

Transportation Advisory Committee Meeting

Wednesday, June 28, 2023 | 3:00 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/82126214518?pwd=V0hxY010dHl5aktUZWU0bm1FaXBVZz09>

Meeting ID: 821 2621 4518 | Passcode: 706620

By Phone at: 1-253-215-8782

Meeting ID: 821 2621 4518 | Passcode: 706620

Or find your local number: <https://us02web.zoom.us/j/82126214518?pwd=V0hxY010dHl5aktUZWU0bm1FaXBVZz09>

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 12:00pm 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 Advisory Committee (TAC) Meeting Agenda

Wednesday, June 28, 2023 | 3:00 PM

| <i>Time</i> | <i>Item</i> | <i>Page</i> |
|-------------|---|-------------|
| 3:00 | 1 Call to Order / Record of Attendance | |
| 3:02 | 2 Public Comments | |
| 3:03 | 3 TAC Member Comments | |
| 3:05 | 4 Chair Report on SRTC Board of Directors Meeting | |

ACTION ITEMS

| | | | |
|------|---|---|----|
| 3:10 | 5 | Consent Agenda | |
| | | a) May TAC Meeting Minutes | 3 |
| | | b) 2023-2026 Transportation Improvement Program (TIP) July Amendment | 5 |
| 3:12 | 6 | Preservation Call for Projects: Funding Recommendation <i>(Kylee Jones)</i> | 8 |
| 3:22 | 7 | Congestion Management Process: Regional Objectives and Network <i>(David Fletcher)</i> | 11 |

INFORMATION AND DISCUSSION ITEMS

| | | | |
|------|----|---|-----|
| 3:27 | 8 | WSDOT Highway System Plan Update <i>(Jeremy Jewkes, WSDOT)</i> | n/a |
| 3:42 | 9 | SRTC/WSDOT-Eastern Region Safety Collaboration Pilot Project Update <i>(Mike Ulrich)</i> | 14 |
| 3:57 | 10 | Working Group Update – Equity <i>(Michael Redlinger)</i> | 16 |
| 4:04 | 11 | Draft 2024 Unified List of Regional Transportation Priorities <i>(David Fletcher)</i> | 23 |
| 4:19 | 12 | Bike Level of Traffic Stress Update <i>(Jason Lien)</i> | 28 |
| 4:29 | 13 | Agency Update <i>(Jason Lien)</i> | n/a |
| 4:30 | 14 | Adjournment | |

Spokane Regional Transportation Council – Transportation Advisory Committee

05.24.2023 | 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 Kim Zentz called the meeting to order at 3:03pm and attendance was taken. In attendance were:

TAC Members

Raychel Callary
Charles Hansen
Carlie Hoffman
Todd Williams

Charlie Wolff
Rhonda Young
Kim Zentz

SRTC Staff

Jason Lien, *Principal Transportation Planner*
Mike Ulrich, *Principal Transportation Planner*
Ryan Stewart, *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*

Guests

Angie Comstock, *JUB Engineers*
John Griffin, *Spokane County Target Zero*
S. Montgomery
Molly Loucks

2 Public Comments

There were no comments.

3 TAC Member Comments

There were no comments.

4 Chair Report on SRTC Board of Directors Meeting

Chair Zentz shared highlights of the April 13 SRTC Board meeting.

As there was not a quorum, the group agreed to move to the informational items first to allow additional time for another member to join the meeting.

INFORMATION & DISCUSSION ITEMS**# 8 Preservation Call for Projects**

Ms. Jones reviewed the Board action in 2022 that set aside \$9.2M of funding for a call for projects for preservation and maintenance projects. An unexpected reduction in obligation authority has reduced the amount of current funding to only \$1.3M. Staff has collaborated with the TIP Working Group to develop strategies to continue come up with additional funds (subject to Board approval) as follows:

1. Utilize \$7.9M of future STBG allocations;
2. Approve the Preservation project list totaling \$9.2M in 07/2023;
3. Program \$1.3M of projects now and \$7.9M in the 2024-2027 TIP
4. Maintain flexibility on which projects(s) receive the \$1.3M and amended into the 2023-2026 TIP

A list of draft project programming was reviewed. Members discussed the boundaries of the FHWA urbanized area in our region and concern was expressed about “borrowing” future funding to pay for projects now.

9 Congestion Management Process (CMP): Regional Objectives and Network

Mr. Fletcher shared details about the process to update the CMP, which was last done in 2014. A multi-jurisdictional CMP Working Group has been convened and, in collaboration SRTC staff, they have started work on the CMP by discussing existing regional objectives and the CMP network. Mr. Fletcher presented details about regional objectives development, data collection, and metrics used for analyzing the CMP network.

10 WSDOT-Eastern Region/SRTC Collaboration Pilot Project

Mr. Ulrich explained how a statewide investment strategy group consisting of WSDOT and MPO/RTPOs throughout the state was launched in 2020. The investment strategy group proposed a pilot project focused on safety to be conducted by a collaboration between SRTC and WSDOT-Eastern Region with the goal of identifying 3 – 5 safety projects that reflect both regional and state policy goals.

Members discussed the need to elevate the safety conversation for the entire community and not just at the agency or municipal level. It was suggested that perhaps SRTC could team up with planning students from local universities to assist with data analysis for this project.

ACTION ITEMS

5 Consent Agenda (a) April TAC Meeting Minutes (b) 2023-2026 Transportation Improvement program June Amendment

There was not a quorum, so no action was taken.

6 SFY 2024-2025 Unified Planning Work Program

Mr. Stewart summarized the presentations of the UPWP update reviewed by the TAC year to date and highlights of the work program, including development of the 2024 Unified List of Regional Transportation Priorities & Policy Statements, an update to the land use forecast, implementation of the Equity Planning Framework and the Safe Streets and Roads for All Grant, among others. Mr. Stewart reviewed the revenue forecast associated with the two-year work program. There were no questions or discussion.

Due to lack of quorum, no formal action was taken, but members came to a consensus that the UPWP as presented is recommended for Board approval.

10 Agency Update

Mr. Lien announced that the Associated of Washington Cities annual conference will be held in Spokane this year June 20-23, and includes a meeting of the Joint Transportation Committee on June 20. He stated that with the completion of the 2020 census, the FHWA urbanized area boundaries are under review. The TAC will receive updates as the process moves forward.

11 Adjournment

There being no further business, the meeting adjourned at 4:18pm.

Julie Meyers-Lehman, Recording Secretary

To: Transportation Advisory Committee

06/21/2023

From: Kylee Jones, Associate Transportation Planner III

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

Requested Action:

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

Key Points:

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

AGENCY

PROJECTS

City of Spokane

Riverside Ave – Monroe to Wall (Scope Change)

Spokane County

Commute Trip Reduction - 2023

Board/Committee Discussions:

This is the first discussion of the proposed July amendment.

