

Transportation Technical Committee Meeting

Wednesday, March 22, 2023 | 1:00 PM

Hybrid In-Person/Online Meeting

SRTC Conference Room, 421 W Riverside Ave Suite 504, Spokane WA 99201

On Zoom at:

<https://us02web.zoom.us/j/83689653050?pwd=RlVFby9VSGhWY3gxc2J6L1B4OTJYQT09>

Meeting ID: 836 8965 3050 | Passcode: 876943

By Phone: 1-253-215-8782

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Or find your local number: <https://us02web.zoom.us/j/kcbObUT03U>

Public comments are welcome and can be shared during the meeting or submitted in advance via email to contact.srtc@srtc.org or by mail to 421 W Riverside Ave Suite 500, Spokane WA 99201 or by phone to 509.343.6370. Deadline to submit comments in advance is 10:00am the day of the meeting.

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Transportation Technical Committee (TTC) Meeting Agenda

Wednesday, March 22, 2023 | 1:00 PM

<i>Time</i>	<i>Item</i>	<i>Page</i>
1:00	1 Call to Order / Record of Attendance	
1:02	2 Public Comments	
1:03	3 TTC Member Comments	
1:05	4 Chair Report on SRTC Board of Directors Meeting	
<u>ACTION ITEMS</u>		
1:10	5 Consent Agenda	
	a) February TTC Meeting Minutes	3
	b) 2023-2026 Transportation Improvement Program April Amendment	6
1:15	6 Transportation Performance Management: PM2 Infrastructure <i>(Mike Ulrich)</i>	9
<u>INFORMATION AND DISCUSSION ITEMS</u>		
1:25	7 Transportation Performance Management: PM3 System Performance <i>(Mike Ulrich)</i>	10
1:40	8 Safe Streets for All Grant Update <i>(Mike Ulrich)</i>	11
1:50	9 Equity Working Group <i>(Michael Redlinger)</i>	12
2:00	10 Bicycle Level of Traffic Stress Update <i>(Jason Lien)</i>	15
2:10	11 SFY 2024-2025 Unified Planning Work Program Development Update <i>(Ryan Stewart)</i>	16
2:20	12 Agency Update and Future Information Items <i>(Ryan Stewart)</i>	n/a
2:30	13 Adjournment	

Spokane Regional Transportation Council – Transportation Technical Committee

02.22.2023 | Meeting Minutes

Hybrid Meeting at SRTC, 421 W Riverside Ave Suite 504, Spokane WA 99201 and virtually on Zoom

1 Call to Order/Record of Attendance

Chair Char Kay called the meeting to order at 1:04pm and attendance was taken.

In Attendance

TTC Members

Char Kay, *WSDOT-Eastern Region* (Chair)
 Heather Trautman, *City of Airway Heights* (Vice-Chair)
 Brett Lucas, *City of Cheney*
 Roger Krieger, *City of Deer Park*
 David Williams, *City of Liberty Lake*
 Inga Note, *City of Spokane*
 Colin Quinn-Hurst, *City of Spokane*
 Kevin Picanco, *City of Spokane*
 Adam Jackson, *City of Spokane Valley*
 Jerremy Clark, *City of Spokane Valley*
 Brandi Colyar, *Spokane County*
 Barry Greene, *Spokane County*
 Jami Hayes, *Spokane County*
 Samantha Hennessy, *Spokane Regional Health District*
 Matt Kenney, *Spokane Transit Authority*
 Glenn Wagemann, *WSDOT-Eastern Region*

Guests

Matt Zarecor, *Spokane County*
 Luka Kury, *Horrocks*
 Shauna Harshman, *WSDOT-Eastern Region*
 LeAnn Yamamoto, *CommuteSmartNW*

SRTC Staff

Ryan Stewart, *Principal Transportation Planner*
 Mike Ulrich, *Principal Transportation Planner*
 Jason Lien, *Principal Transportation Planner*
 David Fletcher, *Principal Transportation Planner*
 Kylee Jones, *Assoc. Transportation Planner III*
 Michael Redlinger, *Assoc. Transportation Planner II*
 Lois Bollenback, *Executive Director*
 Eve McMenamy, *Deputy Executive Director*
 Julie Meyers-Lehman, *Admin-Exec Coordinator*

TTC Alternate Members

Mike Tresidder, *Spokane Transit Authority*

2 Approval of January 2023 TTC Meeting minutes***Mr. Clark made a motion to approve the minutes as presented. Ms. Note seconded. Motion passed unanimously.*****# 3 Public Comments**

There were no comments.

