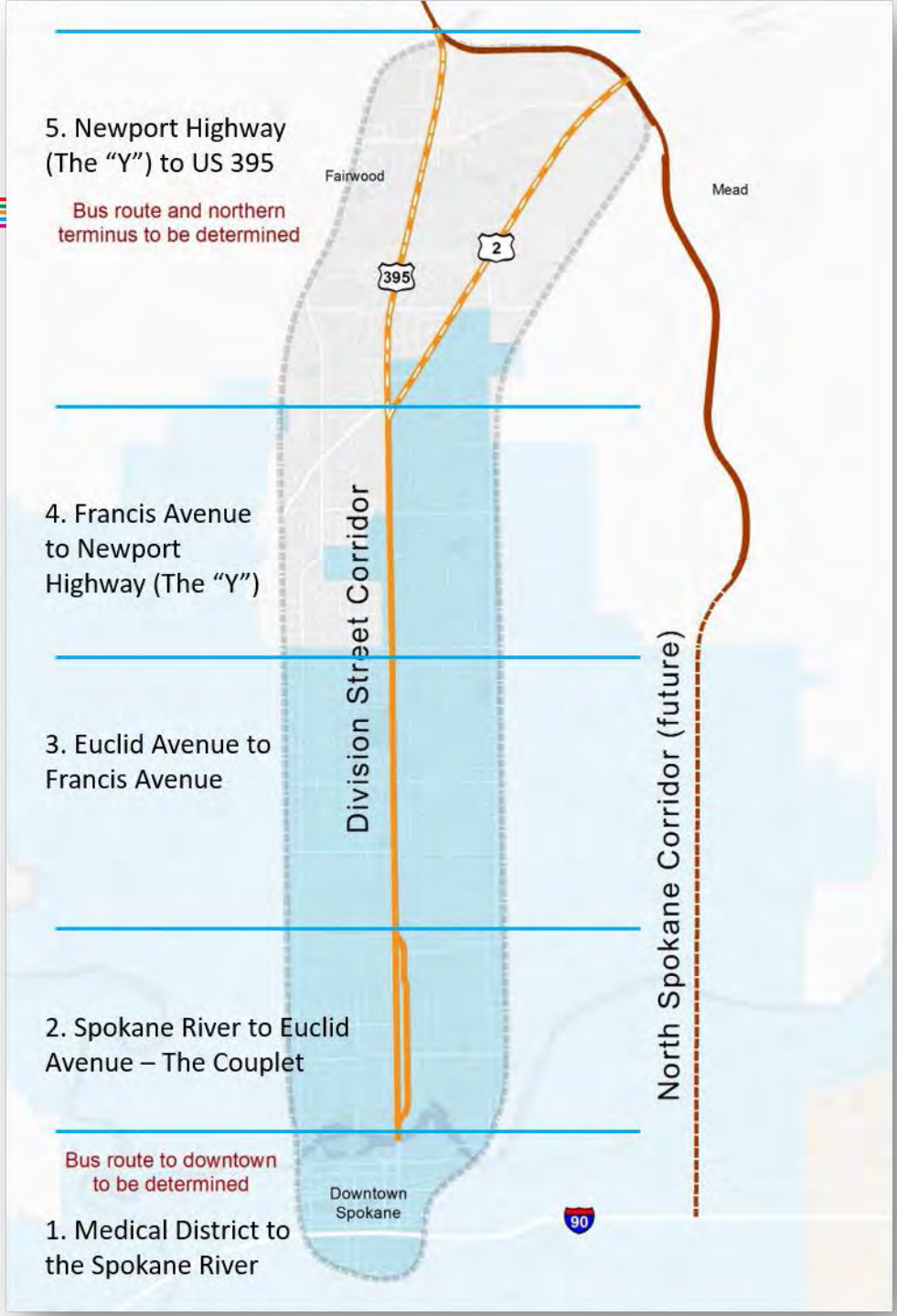
Jason Lien, Principal Transportation Planner