Public Involvement:

The proposed amendment was published for a public review and comment period from 06/14/23 through 06/23/23. On 06/14/23 notice of the amendment was published in the Spokesman Review, posted to the SRTC website (www.srtc.org), and posted to social media platforms. SRTC received [number] of public comments.

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



2023-2026 Transportation Improvement Program

July Amendment (23-07)

| Agency | Project Title Amendment Description | Funding Adjustment | | Amendment | |
|--------------------|---|--------------------|-------------------|-------------|------------------|
| | | | | New Project | Existing Project |
| City of Spokane | Riverside Ave - Monroe to Wall (Scope Change) Amended- scope change: Grind and overlay, no sidewalk vault infill, limited traffic signal upgrades. Adds protected bike lanes. | Federal | | | ✓ |
| | | State | No Funding change | | |
| | | Local | _____ | | |
| | | Total | | | |
| Spokane County | Commute Trip Reduction - 2023 Was not rolled over from the 2022 into the 2023 STIP. Administrative error. This amendment will bring project into 2023-2026 TIP. | Federal | | ✓ | |
| | | State | No Funding change | | |
| | | Local | _____ | | |
| | | Total | | | |
| | | | _____ | | |

| | |
|--------|---|
| 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 |

SRTC MEMBER AGENCIES

Supporting Information**TOPIC: 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) JULY 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 July 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 July amendment will be incorporated into the STIP on or around 08/18/2023.

To: Transportation Advisory Committee

06/21/2023

From: Kylee Jones, Associate Transportation Planner III

TOPIC: PRESERVATION CALL FOR PROJECTS: FUNDING RECOMMENDATION

Requested Action:

Recommend Board approval to fund projects as shown in the **Attachment** for the 2023 Call for Preservation Projects by using the strategy outlined in the **Supplemental Information** document.

Key Points:

- As outlined in the 2023 Transportation Improvement Program (TIP) Guidebook, SRTC is currently conducting a Preservation Call for Projects to assist with efficient project delivery and meeting obligation targets.
- In 2021 the SRTC Board set aside \$9.2M of Surface Transportation Block Grant (STBG) funding during the 2021 Call for Projects to fund capital maintenance and preservation projects to obligate in 2024-2026, using the 2023-2026 STBG federal funding allocations. The reduction in obligation authority has reduced the amount of funding available for the Preservation Call for Projects to \$1.3M.
- TIP Working Group discussed strategies to address the reduction in obligation authority as shown in **Supporting Information**.
- In February 2023 the Board approved the following Principles of Investment for this Call for Projects:
 - Limit project applications to include grind and overlays, chip seals and other sealant projects;
 - Limit project awards not to exceed of \$1.5M; and
 - Limit any one jurisdiction total awards not to exceed \$3M.
- Federal funding requirements ensure that rural and small cities are distributed a portion of the awards.
- The Call for Preservation Projects preliminary results are presented in the **Attachment**. 18 applications were scored by three TTC members, three TAC members, and one SRTC staff. The TIP Working Group developed two funding scenarios for projects to receive awards.
- The Call for Preservation Project map linked here:
<https://srtc.maps.arcgis.com/apps/mapviewer/index.html?webmap=b874839246e74f6d97afbb52b31e3c88>

Board/Committee Discussions:

The TAC and TTC discussed the Preservation Call for Projects on 05/24/23 and the Board reviewed and discussed it at their meeting on 06/08/2023.

Public Involvement:

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

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

2023 Call for Preservation Projects - Draft Awards & Ranking

Awarded Projects to be Programmed in 2024-2026

| Rank | Agency | Project Name | Score | Splits | Total Project Cost | Amount Requested | Funding Recommendation |
|--------------|-----------------|---|-------|-------------|--------------------|----------------------|------------------------|
| 1 | City of Spokane | Washington/Stevens - 3rd Ave to 8th/9th Ave Grind & Overlay | 92.3 | Urban | \$ 1,970,000 | \$ 1,477,500 | \$ 1,477,500 |
| 2 | Spokane Valley | Sprague Preservation at SR 27 - Bowdish to McDonald | 90.7 | Urban | \$ 3,081,342 | \$ 1,500,000 | \$ 1,500,000 |
| 3 | Spokane Valley | Sullivan Rd Preservation - Spokane River to Kiernan | 89.0 | Urban | \$ 3,175,744 | \$ 1,500,000 | \$ 1,500,000 |
| 4 | City of Spokane | Wellesley Ave - Maple to Division Chip Seal | 85.7 | Urban | \$ 577,000 | \$ 432,750 | \$ 432,750 |
| 5 | City of Spokane | 3rd Ave - Monroe to Division Grind & Overlay | 84.4 | Urban | \$ 1,650,000 | \$ 1,237,500 | \$ 1,089,750 |
| 6 | City of Spokane | Monroe St - Boone to Northwest Blvd Grind & Overlay | 83.6 | Urban | \$ 1,586,000 | \$ 1,189,500 | *Reached Cap |
| 7 | City of Spokane | Spokane Falls Blvd - Sherman to Hamilton Grind & Overlay | 83.0 | Urban | \$ 755,000 | \$ 566,250 | *Reached Cap |
| 8 | Spokane Valley | Fancher Rd Preservation - Broadway to Trent | 82.4 | Urban | \$ 2,098,779 | \$ 1,500,000 | *Reached Cap |
| 9 | City of Spokane | Sprague Ave - Freya to Havana Grind & Overlay | 82.0 | Urban | \$ 1,519,000 | \$ 1,139,250 | *Reached Cap |
| 10 | Spokane Valley | Fancher Rd Preservation - Sprague to Broadway | 80.4 | Urban | \$ 2,020,546 | \$ 1,500,000 | *Reached Cap |
| 11 | Liberty Lake | E Mission Ave Overlay | 78.9 | Urban | \$ 1,415,400 | \$ 1,061,550 | \$ 716,000 |
| | | | | | | | \$ 345,550 |
| 12 | Spokane County | Deer Park-Milan Rd Preservation | 76.0 | Rural | \$ 1,078,000 | \$ 808,500 | \$ 808,500 |
| 13 | Airway Heights | S Hayford Rd Preservation | 74.4 | Urban | \$ 1,271,700 | \$ 1,017,360 | \$ 850,450 |
| 14 | Spokane County | Day Mt Spokane Rd Preservation | 71.7 | Urban | \$ 1,944,000 | \$ 1,458,000 | \$ - |
| 15 | Deer Park | Crawford Ave Preservation | 65.9 | Rural | \$ 1,214,028 | \$ 971,221 | \$ 295,500 |
| 16 | Fairfield | Railroad Ave Rehabilitation | 59.4 | Rural | \$ 372,978 | \$ 372,978 | \$ 295,500 |
| 17 | Spokane County | Mill Road Preservation | 58.6 | Urban | \$ 1,128,000 | \$ 846,000 | \$ - |
| 18 | Cheney | Elm St - Washington to N 9th | 51.9 | Urban Small | \$ 544,995 | \$ 471,420 | \$ 184,000 |
| Total | | | | | | \$ 19,049,779 | \$ 9,016,000 |