4 TTC Member Comments

Members shared information about projects/programs in their jurisdiction/agency.

5 Chair Report on SRTC Board of Directors Meeting

Chair Kay provided an overview of Board action and discussions at their 2/9/23 meeting.

ACTION ITEMS**# 6 2023-2026 Transportation Improvement Program March Amendment**

Ms. Jones said the proposed amendment consists of the addition of the City of Spokane's Arterial Pedestrian Hybrid Beacons project. There were no questions or discussion.

Mr. Wagemann made a motion to recommend Board approval of the March amendment. Mr. Jackson seconded. Motion passed unanimously.

7 Carbon Reduction Program (CRP): Urban Funding Allocations

Ms. Jones reported on the new 5-year federal formula funding program for projects that reduce vehicle emissions; it is divided into three suballocations for SRTC, Urban, Urban Small, and Rural. Based on the Board approved project contingency list, the 2023 TIP Guidebook contingency funding policies, and input from the TIP Working Group the list of proposed projects to receive the CRP Urban 2022-2026 allocations are (1) Fish Lake Trail-Phase 2 PE (2) Millwood Trail-Children of the Sun Trail to Fancher PE (3) Fish Lake Trail-Phase 1 CN.

Members discussed at length. Comments included:

- TIP Guidebook Policy 4.7 and Policy 6.8 do not specify that the contingency funding policy must apply available funding to the project list from the top down.
- Although the policies do not specify top-down funding, the contingency project list is ranked. The list was reviewed by the TTC and approved by the Board, so it makes sense to fund from the top down; otherwise, there is no purpose for ranking the projects.
- CRP allocations for 2022/2023 must be obligated by 6/1/23, so there is a sense of urgency. The proposed projects are able to obligate within that timeframe.
- Discussion about assigning the 2022-2026 urban allocations as soon as possible rather than waiting to assign the 2024-2026 in the future.
- Concern was expressed about applying regional equity considerations for some funding processes (such as the 2024-2026 Call for Projects and the Contingency Funding Process) but not for others.
- At their last meeting, the TIP Working Group members discussed the proposed set of projects for the CRP funding but a consensus was not reached.
- \$3.1M for CRP Urban over a five-year period isn't really a very large amount when compared to the total of the regional federal funds (STBG, CMAQ, TA, HIP, & HIP- CRRSSA) distributed by SRTC.

Ms. Note made a motion to recommend Board approval of the set of projects to receive Urban CRP allocations for 2022-2026 as shown. Mr. Picanco seconded. The motion passed with 9 votes in favor, 7 votes against, and 1 abstention.

INFORMATION & DISCUSSION ITEMS

8 Congestion Management (CMP) Introduction

Mr. Fletcher spoke about the recent launch of the process to update the CMP, which was approved in 2014. He outlined the eight-step update process, which is scheduled to conclude by the end of the year. A multi-jurisdictional CMP Working Group will be established to assist in setting regional objectives, performance metrics, network evaluation, etc. Multiple members said their agency/jurisdiction would participate. Information about the update will be shared with the TTC, TAC and Board throughout the year.

9 Transportation Performance Management: PM2 Infrastructure

Mr. Ulrich shared the requirements of the MPO to set performance targets in the metropolitan planning area for percentage of NHS bridges classified as in good condition and percentage of NHS bridges classified as in poor condition. He presented data about the 305 bridges within the planning area and how conditions have changed since 2013. Mr. Ulrich summarized the pavement condition performance measures.