Agenda Item 10, Pg. 23

divisionconnects.org

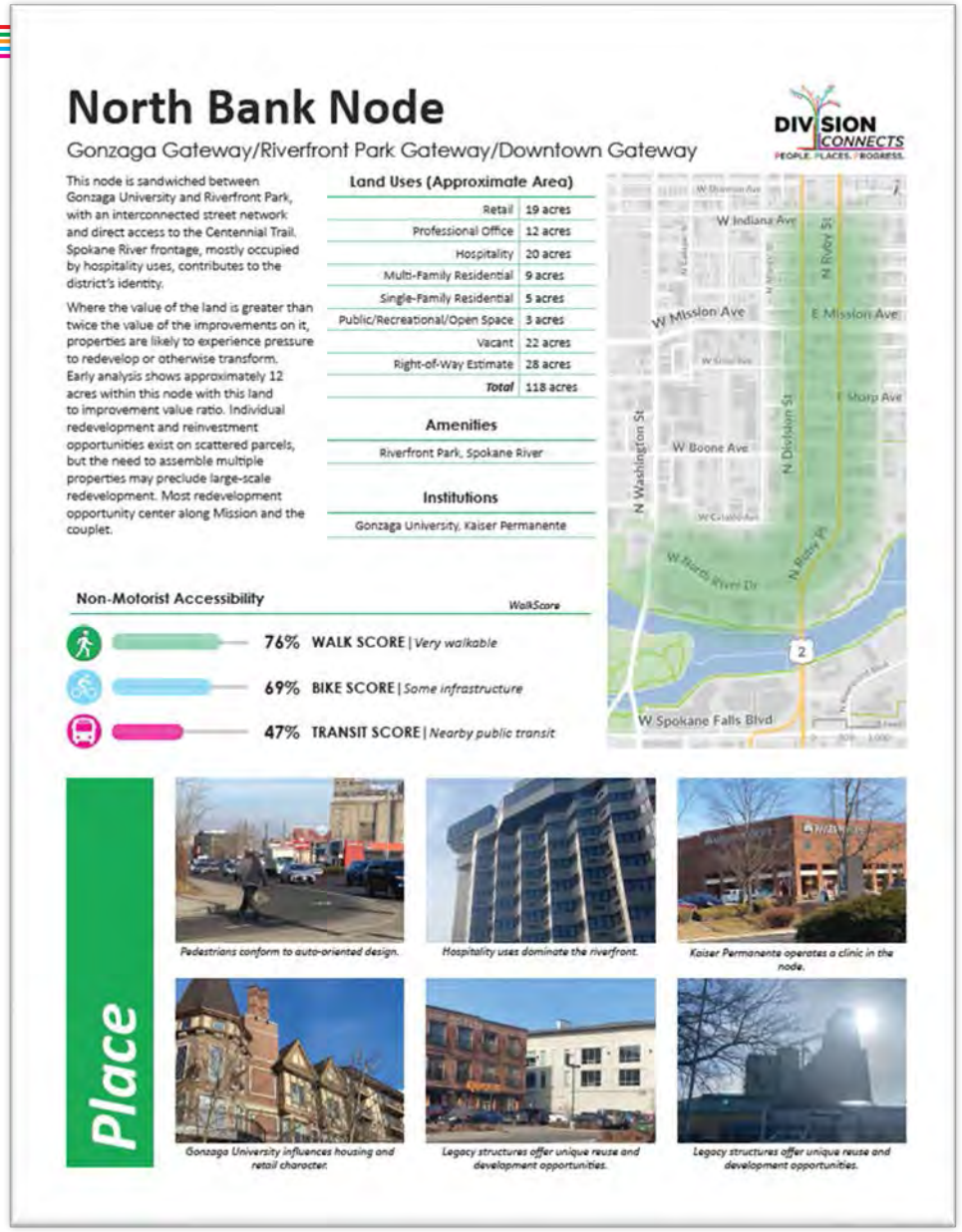
Background

- Launched beginning of 2020
  - Two phases
- Corridor study of Division Street
  - Bus rapid transit (BRT)
  - All transportation modes
  - Relationship to NSC
  - Land use
  - Multi-agency effort



Phase 2 - Land Use Planning

- ☑ Plan document review & BRT Case Studies
- ☑ Public engagement
- ☑ Land Use Node profiles
- ☑ Travel Demand Modeling
- Visual Sourcebook – dev. types



North Bank Node

Gonzaga Gateway/Riverfront Park Gateway/Downtown Gateway

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This node is sandwiched between Gonzaga University and Riverfront Park, with an interconnected street network and direct access to the Centennial Trail. Spokane River frontage, mostly occupied by hospitality uses, contributes to the district's identity.