Funding splits

| | |
|-------------------------|------------------|
| Urban (73%) | 6,716,000 |
| Urban Small (Cheney) | 184,000 |
| Rural/Small Towns (13%) | 1,104,000 |
| Flexible (13%) | 1,196,000 |
| Total | 9,200,000 |

*Reached Cap Agency reached cap as defined by the Principles of Investment

Supporting Information**TOPIC: PRESERVATION CALL FOR PROJECTS: STRATEGIES TO ADDRESS REDUCTION IN OBLIGATION AUTHORITY**

- In 2021 the SRTC Board set aside \$9.2M of Surface Transportation Block Grant (STBG) funding during the 2021 Call for Projects to fund preservation projects, using the 2023-2026 STBG federal funding allocations projected at that time.
- The reduction in obligation authority over the next three years has reduced the amount of funding available for programming the Preservation Call for Projects to \$1.3M.
- Draft forecasts released by WSDOT indicate that funding allocations may return to prior levels beginning in 2024.
- TIP Working Group discussed strategies to address the reduction in obligation authority. The recommendation necessary for the Board to approve a list of projects to receive the Preservation set-aside funding awards through this current process is as follows:
 - Request to utilize \$7.9M in STBG allocation from 2027 to fill the gap on an interim basis.
 - If annual allocations return to normal levels, the 2027 borrowed allocation will be returned for programming.

To: Transportation Advisory Committee

06/21/2023

From: David Fletcher, Principal Transportation Planner

TOPIC: CONGESTION MANAGEMENT PROCESS: REGIONAL OBJECTIVES AND CMP NETWORK

Requested Action:

Recommend Board approval of the proposed regional objectives for congestion management and CMP network, as shown in the **Attachment**.

Key Points:

- The congestion management process (CMP) is a systematic and regionally-accepted approach for managing congestion that provides accurate and up-to-date information on the transportation system's performance. It involves developing regional objectives, identifying the region's most congested corridors, analyzing system needs, identifying strategies for managing congestion, and tracking the progress of these efforts.
- A CMP is federally required in metropolitan areas with a population exceeding 200,000, known as Transportation Management Areas (TMAs). As part of the metropolitan transportation planning process, SRTC is required to continuously monitor and improve the CMP.
- SRTC is updating the CMP this year to incorporate recent SRTC planning efforts, apply new data source and analytics, and refresh existing CMP strategies.
- This work is being informed by the multi-jurisdictional CMP working group. The group met on April 27 and May 31 to discuss and evaluate potential updates to our existing CMP regional objectives and network. This included a review of the various factors used to identify our CMP network, such as travel time delay, reliability, travel demand, crash rates, and regional connectivity. The resulting proposed regional objectives and CMP network are included as an **Attachment**.

Board/Committee Discussions:

Both the TAC and TTC discussed the CMP update process at their February and May meetings. The Board discussed this item at their meeting on 06/08/23.

Public Involvement:

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

Staff Contact: David Fletcher, SRTC | dfletcher@srtc.org | 509.343.6370

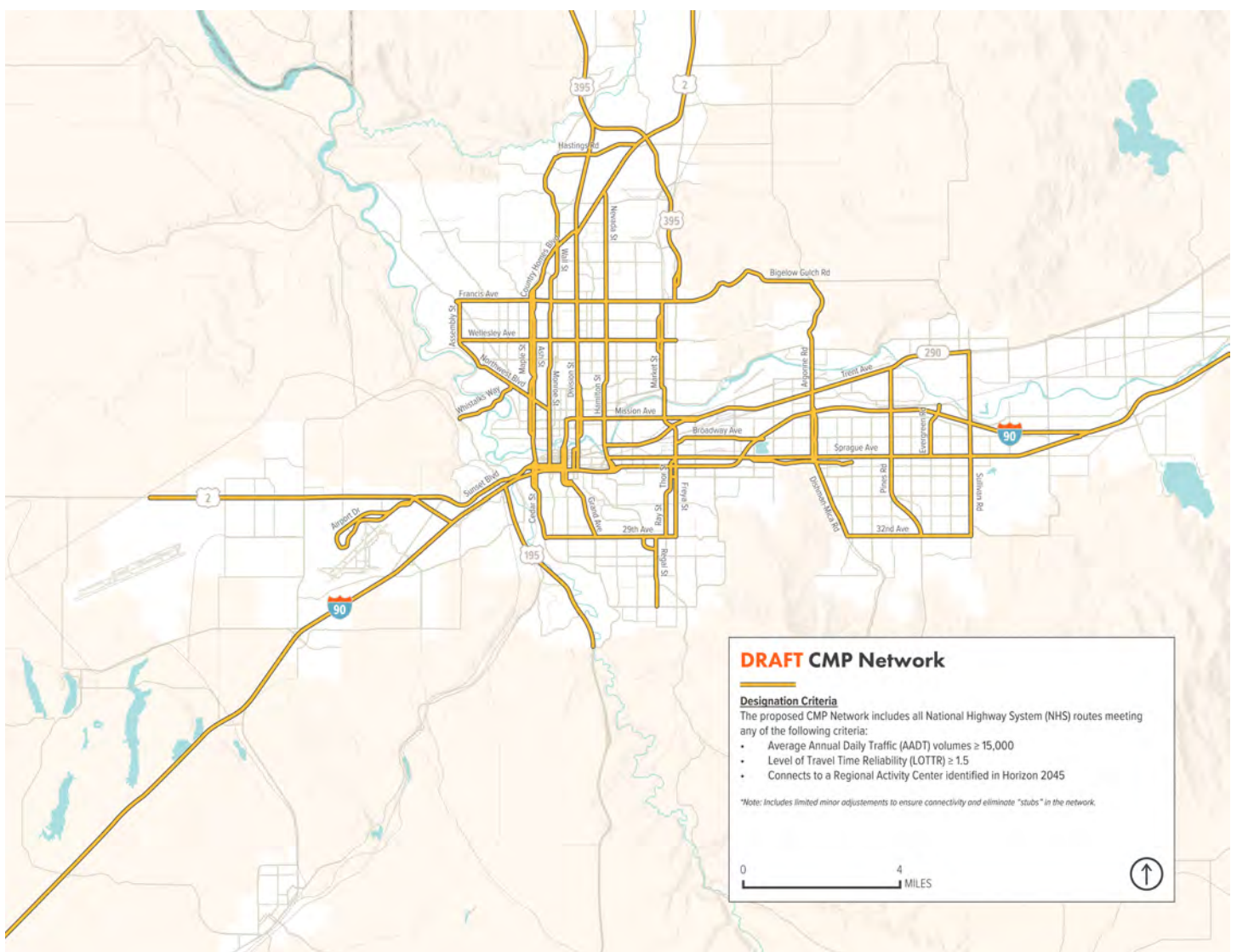
REGIONAL OBJECTIVES FOR CONGESTION MANAGEMENT *DRAFT*

The Congestion Management Process (CMP) starts with identifying regional objectives, which define what the region would like to accomplish regarding congestion management. To ensure the CMP is consistent with the regional vision established in Horizon 2045, the region's metropolitan transportation plan (MTP), these objectives were developed with the MTP's guiding principles in mind. SRTC's regional objectives for congestion management are listed in the table below, along with their associated guiding principles. Revisions proposed for this CMP update are underlined in ***bold italics***.