Similar to the safety targets, MPOs are given the choice to agree to plan and program projects that support WSDOT's statewide targets or set region specific quantifiable targets. He emphasized that agreeing to plan and program projects that support the state targets does not mean the adoption of a quantifiable target. Targets must be selected and forwarded to WSDOT by 6/14/23. The Board will be asked to take action in April.

There was discussion about challenges in evaluating pavement condition on a regional basis because each jurisdiction has different methods of collection and rating.

10 Agency Update and Future Information Items

Mr. Stewart notified the group about WSDOT's Bridge Call for Projects, which has about \$150M of funding available. He spoke about upcoming congressional directive spending opportunities and offered assistance to any member agency needing help with applications or support. There will be slight changes to upcoming TTC agendas by adding a consent agenda for routine items, such as meeting minutes and TIP amendments. Mr. Stewart pointed out that any TTC member can request that a consent agenda item be considered separately.

Mr. Ulrich announced that that SRTC will be sending out data requests to member agencies for building permit information to be used in the land use update and demonstrated the online response tool.

11 Adjournment

There being no further business, the meeting adjourned at 2:38pm.

Julie Meyers-Lehman, Recording Secretary

To: Transportation Technical Committee

03/15/2023

From: Kylee Jones, Associate Transportation Planner III

TOPIC: 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) APRIL AMENDMENT

Requested Action:

Recommend Board approval of the 2023-2026 Transportation Improvement Program April amendment.

Key Points:

Three member agencies have requested an amendment to the 2023-2026 TIP for the following project. See the **Attachment** for more details.

<u>Agency</u>	<u>Project</u>
City of Spokane	<ul style="list-style-type: none">• Fish Lake Trail – Phase 1• Fish Lake Trail – Phase 2• Millwood Trail – Children of the Sun Trail to Fancher
Spokane County	<ul style="list-style-type: none">• Coulee Hite Railroad Safety Project• Argonne Rd. And Upriver Drive Intersection Improvement
Spokane Valley	<ul style="list-style-type: none">• Sullivan/Trent Interchange Design

Board/Committee Discussions:

This is the first discussion of the 2023-2026 TIP April amendment by the TTC.

Public Involvement:

The proposed amendment was published for a public review and comment period from 03/15/23 through 03/24/23. On 03/15/23 notice of the amendment was published in the Spokesman Review, posted to the SRTC website (www.srtc.org), and posted to social media platforms. All public comments received will be presented to the Board prior to any action taken.

Staff Contact: Kylee Jones, SRTC | kjones@srctc.org | 509.343.6370

Supporting Information**TOPIC: 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MARCH AMENDMENT**

- The TIP is a programming document that identifies specific projects and programs to be implemented during the upcoming four years. Any project with federal funds from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA), as well as any regionally significant projects, must be included in the TIP.
- After a TIP has been incorporated into the Washington State TIP (STIP), project changes can be requested by local agencies. Minor changes can be made administratively by SRTC staff. Significant changes must be made through the amendment process, which requires a 10-day public comment period and action by the SRTC Board of Directors.
- The TIP serves as an important tool in implementing the goals, policies, and strategies identified in Horizon 2045, SRTC's long-range plan. As such, any projects included in the TIP, including projects added through monthly amendments, must be consistent with Horizon 2045.
- Consistency with Horizon 2045 includes a demonstration of financial constraint and conformity with regional air quality plans. The proposed February amendment has been reviewed by SRTC staff for compliance with federal and state requirements and consistency with Horizon 2045.
- TIP amendments must be approved by the SRTC Board to be incorporated into the Washington State TIP (STIP). Projects receiving federal funds must be in both the TIP and the STIP to access those funds.
- Pending approval by the SRTC Board, the March amendment will be incorporated into the STIP on or around 04/21/2023.