Where the value of the land is greater than twice the value of the improvements on it, properties are likely to experience pressure to redevelop or otherwise transform. Early analysis shows approximately 12 acres within this node with this land to improvement value ratio. Individual redevelopment and reinvestment opportunities exist on scattered parcels, but the need to assemble multiple properties may preclude large-scale redevelopment. Most redevelopment opportunity center along Mission and the couplet.

Land Uses (Approximate Area)

Retail	19 acres
Professional Office	12 acres
Hospitality	20 acres
Multi-Family Residential	9 acres
Single-Family Residential	5 acres
Public/Recreational/Open Space	3 acres
Vacant	22 acres
Right-of-Way Estimate	28 acres
Total	118 acres

Amenities

Riverfront Park, Spokane River

Institutions

Gonzaga University, Kaiser Permanente

Non-Motorist Accessibility *WalkScore*

76% WALK SCORE | *Very walkable*

69% BIKE SCORE | *Some infrastructure*

47% TRANSIT SCORE | *Nearby public transit*

Place

Pedestrians conform to auto-oriented design.

Hospitality uses dominate the riverfront.

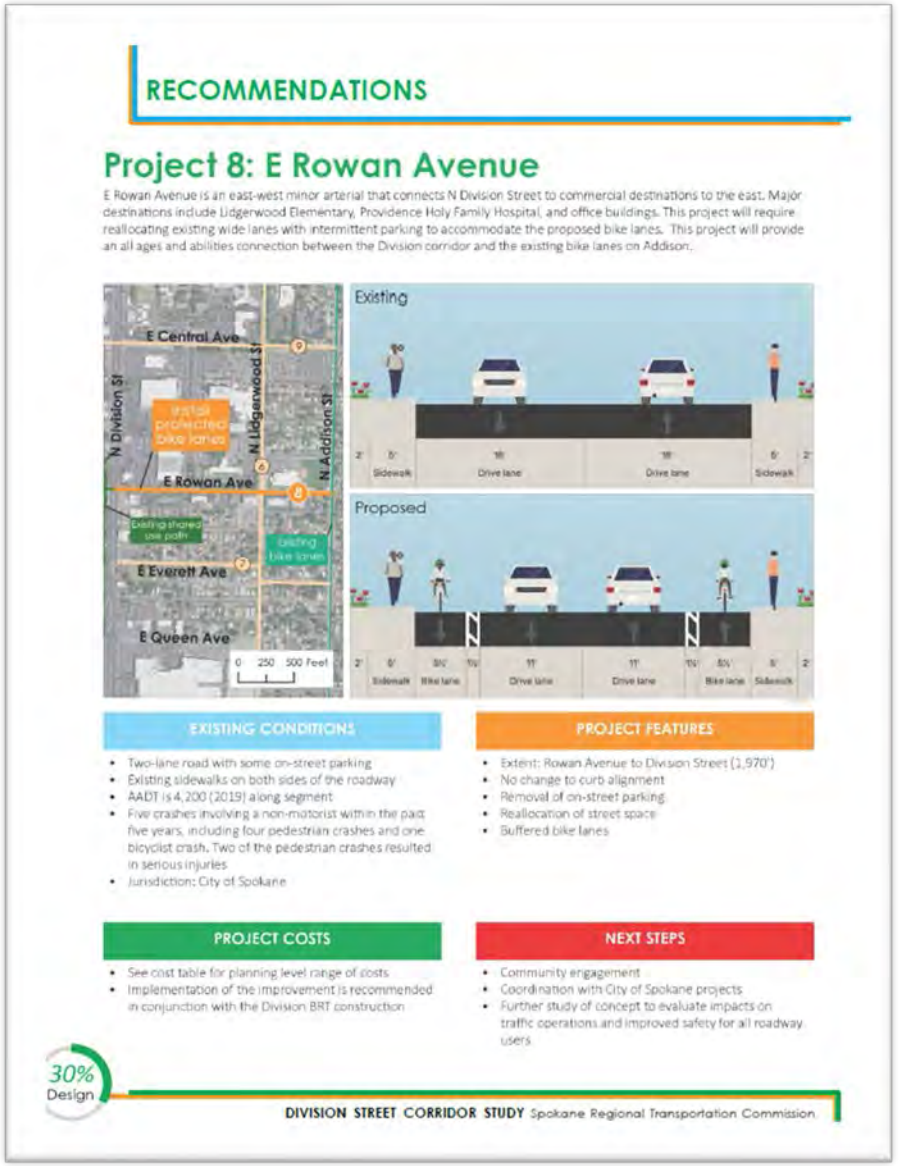
Kaiser Permanente operates a clinic in the node.