| Guiding Principles | Regional Objectives |
|--|--|
| Economic Vitality | Raise awareness that congestion is related to economic vitality and ensure <i>the benefits of improved economic vitality outweigh the disadvantages of congestion</i> |
| Cooperation & Leadership | Sustain coordination and follow-through with a multi-jurisdictional CMP working group |
| Stewardship | Invest in projects that maximize the use of existing facilities across modes in identified CMP corridors <i>and emphasize system redundancy to improve the resiliency and reliability of the transportation network</i> |
| Operations, Maintenance & Preservation | Pursue solutions that are low cost/high benefit toward maintaining and preserving reliable transportation corridors and networks |
| Quality of Life | Accessible, multimodal transportation for all abilities; facilities should blend in with or enhance the human environment (i.e., context sensitive design) and limit impacts to the natural environment Prioritize future investments to align with regional priority networks to improve connectivity and mobility |
| Safety & Security | Improve safety and reduce non-recurring congestion by reducing collisions |

CONGESTION MANAGEMENT PROCESS (CMP) NETWORK *DRAFT*

The region's CMP Network defines the geographic area where data is collected and analyzed for the CMP. The CMP Working Group considered a variety of factors to delineate the draft network shown in the map below. These include existing congestion, travel reliability, traffic volumes, and regional connectivity. Data availability and anticipated future congestion were also considered.



Map Date: June 20, 2023

To: Transportation Advisory Committee

06/21/2023

From: Mike Ulrich, Principal Transportation Planner

TOPIC: SRTC/WSDOT-EASTERN REGION (ER) SAFETY COLLABORATION PILOT PROJECT UPDATE

Requested Action:

None. For information and discussion.

Key Points:

- In 2020, WSDOT Secretary Roger Millar convened a statewide investment strategy group. The group is made up of WSDOT Regional Administrators, other WSDOT leadership, and MPOs and RTPOs across the state.
- The purpose of that group is for WSDOT and the MPOs and RTPOs to work as partners to create a collaborative approach for coordinating transportation investment priorities that reflect regional and state transportation policy goals.
- Through the course of that group's work a pilot project was proposed focused on safety. SRTC and WSDOT ER leadership developed an outline of the work effort.
- SRTC is currently engaged with WSDOT ER in the pilot project to create a collaborative approach as envisioned by the investment strategy group.
- The intent is to assemble safety priorities identified by the State, those priorities identified in local safety plans, and those identified in regional plans to generate a list of regional safety priorities. Then, an analysis of crash data, including causal factors, will be conducted to identify the safety issues of greatest significance.
- That work is guided by an analysis approach that was presented at the May meeting.
- WSDOT ER and SRTC have collaborated to recommend a list of ten safety projects that reflect regional and state transportation policy goals. That list of projects can be found in the **Attachment**.
- At the June meeting, staff will provide a presentation detailing how these projects were selected.

Board/Committee Discussions:

Both committees received a presentation, and were asked to provide feedback, on the pilot project at their May meetings.

Public Involvement:

All Board and committee meetings at which the Safety Pilot project was discussed were open to the public.

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



High Fatal & Serious Injury (FSI) Crash Intersections

| Intersection | FSI Crashes | Bike/Ped FSI Crashes | EPDO* Crashes | Severity Rate** |
|-----------------------------|-------------|----------------------|---------------|-----------------|
| University Rd & Sprague Ave | 3 | 3 | 456 | 8,077.8 |
| Freya St & Sprague Ave | 3 | 1 | 390 | 6,065.8 |
| Freya St & Alki Way | 3 | 1 | 347 | 5,281.8 |
| Browne St & 2nd Ave | 3 | 3 | 384 | 4,773.4 |
| Regal St & 44th Ave | 2 | 2 | 311 | 15,756.0 |

High Fatal & Serious Injury (FSI) Crash Segments

| Segment | FSI Crash Rate | FSI Crashes | Bike/Ped FSI Crashes | EPDO* Crashes | Severity Rate** |
|--|----------------|-------------|----------------------|---------------|-----------------|
| Rowan Ave Division St to Lidgerwood St | 64.25 | 1 | 1 | 99 | 6,361.0 |
| Spotted Rd US 2 to Airport Dr | 18.81 | 2 | 0 | 251 | 2,360.8 |
| 5th Ave Thor St to Freya St | 12.33 | 2 | 1 | 297 | 1,831.1 |
| Browne St Sprague Ave to 3rd Ave | 5.94 | 4 | 4 | 543 | 806.7 |
| Division St Sprague Ave to 2nd Ave | 4.42 | 7 | 7 | 808 | 510.7 |

Notes:

*Equivalent Property Damage Only (EPDO) Crashes weights crashes based on their severity. It is calculated using the following formula: (76.8 * Fatal & Serious Injury Crashes) + (8.4 * Evident & Possible Injury Crashes) + Property Damage Only Crashes

**Severity rate is calculated as the number of EPDO Crashes per 1 Million Vehicle Miles Traveled (VMT). VMT calculated using 2018 Highway Performance Monitoring (HPMS) Average Annual Daily Traffic (AADT) volumes.

To: Transportation Advisory Committee

06/21/2023

From: Michael Redlinger, Associate Transportation Planner II

TOPIC: WORKING GROUP UPDATE

Requested Action:

None. For Information and Discussion.

Key Points:

- This spring, concurrent with the development of charters for the CMP Working Group and Equity Working Group, SRTC drafted an information sheet to better define the role of working groups in SRTC work. **(See Attachment 1)**
- The information sheet contains an overview as well as general information on the purpose, role, composition, participation, and procedures
- During the March TAC and TTC meetings, SRTC promised to return to the committees with an update on the Equity Working Group this June. The draft Equity Working Group charter is also included as an attachment with this item. **(See Attachment 2)**
- The founding of an Equity Working Group is one of the near-term recommendations in SRTC's Equity Planning Framework.
- SRTC aims to recruit participants in Q3 and Q4 2023 and convene the working group beginning in January 2024.
- SRTC is seeking feedback from committee members on outreach and recruitment contacts related to this group.

Board/Committee Discussions:

The TAC and TTC discussed the Equity Working Group at their March meeting.