2023-2026 Transportation Improvement Program

April Amendment (23-04)

Agency	Project Title Amendment Description	Funding Adjustment		Amendment	
				New Project	Existing Project
Spokane	Coulee Hite Railroad Safety Project	Federal (HSIP)	\$ 929,000	✓	
County	Install railroad advanced warning sign, flashing beacon, and red flashing light signal	Local	\$ -		
		Total	\$ 929,000		
Spokane	Sullivan/Trent Interchange Design	Federal (NHFP)	\$ 2,552,000		✓
Valley	Updated design (PE) total and added NHFP funding	Fed(CRRSAA(UL)	\$ 1,367,500		
		Local	\$ 611,714		
		Total	\$ 4,531,214		
City of	Fish Lake Trail - Phase 1	Federal (TA)	\$ 787,984		✓
Spokane	Added Carbon Reduction Program (CRP) funding to the construction phase.	Federal (CRP)	\$ 2,291,720		
		Local	\$ 945,052		
		Total	\$ 4,024,756		
City of	Fish Lake Trail - Phase 2	Federal	\$ 650,250	✓	
Spokane	New project added to the Statewide Transportation Improvement Program (STIP). Design (PE) phase funded by Carbon Reduction Program (CRP) funds. This is phase 2 of the Fish Lake Trail project. Remaining funding is not secured.	Local	\$ 199,750		
		Total	\$ 850,000		
City of	Millwood Trail - Children of the Sun Trail to Fancher	Federal (STBG)	\$ 2,486,104		✓
Spokane	Added CRP funding for PE. Modified project title and termini. Updated ROW and CN phase costs.	Federal (CRP)	\$ 237,405		
		Local	\$ 520,896		
		Total	\$ 3,244,405		
Spokane	Argonne Road and Upriver Drive Intersection Improvement	Federal (NHFP)	\$ 300,000		✓
County	Added \$180,000 in local funds to the project	Local	\$ 180,000		
		Total	\$ 480,000		

HSIP Highway Safety Improvement Program

NHFP National Highway Freight Program

STBG Surface Transportation Block Grant

CRP Carbon Reduction Program

TA Transportation Alternative Program

CRRSSA Coronavirus Response and Relief Supplemental Appropriations Act of 2021

Consent Agenda

AGENDA ITEM 5b

Attachment

03/22/2023 TTC Meeting

To: Transportation Technical Committee

03/15/2023

From: Mike Ulrich, Principal Transportation Planner

TOPIC: TRANSPORTATION PERFORMANCE MANAGEMENT: PM2 - INFRASTRUCTURE

Requested Action:

Recommend that the SRTC Board agree to plan and program projects so that they contribute to the accomplishment of WSDOT PM2 targets.

Key Points:

- At the October 2022 Committee meeting staff introduced Transportation Performance Management including regulatory requirements and SRTC's role in setting targets for Safety (PM-1), Infrastructure (PM-2), and System Performance (PM-3).
- Discussion at the February meeting focused on infrastructure; staff presented background information, historical data, and target setting options.
- Targets for the following six statewide performance measures are set by MPOs every four years:
 1. Percentage of pavements of the Interstate System in Good condition
 2. Percentage of pavements of the Interstate System in Poor condition
 3. Percentage of pavements of the non-Interstate NHS in Good condition
 4. Percentage of pavements of the non-Interstate NHS in Poor condition
 5. Percentage of NHS bridges classified as in Good condition
 6. Percentage of NHS bridges classified as in Poor condition
- To set a target, MPOs must either agree to support the State DOT target or establish a numerical target specific to the MPO planning area.
- Last cycle, in November 2019, the SRTC Board set targets by agreeing to plan and program projects which contribute to the accomplishment of WSDOT statewide performance targets for infrastructure.
- The deadline for the SRTC Board to set the PM2 targets is 06/14/2023.

Board/Committee Discussions:

TTC and the and Transportation Advisory Committee discussed this topic on 2/22/23; both groups will be asked to make a recommendation to the Board on 03/22/2023.

Public Involvement:

Data reporting across all the federally mandated performance management categories is included in a [System Performance Report](#) as an appendix to the Metropolitan Transportation Plan (MTP). A formal public comment period for the MTP was open from 10/12/2020 – 11/13/2020.