Gonzaga University influences housing and retail character.

Legacy structures offer unique reuse and development opportunities.

Legacy structures offer unique reuse and development opportunities.

Phase 2 - Active Transportation Planning



RECOMMENDATIONS

Project 8: E Rowan Avenue

E Rowan Avenue is an east-west minor arterial that connects N Division Street to commercial destinations to the east. Major destinations include Lidgerwood Elementary, Providence Holy Family Hospital, and office buildings. This project will require reallocating existing wide lanes with intermittent parking to accommodate the proposed bike lanes. This project will provide an all ages and abilities connection between the Division corridor and the existing bike lanes on Addison.

EXISTING CONDITIONS

- Two-lane road with some on-street parking
- Existing sidewalks on both sides of the roadway
- AADT is 4,200 (2019) along segment
- Five crashes involving a non-motorist within the past five years, including four pedestrian crashes and one bicyclist crash. Two of the pedestrian crashes resulted in serious injuries
- Jurisdiction: City of Spokane

PROJECT FEATURES

- Extent: Rowan Avenue to Division Street (1,970')
- No change to curb alignment
- Removal of on-street parking
- Reallocation of street space
- Buffered bike lanes

PROJECT COSTS

- See cost table for planning level range of costs
- Implementation of the improvement is recommended in conjunction with the Division BRT construction

NEXT STEPS

- Community engagement
- Coordination with City of Spokane projects
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

30% Design

DIVISION STREET CORRIDOR STUDY Spokane Regional Transportation Commission

Walking / biking projects that support local mobility and BRT access

- ☑ Public engagement
- ☑ AT project cut sheets and designs
- ☑ All Ages & Abilities facility types and strategies