Public Involvement:

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

Staff Contact: Michael Redlinger, SRTC | mredlinger@srtc.org | 509.343.6370

SRTC Working Groups

INFO SHEET

SPOKANE REGIONAL TRANSPORTATION COUNCIL | APRIL 2023

OVERVIEW

Working groups are one of several different types of advisory groups that SRTC employs to inform its planning work. They support specific projects or programs by providing a forum for stakeholders to collaborate on these planning efforts and share their expertise. This info sheet provides a brief description of their purpose and role, along with details regarding their composition and participation. It also includes a template working group charter to be used by SRTC staff when forming working groups.

PURPOSE AND ROLE

While the roles of working groups may vary based on the specific needs of a project or program, their general purpose is to provide expertise to SRTC planning efforts where staff decisions can be better informed by additional input. This expertise is often technical in nature; however, it may also be related to community perspectives or any other area where additional knowledge and understanding is useful. Unlike SRTC advisory committees, working groups do not provide formal recommendations to the SRTC Board of Directors, rather their input informs staff and can be shared with advisory committees for their consideration.

COMPOSITION, PARTICIPATION, AND PROCEDURES

The following list provides some general information regarding composition, participation, and procedural guidelines for SRTC working groups.

- Working groups are typically formed to support an individual planning effort and disbanded upon the completion of that work. However, this is not a requirement as they may support ongoing SRTC programs, such as the Transportation Improvement Program (TIP).
- Regardless of the group's intended duration, membership should be intentionally selected to represent the full range of stakeholders for the planning effort it supports.
- Working groups are not subject to the public open meetings act. Therefore, no quorums or public notification are needed.
- SRTC will develop an agenda for each working group meeting.
- The attached template will be used as a general outline to form a working group.



[Project Name]

WORKING GROUP CHARTER

SPOKANE REGIONAL TRANSPORTATION COUNCIL | [DATE]

OVERVIEW

[Provide a brief description of the project.]

PURPOSE AND ROLE

[Provide a brief overview of the purpose and role of the working group.]

ACTIVITIES AND DELIVERABLES

[Provide a list of anticipated working group activities and/or deliverables.]

COMPOSITION, PARTICIPATION, AND PROCEDURES

[Provide a brief description of any participation guidelines and composition factors, along with a working group roster. Include any details regarding adding and/or removing members.]

MEETINGS AND TIMEFRAME

[Provide a brief overview and/or timeline of the project that includes anticipated working group meeting dates. As needed, include meeting days, times, lengths, platforms, and any other relevant details.]

Equity

WORKING GROUP CHARTER

SPOKANE REGIONAL TRANSPORTATION COUNCIL | JUNE 2023

OVERVIEW

Spokane Regional Transportation Council (SRTC) and its Board of Directors value diversity, equity, inclusion, and dignity for all. SRTC is committed to equitable delivery of all its programs and services.

In that spirit, the Equity Planning Framework was approved by the Board of Directors in December 2022. The document includes 12 key recommendations for the agency, which were roughly sorted into near-term, mid-term, and longer-term groups for implementation.

One of the near-term recommendations is the establishment of an equity work group or advisory group as a continuing activity. As proposed, the Equity Working Group can help ensure that equity remains a living and evolving part of SRTC's planning process.

This group and its work are reflected in SRTC's 2023-2025 UPWP.

PURPOSE AND ROLE

Purpose:

An Equity Working Group is being formed with representatives from the public to provide a forum for representation at SRTC from our area's historically overburdened or excluded communities – whose insight is crucial to our region's success. 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.

Role:

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.

ACTIVITIES AND DELIVERABLES

Potential Activities

This section includes items from SRTC's work plan that 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*.

In addition to processes related to group member onboarding, items listed below in bold, blue text are anticipated near-term priorities for SRTC's work plan. Longer-term, SRTC hopes to work with the Equity Work Group to produce a collaborative work plan.

- **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 qualitative information on vulnerable users of the transportation system as well as safety planning needs in equity areas, - for Safe Streets and Roads for All (SS4A). (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)**

COMPOSITION, PARTICIPATION, AND PROCEDURES

Composition:

Equity planning is about everybody – and the Equity Advisory Group should be a fundamentally inclusive space. Though the following are not requirements, they are aspirations:

- 8-12 regular members, but no upper limit on participation
- Representatives from BIPOC, Hispanic, Low Income, Disability, Urban and Rural (or small town) communities
- Gender diversity
- Youth (e.g. students) and elderly
- Though, at the outset, it may prove challenging to include non-English speakers directly, we should also aim to include voices from Spokane's various cultural communities – such as the Ukrainian/East Slavic and Vietnamese communities



- Caucasian English-speaking voices are also very much welcome. Equity planning is about everybody – and the Equity Advisory Group should be a fundamentally inclusive space
- To the degree possible, we should encourage participation by people who are already plugged-in to their respective communities – such as representatives from nonprofits or individuals with experience in public service and outreach.
- From SRTC, the group should include the Title VI Coordinator and Community Engagement Coordinator. (Not counted towards the number of regular members)
- On a voluntary basis, participants may be asked to review materials between meetings.

Recruiting Members and Onboarding:

- The Equity Working Group is founded without term limits. Members may stay with the group as long as they're able to contribute.
- If aspirations related to composition have not been met, or if active work group participants are leaving the group, SRTC will engage in outreach to recruit additional participants.
- SRTC should lay the foundation for recruitment by forging (and maintaining) relationships with key messengers. SRTC member agencies, community organizations such as The Zone and Latinas en Spokane, neighborhood councils, and other community organizations can be important points of contact when recruiting new participants.
- Although the working group is fundamentally inclusive, recruitment should nonetheless be done through a participant signup sheet. The sheet should include basic information such as name, street address of home or employer, gender, occupation and/or experience, and race/ethnicity.
- An onboarding session should be held whenever taking on new members.

MEETINGS AND TIMEFRAME

The working group will be continuous. While new members may be recruited each year, there is no end date for convening the working group.

The group does not require a quorum to meet and is not subject to the Open Public Meeting Act. Meetings will not be recorded, but meeting notes will be available for those who missed meetings.

More specific information as proposed:

- Initially, meetings should take place after 5 PM to minimize conflict with citizens' working schedules, but the final meeting schedule for each year should be set by group consensus based on availability. (such as a Doodle poll or similar)



- Meetings should be virtual or hybrid to ensure accessibility for all. (or for as many people as possible)
- An agenda should be produced and distributed prior to each meeting. Agendas should also include the link for virtual participation and can help provide a record of group discussions from meeting to meeting.
- At the end of each meeting, time should be allocated on the agenda for open discussion and Q&A.
- A short survey or comment form could be distributed to participants after each meeting to collect feedback on how we can refine our process and ensure continuous communication.
- In addition to meeting times, additional time may be allocated as requested by group members, and the Title VI coordinator will provide availability for additional conversations.