Staff Contact: Mike Ulrich, SRTC | mulrich@srtc.org | 509.343.6370

To: Transportation Technical Committee

03/15/2023

From: Mike Ulrich, Principal Transportation Planner

TOPIC: TRANSPORTATION PERFORMANCE MANAGEMENT: PM3 – SYSTEM PERFORMANCE

Requested Action:

None. For information and discussion.

Key Points:

- At the October 2022 Committee meeting staff introduced Transportation Performance Management including regulatory requirements and SRTC's role in setting targets for Safety (PM-1), Infrastructure (PM-2), and System Performance (PM-3).
- Discussion at the March meeting will focus on system performance; staff will present background information, historical data, and target setting options.
- Targets for the following six statewide performance measures are set by MPOs every four years:
 1. Percent of the person-miles traveled on the Interstate that are reliable
 2. Percent of the person-miles traveled on the non-Interstate NHS that are reliable
 3. Truck Travel Time Reliability (TTTR) Index
 4. Annual Hours of Peak Hour Excessive Delay Per Capita
 5. Percent of Non-SOV travel
 6. Total Emissions Reduction
- Last cycle, in November 2019, the SRTC Board set targets by agreeing to plan and program projects which contribute to the accomplishment of WSDOT statewide performance targets for infrastructure.
- The Board will be asked to take action on system performance targets on 05/11/2023.

Board/Committee Discussions:

This is the first discussion of this topic by the TTC and the Transportation Advisory Committee; both groups will be asked to make a recommendation to the Board on 04/26/2023.

Public Involvement:

Data reporting across all the federally mandated performance management categories is included in a [System Performance Report](#) as an appendix to the Metropolitan Transportation Plan (MTP). A formal public comment period for the MTP was open from October 12 – November 13, 2020.

Staff Contact: Mike Ulrich, SRTC | mulrich@srtc.org | 509.343.6370

To: Transportation Technical Committee

From: Mike Ulrich, Principal Transportation Planner

TOPIC: SAFE STREETS AND ROADS FOR ALL GRANT UPDATE

03/15/2023

Requested Action:

None. For information and discussion.

Key Points:

- In March 2022, as part of the discussion series, the Board received a presentation on safety. Topics discussed included the decision-making process, what role SRTC plays in impacting human behavior, safety planning, project weighting, and the idea of a regional safety plan.
- The recently passed Bipartisan Infrastructure Law (BIL) includes a new grant program called Safe Streets and Roads for All (SS4A). The SS4A program is a discretionary program with \$5 billion in appropriated funds over the next 5 years and makes funds available to develop action plans or implementation plans.
- The purpose of SS4A grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators.
- To be eligible for implementation (projects) funding, an applicant must have an adopted action plan.
- SRTC was chosen as a recipient of a \$400,000 grant. The grant will be used by SRTC to collaborate with regional partners to develop a Regional Safety Action Plan for SRTC's planning area with the goal of reducing serious and fatal injury crashes.
- At the March committee meeting staff will present an updated schedule, discuss next steps, and ask for volunteers to support RFP development.

Board/Committee Discussions:

The TTC and Transportation Advisory Committee discussed this topic in July and August 2022.

Public Involvement:

All Board and committee meetings are open to the public.

Staff Contact: Mike Ulrich, SRTC | mulrich@srtc.org | 509.343.6370

To: Transportation Technical Committee
From: Michael Redlinger, Associate Transportation Planner II
Topic: **Equity Working Group**

03/15/2022

Requested Action:

None. For information and discussion.