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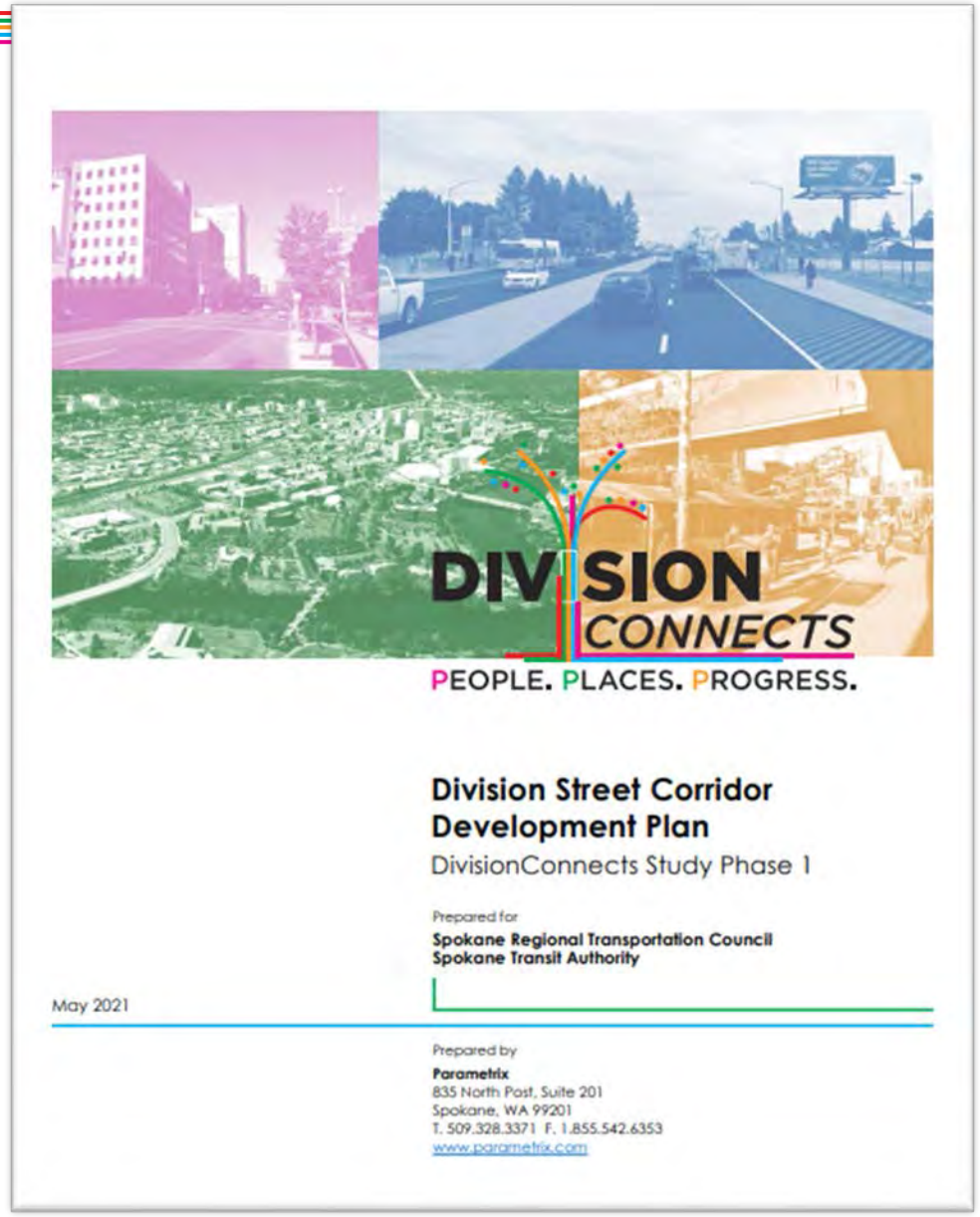
Final Reporting

DivisionConnects Vision & Implementation Strategy



Next Steps

- Finalize report - May
- Review with steering committee on June 21
- SRTC Board presentation in July
- Board action in September

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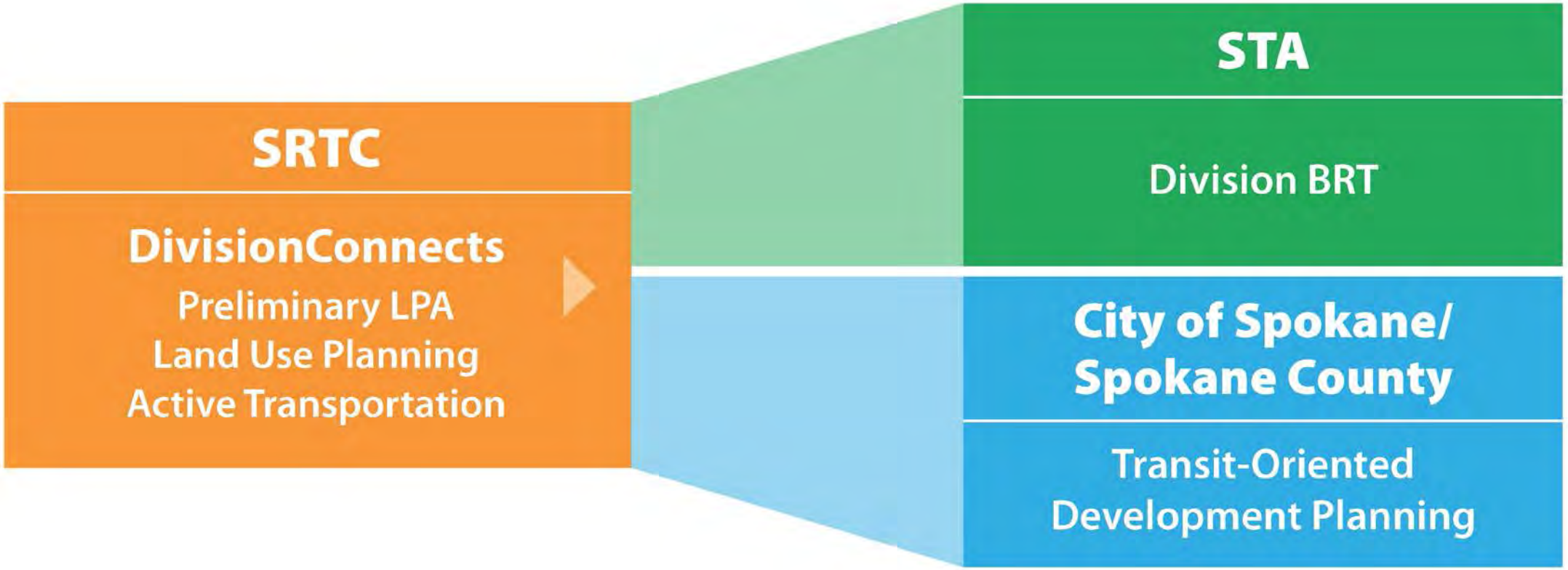
Beyond DivisionConnects