Group members are expected to maintain positive conduct towards fellow participants and agency staff, and to discuss any disagreements respectfully. Disruptive or combative behavior is not permitted during meetings and is grounds for removal. Threats or harassment towards other group members at any time during or between meetings is grounds for removal.

To: Transportation Advisory Committee

06/21/2023

From: David Fletcher, Principal Transportation Planner

TOPIC: DRAFT 2024 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

Requested Action:

None. For information and discussion.

Key Points:

- The Unified List of Regional Transportation Priorities is a strategic tool used to communicate current regional transportation priorities to state legislators and Congressional representatives for potential funding opportunities. SRTC is committed to annually updating the Unified List.
- At their May 11 meeting, the SRTC Board of Directors approved the 2024 Unified List project evaluation criteria. This was followed by a project submittal period from May 17 through June 2. Projects were required to be on member jurisdictions' current legislative agendas and consistent with SRTC's Horizon 2045 MTP.
- In total, local agencies submitted 27 projects to be considered for inclusion in the draft 2024 Unified List. These projects were self-scored by local agencies, using the approved project evaluation criteria. Project submittals were then reviewed for accuracy by SRTC staff. A map and list of these projects, summarizing their scores by criteria area, is provided in the **Attachment**.

Board/Committee Discussions:

The 2024 Unified List process and timeline were presented to the TTC and TAC at their April meetings. The SRTC Board approved Resolution 23-14, outlining the Unified List project evaluation criteria, at their May meeting.

Public Involvement:

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

Staff Contact: David Fletcher, SRTC | dfletcher@srtc.org | 509.343.6370

2024 Unified List of Regional Transportation Priorities

LIST OF SUBMITTED PROJECTS **DRAFT**

Information & Discussion

AGENDA ITEM 11

Attachment

06/28/2023 TAC Meeting

IMPLEMENTATION

< LIST SORTED BY TOTAL SCORE >

| | | | | | | | PROJECT EVALUATION CRITERIA | | | | | | | |
|---------------------------------------|----------------|--------|-----------------|--|---------------|-----------------------|-----------------------------|-------------------|--------------------------|-------------|-------------------------------------|-------------------|-----------------|--------|
| PROJECT TITLE | AGENCY | MAP ID | PROJECT TYPE | DESCRIPTION | TOTAL COST | STATE FUNDING REQUEST | TOTAL SCORE | ECONOMIC VITALITY | COOPERATION & LEADERSHIP | STEWARDSHIP | OPERATIONS PRESERVATION MAINTENANCE | SAFETY & SECURITY | QUALITY OF LIFE | EQUITY |
| STA Fleet Electrification | STA | IP-1 | Other Transit | Purchase of battery-electric buses (BEB) and required infrastructure to reach the 40 vehicle capacity at the Boone NW Garage and the required infrastructure. | \$ 38,800,000 | \$ - | 135 | 21 | 24 | 30 | 20 | 0 | 20 | 20 |
| South Barker Road Corridor | Spokane Valley | IP-2 | Roadway Capital | Widen & reconstruct Barker Rd to a 5-lane urban arterial (Mission to Appleway), a 3-lane urban arterial (Appleway to city limits) and add roundabouts at Sprague, 4th, and 8th aves. | \$ 28,620,000 | \$ 15,338,700 | 134 | 21 | 28 | 20 | 20 | 15 | 10 | 20 |
| Fish Lake Trail Connection Phases 1-3 | Spokane | IP-3 | Bike/Ped | Construct a shared-use path connecting the existing Fish Lake Trail to Centennial Trail. | \$ 19,474,569 | \$ 14,598,813 | 110 | 10 | 30 | 20 | 10 | 0 | 20 | 20 |

DEVELOPMENT

< LIST SORTED BY TOTAL SCORE >

| | | | | | | | PROJECT EVALUATION CRITERIA | | | | | | | |
|--|----------------|--------|----------------------|---|----------------|-----------------------|-----------------------------|-------------------|--------------------------|-------------|-------------------------------------|-------------------|-----------------|--------|
| PROJECT TITLE | AGENCY | MAP ID | PROJECT TYPE | DESCRIPTION | TOTAL COST | STATE FUNDING REQUEST | TOTAL SCORE | ECONOMIC VITALITY | COOPERATION & LEADERSHIP | STEWARDSHIP | OPERATIONS PRESERVATION MAINTENANCE | SAFETY & SECURITY | QUALITY OF LIFE | EQUITY |
| Division St Active Transportation Access Improvements | Spokane | DV-1 | Bicycle & Pedestrian | Install parallel and connecting active transportation improvements along the Division Corridor to support safe first/last mile bike/ped connections to BRT stations. | \$ 25,800,000 | \$ 25,800,000 | 173 | 28 | 30 | 20 | 10 | 30 | 25 | 30 |
| US Hwy 2 Multimodal Improvements | Airway Heights | DV-2 | Roadway Capital | Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit stations, and roundabout traffic control. | \$ 24,480,200 | \$ 21,467,200 | 165 | 20 | 30 | 30 | 20 | 15 | 20 | 30 |
| Division Bus Rapid Transit (BRT) | STA | DV-3 | HPT | Enhances transit along corridor w/more frequent service, transit signal priority, all-door boarding, and dedicated business access and transit lanes (BAT) for more than half the corridor. | \$ 202,000,000 | \$ - | 163 | 28 | 30 | 30 | 30 | 0 | 25 | 20 |
| I-90/Valley High Performance Transit (HPT) | STA | DV-4 | HPT | Revise to a HPT corridor, from West Plains/SIA to Spokane Valley and Liberty Lake. Construct two new park & rides (Appleway Station and Argonne Station) and modify Mirabeau Point Park & Ride. | \$ 36,000,000 | \$ - | 163 | 28 | 30 | 30 | 30 | 0 | 25 | 20 |
| Spotted Rd & Airport Dr Safety & Multimodal Improvements | SIA | DV-5 | Safety | Construct a grade-separated interchange at Spotted Rd over Airport Dr and relocating Spotted Rd outside of the Runway Protection Zone for the Airport's primary instrument runway. | \$ 37,217,324 | \$ TBD | 152 | 24 | 28 | 20 | 10 | 30 | 10 | 30 |
| Argonne Rd Safety Improvements | Spokane County | DV-6 | Safety | Reconstruct Argonne Rd/Upriver Dr Intersection, upgrade bike/ped and ADA connections, and add safety improvements at Wellesley Ave intersection. | \$ 7,280,000 | \$ TBD | 146 | 22 | 24 | 20 | 30 | 30 | 0 | 20 |

LIST OF SUBMITTED PROJECTS **DRAFT**

DEVELOPMENT (CONTINUED)