Key Points:

- Last year, SRTC worked with a group comprised of TAC and TTC members as well as one Board member to draft an Equity Planning Framework, which was adopted by the Board in December 2022.
- The Equity Framework included a set of near term and longer term activities intended to expand diversity, equity and inclusion in the work products, public outreach efforts, and decision-making of SRTC.
- One of the near term recommendations includes the establishment of an Equity Working Group.
- The Equity Working Group will help ensure that equity remains a living, evolving part of SRTC's planning process. The group will also provide a forum for representation at the MPO level from our area's historically overburdened or excluded communities – whose insight is crucial to our region's success.
- To inform the SRTC Board and advisory committees and aide in recruitment, SRTC staff have also developed an initial draft set of recommendations for the establishment of the working group. **(See attachment)**
- The recommendations document includes a statement of purpose, potential activities, proposed timeline, and some additional comments.
- SRTC aims to recruit participants in 2023 and convene the working group beginning in January 2024.
- We are seeking comments on the attachment from the TAC and TTC to help inform and refine recommendations before presenting to the Board in April.

Board/Committee Discussions:

This is the first time that this item has been presented to the TTC. An Equity Planning Work Group was discussed during presentations related to the Equity Planning Framework in September, October, and November 2022.

Public Involvement:

All Board and advisory committee meetings are open to the public.

Staff Contact:

Michael Redlinger, SRTC | mredlinger@src.org | 509.343.6370

Overview

Statement of Purpose

SRTC is committed to equitable delivery of its programs and services. The Equity Working Group will help ensure that equity remains a living, evolving part of SRTC's planning process by providing an equity lens on existing SRTC planning and outreach activities. The group will also provide a forum for representation at the MPO level from our area's historically overburdened or excluded communities – whose insight is crucial to our region's success.

Specifically, the Equity Working Group can provide important input related to the reach of SRTC's outreach and engagement strategies, the effectiveness of our methods for identifying transportation projects with positive equity impacts, and potential opportunities to grow or evolve what we do as an agency to better ensure that the benefits (and burdens) of our transportation system are being fairly distributed to all residents in SRTC's planning area.

Potential Activities

The following items from SRTC's work plan may benefit from input or participation of the Equity Working Group. Though the Equity Working Group may not take on all these items within the first two years, the items are listed as possibilities.

- SRTC's Public Participation Plan (PPP) was updated in December 2021. The Equity Working Group can provide an insightful review of the updated PPP and potentially recommend changes that will expand or improve community engagement. Comments on the **equity statement, methods of outreach and engagement** are especially welcomed. (2024)
- The Equity Working Group could also provide comments specific to the upcoming **MTP outreach process** to help ensure our MTP-related outreach is as equitable and effective as possible. (2024)
- Provide information on safety planning needs in equity areas, such as **Safe Streets and Roads for All (SS4A)** funds. (2024)
- Discuss and help define **meaningful engagement** as it relates to SRTC's review of transportation projects. This would improve SRTC's ability to identify and support projects with greater community support. (2024-2025)
- Review and provide input on **SRTC's project-level equity assessment and associated criteria**. (2024-2025)
- Discuss the **Social Equity Mapping Tool** and what could make it more useful and informative for users in advance of its planned 2025 update. (2024-2025)
- Provide input related to **SRTC's Needs Assessment**. (2025)
- Discuss **SRTC's limited English proficiency (LEP) materials**, and what documents would be especially useful translated into Spanish, Russian, Vietnamese, and/or other languages. (2025)
- Provide input and recommendations on updates and potential changes to SRTC's **Safe & Complete Streets Policy**. (2025-2026)
- Refine group processes, outreach and recruitment of participants as needed. (Continuous)
- Identify additional opportunities for alignment with state and federal equity programs. (Continuous)

SRTC Equity Working Group

Proposed Timeline

The timeline described below is tentative and subject to change.

- Establish recommendations and charter group:
 - **March – July 2023**
- Outreach and recruitment of participants:
 - **September – December 2023 (To be repeated each year)**
- Onboarding and introductions:
 - **December 2023 – January 2024**
- First full meeting:
 - **January 2024**

Additional Comments

Working Group vs. Advisory Group

As its name indicates, SRTC is seeking to establish the Equity Working Group as a working group similar to the existing TIP working group. The working group can provide crucial input to SRTC staff on planning and outreach while retaining flexibility regarding meeting times, member availability and participation.