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Thank You

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divisionconnects.org

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Project Schedule – Phase 2

		2022				
		JAN	FEB	MAR	APR	MAY
Division Connects	Transportation Planning					
	Land Use Planning					
	Public Engagement					
	Final Plans					

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Study Structure

Steering Committee

Subset of SRTC/STA Boards

Project Management

SRTC / STA

Agency Partners

WSDOT / City of Spokane / Spokane County

Consultant Team

Led by Parametrix

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Active Transportation Planning

Project Locations

- Geographic distribution
- City/County

Project Types

- Crossings
- Sidewalks
- Bike lanes
- Neighborhood Greenways

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Locally Preferred Alternative

Table 7-1. Draft Locally Preferred Alternative for the Division Street Corridor

ELEMENT	DESCRIPTION
Mode	Fixed guideway BRT using zero-emission 60' buses[a]
Service Level	Weekdays: 10-minute frequency or better Nights and Weekends: 15-minute frequency during most hours of the span
Northern Termini	Short-term: Current Route 25 to Hastings Park and Ride Long-term: New transit center at Farwell and US2
Southern Termini	Spokane Central Business District near the STA Plaza
Alignment	Downtown: To be refined in Preliminary Engineering Couplet: Right-side along Ruby Street and Division Street Mainline: Right-side along Division Street North of "Y:" Short- and long-term phased approach
Station Locations	Major intersections and destinations. All stations will meet ADA accessibility requirements
System Operations	Operating techniques for speed and reliability, such as Transit Signal Priority (TSP), all-door boarding, and near-level platforms
Lane Configuration	Side-running, dedicated BAT lanes for a majority of the alignment, primarily between North River Drive and the "Y"
Other Multimodal Treatments	Protected bicycle facilities, including cycle tracks where practicable, along Ruby Street with pedestrian, ADA, and bicycle improvements throughout the corridor

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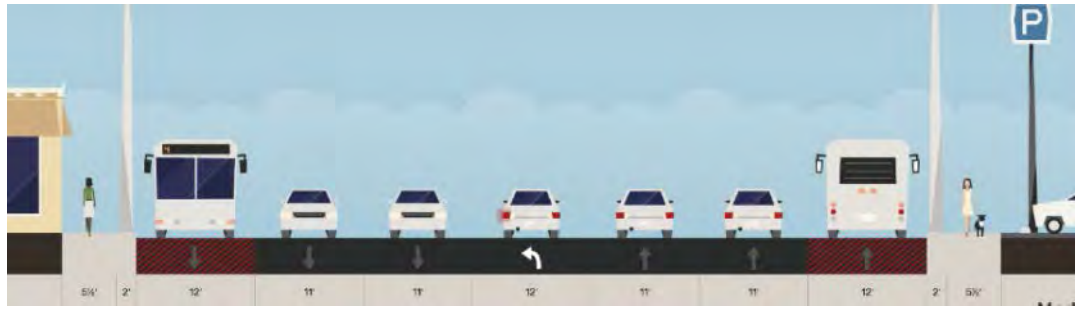
Locally Preferred Alternative

Mainline



Couplet

Division

Ruby

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