< LIST SORTED BY TOTAL SCORE >

| PROJECT TITLE | AGENCY | MAP ID | PROJECT TYPE | DESCRIPTION | TOTAL COST | STATE FUNDING REQUEST | PROJECT EVALUATION CRITERIA | | | | | | | |
|---|----------------|--------|----------------------|---|---------------|-----------------------|-----------------------------|-------------------|--------------------------|-------------|-------------------------------------|-------------------|-----------------|--------|
| | | | | | | | TOTAL SCORE | ECONOMIC VITALITY | COOPERATION & LEADERSHIP | STEWARDSHIP | OPERATIONS PRESERVATION MAINTENANCE | SAFETY & SECURITY | QUALITY OF LIFE | EQUITY |
| Argonne Bridge at I-90 | Spokane Valley | DV-7 | Bridge | Widen or replace existing Argonne Rd bridge over I-90, including the addition of a third travel lane and shared use path. | \$ 24,000,000 | \$ 22,500,000 | 137 | 29 | 28 | 20 | 20 | 0 | 20 | 20 |
| Wall St Safety & Capital Improvements | Spokane County | DV-8 | Safety | Project includes pavement restoration, stormwater infrastructure, new sewer force main, and pedestrian crossing and intersection improvements at Country Homes Blvd. | \$ 15,490,000 | \$ TBD | 136 | 24 | 22 | 10 | 20 | 30 | 10 | 20 |
| West Plains Connection - Spokane Phase | Spokane | DV-9 | Roadway Capital | Extend existing roadway as a two-lane boulevard or three-lane urban collector for a total of 3.65 miles, adding bicycle lanes, separated sidewalks, multi-use paths, and transit stops. | \$ 4,877,622 | \$ 4,877,622 | 134 | 24 | 30 | 20 | 10 | 0 | 20 | 30 |
| I-90 TSMO Improvements | WSDOT | DV-10 | TSMO | Various TSMO improvements from SR 904 to Idaho state line, such as variable message signs, ramp meters, variable speed limits, queue warning detection, and wrong way detection. | \$ 24,000,000 | \$ 2,640,000 | 128 | 29 | 24 | 10 | 20 | 15 | 10 | 20 |
| Sullivan/Trent Interchange | Spokane Valley | DV-11 | Rail/Hwy Crossing | Reconstruct Sullivan Rd/SR 290 interchange, including on/off ramps, to restore long-term capacity and satisfy projected traffic growth from 2022 Bigelow Gulch-Forker Road connection. | 42,774,021 | 35,179,224 | 127 | 27 | 30 | 20 | 30 | 0 | 10 | 10 |
| 6th Ave Multimodal Improvements | Airway Heights | DV-12 | Bicycle & Pedestrian | Various multimodal improvements on 6th Ave, from Craig Rd to Russell St. | 7,280,000 | 2,860,800 | 125 | 15 | 30 | 30 | 10 | 0 | 20 | 20 |
| Spokane Falls Blvd | Spokane | DV-13 | Roadway Capital | Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates as appropriate. | 8,149,426 | 7,397,546 | 124 | 28 | 26 | 10 | 10 | 0 | 20 | 30 |
| 3rd Ave: Perry to Havana Improvements | Spokane | DV-14 | Roadway Capital | Full depth reconstruction aligning with NSC work, including elements not in WSDOT scope—sidewalk, curb ramp, addressing drainage, water/sewer, and streetscaping improvements. | 8,000,000 | 8,000,000 | 123 | 27 | 26 | 20 | 10 | 0 | 20 | 20 |
| Hayford/US 2 Congestion & Safety Project, 21st Ave Improvements | Airway Heights | DV-15 | Roadway Capital | Improve and extend 21st Ave, from Garfield Rd to Deer Heights Rd, including bike lanes, landscaped swales, sidewalk, and a roundabout at 21st Ave & Hayford Rd. | 12,890,000 | 11,600,000 | 103 | 23 | 30 | 20 | 0 | 0 | 10 | 20 |
| Elk Chatteroy Rd - US 2 to Tallman Rd | Spokane County | DV-16 | Reconstruction | Reconstruct road to two 12' travel lanes with 5' paved shoulders on both sides and additional 1' gravel shoulder and guardrails where appropriate. | \$ 24,000,000 | \$ TBD | 49 | 7 | 22 | 10 | 10 | 0 | 0 | 0 |