If the group is successful, and if recommended by SRTC staff, committees, and the Board of Directors, we have the opportunity to grow the working group into a formal advisory group. An advisory group would require Board action to establish the group and its bylaws as well as to approve new members. Advisory group meetings would require additional formality such as documented minutes, action items, and rules of order.

Onboarding and Introductions

Whether it takes place in late 2023 or January 2024, the first group meeting would be dedicated to onboarding and introductions. Onboarding will involve introducing the group members to what we do as an agency and what an MPO is (and isn't). Onboarding will also involve discussing potential work items to group members and demonstrating how they can have an impact on what we do as an agency.

Even with dedicated time to introduce people to SRTC work, the first several meetings will inevitably be a learning process as group participants become acquainted with SRTC as an organization. We look forward to introducing participants to our staff, planning activities, processes, and planning activities.

To: Transportation Technical Committee

From: Jason Lien, Principal Transportation Planner

TOPIC: BICYCLE LEVEL OF TRAFFIC STRESS UPDATE

03/15/2023

Requested Action:

None. For information and discussion.

Key Points:

- Conducting a Bicycle Level of Traffic Stress (LTS) analysis is a task listed in the current SRTC Unified Planning Work Program (UPWP) concluding this fiscal year. The intent of analyzing LTS is to provide a useful data point in understanding the function of, and barriers on, the Regional Bicycle Priority Network in Horizon 2045.
- Bike LTS utilizes a number of factors – vehicle thru-lanes, speed, presence of parking, shoulder or bike facility width, traffic volume – to determine the level of stress a rider may experience while cycling along a particular route. Higher stress routes may discourage bicycle use absent adequate facilities that increase the user's sense of comfort. By default, separated trails (e.g. Centennial Trail) are defined as low-stress.
- Staff is in the process of collecting the necessary information in a GIS database, using the Horizon 2045 Regional Bicycle Priority Network as the input network layer. Analysis of the data is expected to begin in April, which will categorize network segments from LTS 1 (low stress) to LTS 4 (high stress). Project conclusion is scheduled for June 2023.

Board/Committee Discussions:

Staff introduced this item to the TTC and TAC at their January 2023 meetings and to the Board at their March 2023 meeting.

Public Involvement:

All SRTC Board and committee meetings are open to the public.

Staff Contact: Jason Lien, SRTC | jlien@srtc.org | 509.343.6370

To: Transportation Technical Committee

03/15/2023

From: Ryan Stewart, Principal Transportation Planner

TOPIC: SFY 2024-2025 UNIFIED PLANNING WORK PROGRAM DEVELOPMENT UPDATE

Requested Action:

None. For information and discussion.

Key Points:

- The Unified Planning Work Program (UPWP) is the foundational document outlining the core functions, planning studies, technical support and other ongoing planning activities conducted by SRTC.
- The state fiscal years (SFY) 2024-2025 UPWP covers a two-year period from July 1, 2023 to June 30, 2025.
- Staff are currently working on the preliminary draft of the UPWP which will be provided to the TTC in April.
- Highlighted planning efforts include:
 - An update of the Congestion Management Process (CMP)
 - The development of a Regional Safety Action Plan
 - Work to update the Regional and Metropolitan Transportation Plan (RTP/MTP) - Horizon 2045
 - Implement key recommendations of the Equity Planning Framework
 - Updates to the Comprehensive Plan and Countywide Planning Policies Certification Process
 - Transportation Management Area (TMA) Certification Review
 - Implementation of the Data Application for Transportation Analysis (DATA) design plan
- The UPWP also includes major planning activities identified by Spokane Transit Authority (STA) and WSDOT Eastern Region in the document's appendices.

Board/Committee Discussions:

The SFY 2024-2025 UPWP development process was presented to the TTC and TAC at their January meetings. The SRTC Board received an overview in February.

Public Involvement:

All SRTC Board and committee meetings are open to the public.

Staff Contact: Ryan Stewart, SRTC | rstewart@srtc.org | 509.343.6370