INITIATION

< LIST SORTED BY TOTAL SCORE >

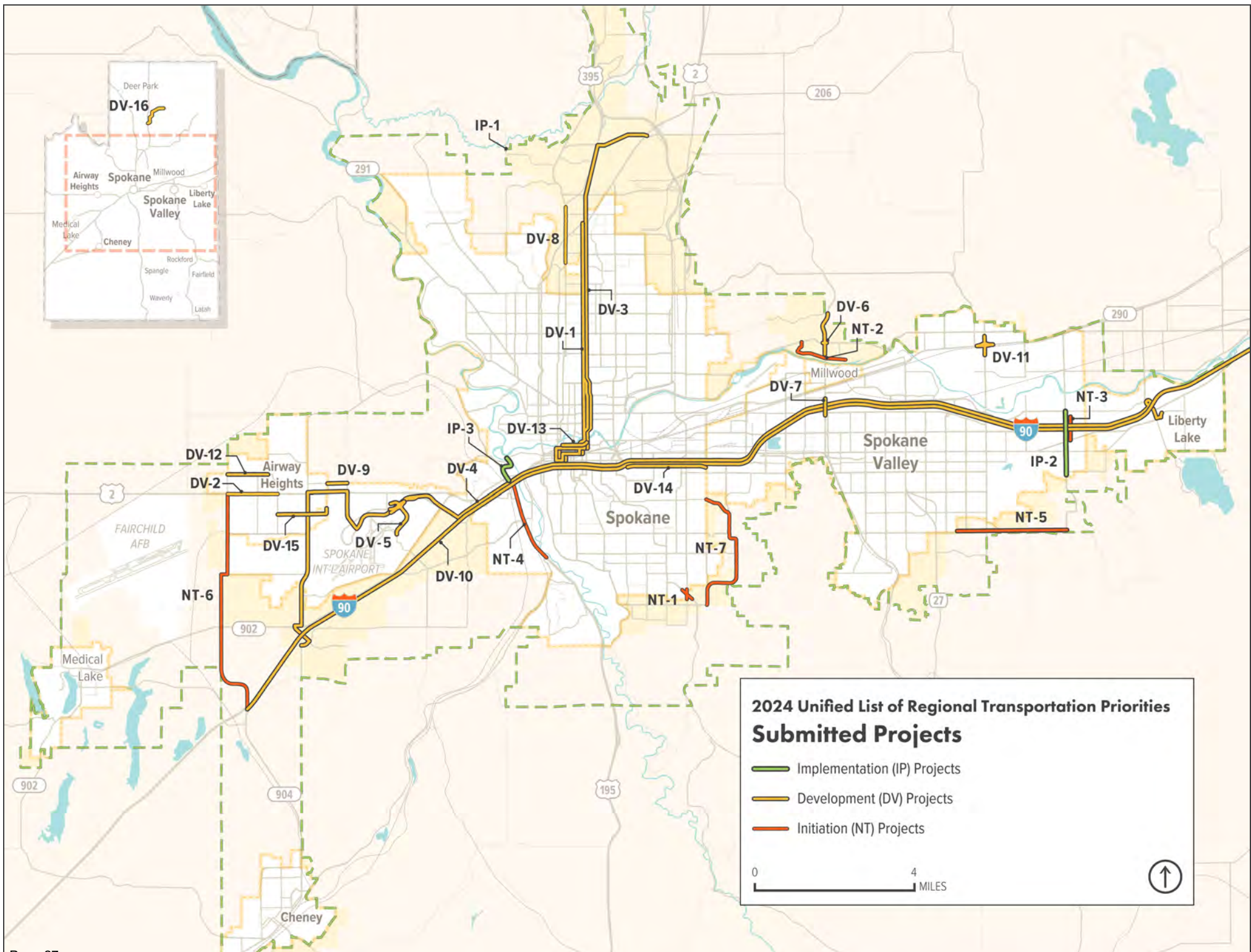
| | | | | | | | PROJECT EVALUATION CRITERIA | | | | | | | |
|--|----------------|--------|-----------------|---|---------------|-----------------------|-----------------------------|-------------------|--------------------------|-------------|-------------------------------------|-------------------|-----------------|--------|
| PROJECT TITLE | AGENCY | MAP ID | PROJECT TYPE | DESCRIPTION | TOTAL COST | STATE FUNDING REQUEST | TOTAL SCORE | ECONOMIC VITALITY | COOPERATION & LEADERSHIP | STEWARDSHIP | OPERATIONS PRESERVATION MAINTENANCE | SAFETY & SECURITY | QUALITY OF LIFE | EQUITY |
| Freya Street / Palouse Highway Roundabout | Spokane | NT-1 | Roadway Capital | Construct a roundabout and improve sidewalk or pathway connections in all four directions, including extending the Palouse Hwy shared-use pathway through Freya St. | \$ 4,988,000 | \$ 4,900,000 | 151 | 23 | 23 | 20 | 20 | 15 | 20 | 30 |
| Centennial Trail / Argonne Gap Project | Spokane County | NT-2 | Bike/Ped | Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce bike/ped vs vehicular incidents and reduce stress at Argonne Rd/Upriver Dr intersection. | \$ 8,470,000 | \$ TBD | 141 | 12 | 24 | 30 | 10 | 15 | 20 | 30 |
| Barker Rd & I-90 Interchange | Spokane Valley | NT-3 | Reconstruction | Replace single-lane roundabout and 2-lane bridge with new 2-lane roundabout and 4-lane bridge to accommodate existing traffic and growth. | \$ 40,000,000 | \$ 40,000,000 | 141 | 22 | 24 | 20 | 20 | 15 | 10 | 30 |
| US 195 Corridor Projects | Spokane | NT-4 | Roadway Capital | Connect Lindeke St to Thorpe Rd and create a two-way Inland Empire Way and Cheney-Spokane Rd connection. Streetscape improvements include sidewalks, lighting, landscape buffers, and bike lanes. | \$ 18,394,333 | \$ 18,394,333 | 131 | 11 | 30 | 20 | 0 | 30 | 10 | 30 |
| 32nd Ave Corridor Project | Spokane County | NT-5 | Reconstruction | Reconstruct and realign roadway, including adding sidewalks and bike lanes in urban areas, shoulders in rural areas, and a roundabout at Sullivan Rd | \$ 23,500,000 | \$ TBD | 99 | 7 | 17 | 20 | 10 | 15 | 10 | 20 |
| Craig Rd I-90 to US 2 & I-90/ SR 904 Interchange Revisions | Spokane County | NT-6 | Reconstruction | Realign and widen Craig Rd, from I-90/SR 904 interchange to US 2. | \$ 49,859,000 | \$ TBD | 97 | 18 | 24 | 20 | 10 | 15 | 10 | 0 |
| Glenrose Road Reconstruction | Spokane County | NT-7 | Reconstruction | Road reconstruction, realignment, and addition of sidewalks where feasible on Glenrose Rd from 57th Ave and up Carnahan Rd to the City of Spokane Valley limits. | \$ 33,400,000 | \$ TBD | 81 | 19 | 22 | 20 | 10 | 0 | 10 | 0 |

PROJECT STATUS CATEGORY CRITERIA

| INITIATION | DEVELOPMENT | IMPLEMENTATION |
|---|---|---|
| <div>✓ Design is < 30% complete</div> <div>✓ Project is in the early stage of development and has, at a minimum, been identified in a planning study</div> | <div>✓ Design ≥ 30% complete, right-of-way needs identified, environmental has been initiated and/or substantial percentage of funding has been secured</div> <div>✓ Project is identified in a local, regional, and/ or state plan</div> | <div>✓ Design ≥ 60% complete, significant progress has been made towards right-of-way, and environmental approvals are underway</div> <div>✓ Project is identified in a local, regional, and/ or state plan</div> |

SUBMITTED PROJECTS SUMMARY

| PROJECT STATUS CATEGORY | # OF PROJECTS | TOTAL COST | STATE REQUEST AMOUNT | % REQUESTED |
|-------------------------|---------------|----------------|----------------------|-------------|
| IMPLEMENTATION | 3 | \$ 83,894,569 | \$ 29,937,513 | 36% |
| DEVELOPMENT | 16 | \$ 504,238,593 | \$ 142,322,392 | 28% |
| INITIATION | 7 | \$ 178,611,333 | \$ 63,294,333 | 35% |
| TOTAL | 26 | \$ 766,744,495 | \$ 235,554,238 | 31% |



To: Transportation Advisory Committee
From: Jason Lien, Principal Transportation Planner
TOPIC: BICYCLE LEVEL OF TRAFFIC STRESS UPDATE

06/21/2023

Requested Action:

None. For information and discussion.

Key Points:

- Conducting a Bicycle Level of Traffic Stress (LTS) analysis is a task listed in the 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.
- Over the past few months, staff collected data that are relevant to bike LTS such as vehicle thru-lanes, speed, presence of parking, bike facility width, and traffic volume. Using this data and established [bike LTS methodology](#), preliminary results were calculated to determine the level of stress a rider may experience while cycling along a particular route, ranging from LTS 1 (low stress) to LTS 4 (high stress).
- With the technical analysis complete, staff will present the findings to SRTC committees and coordinate feedback over the next 1.5 months. The LTS ratings may be viewed in this [AGOL map](#). The ratings will be finalized by August, coinciding with a committee item to consider recommendation of approval of the LTS results to the SRTC Board. The Board is scheduled to take action at their September 2023 meeting.
- Please direct any questions or feedback to staff contact Jason Lien.

Board/Committee Discussions:

Staff introduced the topic to the Board at their March 2023 meeting and updated the TTC and TAC at their March 2023 meetings.

Public Involvement:

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

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